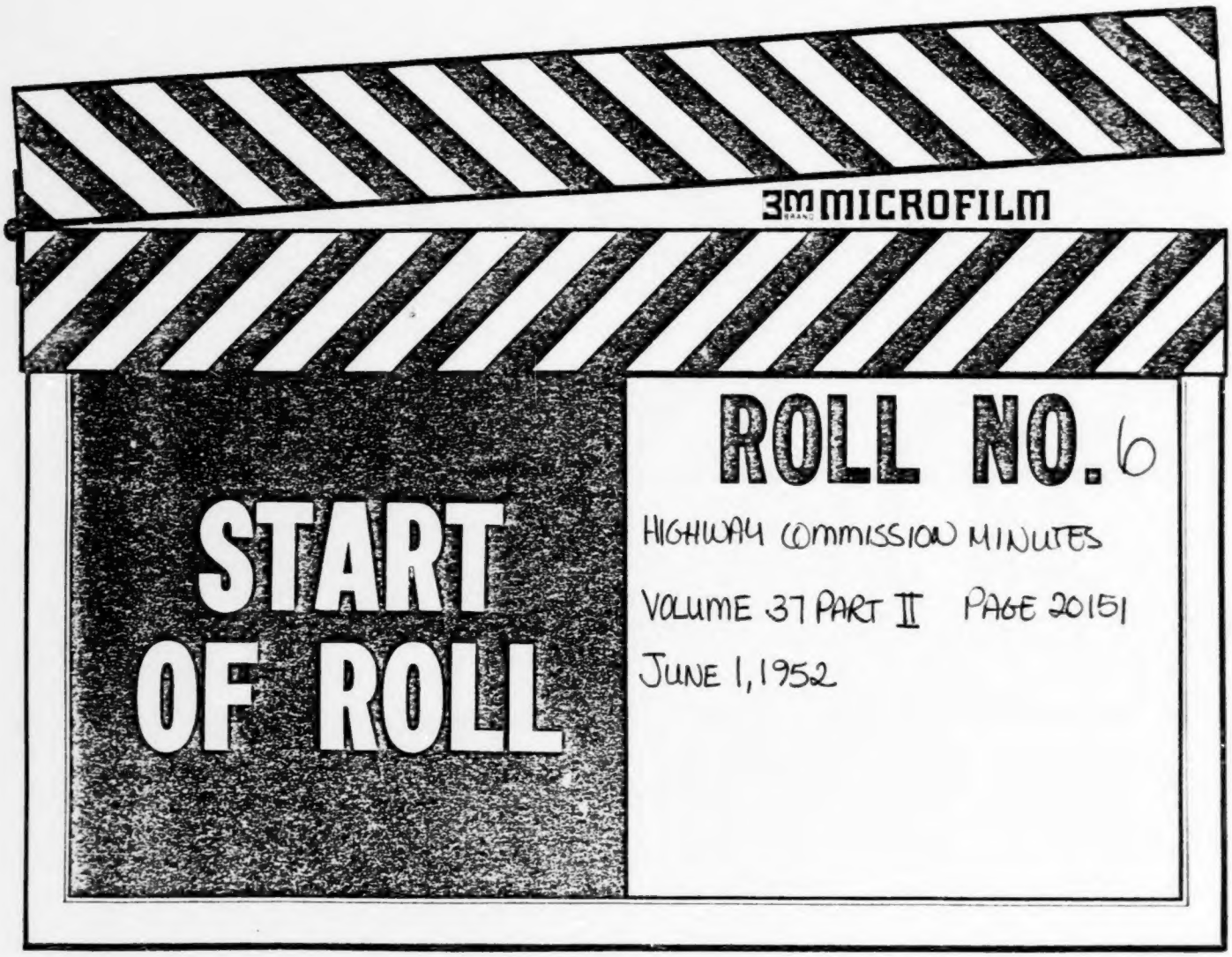
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VOLUME 37

PART II

PART II

OF

VOLUME XXXVII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JUNE 1, 1952

TO

AUGUST 31, 1952

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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20151	July 10	Bids received on construction projects.
20154		Minutes of May 26 and 27, 1952, approved.
		Parks Superintendent reports on following matters:
		Vista House on Columbia River Hwy. Concession agreement with Jack Flaucher extended.
20155		Humbug Mountain State Park. Sheep grazing lease with K. R. Fromm extended.
		Salmon River Hwy. near Rogue River. Permission granted J. H. Smith to dig well.
		Multnomah County. Columbia River Hwy. near Shepherds Dell. Purchase of property from County for park approved.
		Cape Lookout State Park. Wording for Lewis W. Hill Memorial Plaque approved.
20156		Lincoln County. Oregon Coast Highway. Park development near Lost Creek approved.
		Ukiah-Dale Forest Waysides. Request of Pilot Rock Lumber Co. for road crossing approved.
		Columbia River Hwy. Vista House. Lambert Gardens literature distribution approved conditionally.
		Lincoln County. Ocean Lake. Location of possible park sites to be investigated.
20157		Clackamas County. Proposed park at Wilhoit Springs. Action deferred.
		Columbia Gorge. Preservation of scenic beauties. Organization plan suggested by Governor approved.
20159		Lava Caves State Park. Safety precautions approved. Guide to be released.
		Gold Hill. Proposed park. Action deferred.
20160		Clackamas County. 82nd Avenue. Delegation requests signal at Battin School.
		Clackamas County. Cascade Secdy. Hwy. 82nd Avenue. Improvement requested. Action deferred.
		Meeting recessed at 12:00 noon.
		Real property. Acquisition authorized. See EXHIBIT "A".
20161		Lane County. Siuslaw Hwy. Low Pass Section. Agreement with R & L Lumber Company for r/w approved.
		Coos County. Oregon Coast Hwy. Hauser-Coos Bay. Settlement with J. K. Howard for r/w approved.
20162		Douglas County. Pacific Hwy. Oakland Jct.-Deady. Settlement with Wilsons for r/w approved.
20163		Real property. Acquisition of property for which no previous authority granted. See EXHIBIT "B".
20164		Sale of miscellaneous properties confirmed.
		Josephine County. Redwood Hwy. Hayes Hill Section. Payment to Federal Govt. for timber approved.
		Douglas County. Pacific Hwy. Comstock-Anlauf. Settlement with Forrest Veneer Company for bridge approved.

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20164	July 10	Josephine County. Redwood Hwy. Hayes Hill Section. Settlement with Almquist for r/w approved.
		Polk County. Pacific Hwy. West. Monmouth. No bids received for sale of property.
20165		Clackamas County. Mt. Hood Hwy. Govt. Camp. Sale of Maintenance Hdqtrs. site approved conditionally.
		Klamath County. The Dalles-California Hwy. Gilchrist-Willamette Jct. Payment to Federal Govt. for timber approved.
		Umatilla County. Conveyance of property to L. R. Peterson approved.
		Multnomah County. Sauvies Island Bridge. Conveyance of land to County approved.
		Hood River County. Columbia River Hwy. Extension of lease with Stebco approved.
		Lane County. Pacific Hwy. Judkins Point-Goshen. Change in access for George Mounts approved.
		Klamath County. The Dalles-California Hwy. Gilchrist-Willamette Jct. Change in access for A. R. Pinney approved.
20166		Wheeler County. Ochoco Hwy. Mitchell. Exchange of land with Ashmead approved.
		Baker County. Baker-Unity Hwy. Dooley Mountain. Enlargement of picnic area approved.
		Yamhill County. Pacific Hwy. West. McMinnville. Widening of Adams Street. By-pass to be considered.
20167		Condemnation proceedings authorized.
20176		Condemnation actions.
		Marion County. Pacific Hwy. East. Salem By-Pass. Settlement with Catlin approved.
		Settlement with Myles Henderson approved.
		Marion County. Pacific Hwy. East. Salem-Hayesville. Settlement with Gaska approved.
		Douglas County. Oregon Coast Hwy. Reedsport-Winchester Bay. Settlement with R. J. Hubbard approved.
20177		Washington County. Pacific Hwy. West. Tigard-Tualatin River Unit. Settlement with Rose Metcham approved.
		Trial cases in courts. Report made.
		Lincoln County. Oregon Coast Hwy. Pacific Shore Land Company. Appeal to Supreme Court approved.
		Union County. Old Oregon Trail. La Grande-Ladd Canyon. Frank W. Seidel. Specific performance case reported.
		Marion County. Pacific Hwy. East. Salem-Hayesville. Appeal to Supreme Court in Albert Sauers' case approved.
20178		Portland. Banfield Expressway. Appeal to Supreme Court on William F. Loser's case approved.
		Marion County. Salem-Dallas Hwy. Willamette River Bridge. Case of State Construction Company still pending.
20179		Douglas County. Elkton-Sutherlin Secdy. Hwy. Yellow Creek-Calapooya Creek. Case of C. J. Eldon set for trial.
		Washington County. Pacific Hwy. West. Onion Flat. Specific performance against Fisher authorized.
		Coos County. Bullards Bridge across Coquille River. Payment of cost above $300,000 approved. See EXHIBIT "C".

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20180	July 10	Coos County. Bullards Bridge. Coos Bay to Bandon. Future hwy. may be routed over bridge.
		Linn County. Halsey-Sweet Home Secdy. Hwy. Payment of damages to Stewart automobile approved.
		Legislative matters. Approval given to 22 proposed bills.
		Portland. Banfield Expressway. Correction of error in deed to First National Bank of Portland approved.
20181		C. W. Enfield authorized to go to Eureka, California July 26 and 27.
		Polk County. Salem-Dallas Hwy. West Salem. Payment of Oregon Pulp and Paper Company claim for gravel approved.
		Condemnation proceedings. Offers to owners confirmed.
20184		Salary increases for Legal staff approved.
20185		Salary increase for Chief Counsel approved.
		Leonard I. Lindas. Employment on Legal staff approved.
		Right of Way settlements reported:
		Polk County. Salem-Dallas Hwy. west of Salem. Settlement with Wilbur P. Lewis approved.
		Tillamook County. Oregon Coast Hwy. Bay City-Tillamook. Settlement with Rubin Wilkins approved.
		Settlement with Anna Olive Neilson approved.
20186		Curry County. Oregon Coast Hwy. Ophir. Development of wayside picnic area deferred.
		Yamhill County. Improvement of secdy. hwys. Action deferred.
		Yamhill County. Three Mile Lane Hwy. Yamhill River Bridge. Replacement of bridge considered. Action deferred.
20187		Portland. Barbur Boulevard-Hillsdale. Bertha Boulevard. Construction of new hwy. discussed. Action deferred.
		Union County. Island City County Road. Accidents at railroad crossing discussed. Signs to be installed.
20188		Union County. Island City. First and Main streets. No change to be made at intersection.
		Baker County. Old Oregon Trail. Oxman-Durkee. Location survey authorized.
		Coos County. Oregon Coast Hwy. Douglas County Line-Coos Bay. Abandonment agreement approved.
		Tide gates to be maintained by County.
		Permits. Reclassification of several hwys. from Group II to Group I approved.
20189		Central ~~Point~~ Hwy. Bend to Burns. Engineer reports on request for warning signs.
		Signs. Policy adopted re signs and banners across hwys.
20190		Timber. No bids received for sale of down timber. Private sale authorized.
		Personnel. Retirement and retention of certain employees approved.
		Klamath County. Klamath Falls. Report on traffic survey. Action deferred.
		Portland. Banfield Expressway. 132nd Avenue. Underpass not to be constructed.
		Portland. Banfield Expressway. Multnomah County Commissioners refuse to sign agreement. Construction work to be held up.
20191		Contracts awarded. Public announcement made.

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20193	July 10	Lincoln County. Oregon Coast Hwy. Request to construct on Cascade Head denied.
		Hwy. Research Board. Approval of expenditure in connection with research approved.
		Baker County. Pine Creek Secdy. Hwy. Oiling in Halfway approved.
20194		State Tax Street Funds. Plans approved. See EXHIBIT "D".
		Surveys. Authority granted to make surveys on a number of projects.
20195		Douglas County. Umpqua Hwy. Request to build hwy. on north side of river denied.
20196		Gilliam County. Columbia River Hwy. Arlington-Heppner Jct. Construction of fence approved.
		Yamhill County. Three Mile Lane Secdy. Hwy. South Yamhill River Section. Part of abandoned section to be repaired.
		Portland. S. E. Foster Road. Extension to Mt. Hood Hwy. requested. Study to be made.
		Morrow County. Boardman Jct. Connecting road approved.
20197		Clackamas County. Cascade Secdy. Hwy. Improvement south of Oregon City authorized.
		Lane County. Eugene. Installation of signals approved.
		Lane County. Oregon Coast Hwy. Florence. Revision of traffic channelization approved.
20198		Curry County. Oregon Coast Hwy. Survey adopted. Brushes Creek-Rinehart Creek Section. See EXHIBIT "E".
		Douglas County. Tiller-Trail Secdy. Hwy. Survey adopted. Canyonville-East Section. See EXHIBIT "E".
		Heavy Hauling Company. Assignment of interests to Koppisch Construction Company, Inc., approved.
		Jefferson and Jackson Counties. Warm Springs Hwy. Transfer of funds for employees' houses on Green Springs Hwy. approved.
		Union County. City of La Grande. Request for survey of truck route approved.
20199		Lane County. Territorial Secdy. Hwy. Franklin to Siuslaw Hwy. Light oil treatment approved.
		Washington County. Pacific Hwy. West. Tigard-Tualatin River. Re-establishing Tigard Water District pipe line approved.
		Multnomah County. Pacific Hwy. East. South Unit, Denver Avenue-Columbia Slough. Increase in authorization approved.
20200		Marion County. North Santiam Secdy. Hwy. Stout Creek-Mill City Section. Increase in authorization approved.
		Umatilla County. Pendleton-John Day Hwy. Pendleton. Request for construction of railroad underpass denied.
		Multnomah County. Mt. Hood Hwy. at 92nd Avenue. Installation of traffic signal approved.
		Lane County. Pacific Hwy.-Jct. McKenzie Hwy. Illumination approved.
		Lane County. McKenzie Hwy. Springfield. Illumination of 42nd Avenue approved.
20201		Award of contracts. Engineer reports satisfaction of conditions.
		Extensions of time on hwy. contracts granted.

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20203	July 10	Contracts completed and accepted. See EXHIBIT "F".
		Crook County. Ochoco Hwy. Prineville. Agreement with Pacific Power and Light Company re water main approved.
20204		Claims. List of uncollectable claims presented. Cancellation approved.
		State Tax Street Funds. Allocation of amounts to cities approved. See EXHIBIT "G".
		Umatilla County. Columbia River Hwy. Bridge at Juniper Canyon. Agreement with Army Engineers re damages approved.
20205		Harney County. Rome-Princeton Secdy. Hwy. Princeton to Malheur County Line. Abandonment agreement approved.
		Wasco County. Abandonment agreement for temporary state hwy. in 1920 approved.
		Pendleton Woolen Mills. Release of historical marker folder confirmed.
		Clatsop County. Columbia River Hwy. Astoria. Agreement with City re improvements approved.
		Coos County. Oregon Coast Hwy. Coquille. New hwy. connection at Sanford Heights approved.
		Secretary's report of papers signed approved.
20206		Oscar Cutler. Permission granted to go to St. Mary's College, Oakland, California, July 20 to 26.
		H. G. Smith and G. S. Paxson. Permission granted to go to Eureka to study revetment construction.
		Load limits. Reduced limits placed on West Diamond Lake Secdy. Hwy. See EXHIBIT "H".
		Load limits. Restrictions removed. See EXHIBIT "I".
		Multnomah County. Crown Point Secdy. Hwy. Troutdale. Reversal of stop signs at Halsey Street approved. See EXHIBIT "J".
20207		Yamhill County. Pacific Hwy. West. McMinnville. "No Parking" signs at Mack Kiddie Land approved. See EXHIBIT "K".
		Columbia County. Columbia River Hwy. Rainier. Installation of pedestrian signs at Lindberg approved.
		Lane County. Willamette Hwy. at Lowell Jct. Speed zone denied. Illumination approved.
20208		Curry County. Oregon Coast Hwy. Harbor. Reduced speed zone denied. Installation of signs approved.
		Portland. Columbia River Hwy. 82nd to 122nd Avenue. Reduced speed zone adopted. See EXHIBIT "L".
		Multnomah County. Columbia River Hwy. Burlington. Reduced speed zone raised. See EXHIBIT "M".
20209		Roseburg Chamber of Commerce. Telegram concerning billboards to be filed.
		Commission inspection trip. No action.
		Unfinished business matters considered as follows:
		Eel Lake Recreational Area.
		La Grande. Accidents at railroad crossing.
		Baker County. Survey between Oxman and Durkee.
20210		Portland. Extension of Barbur Boulevard.
		Yamhill County. Improvement of Secdy. Hwys.
		Curry County. Proposed park at Ophir.
		Clatsop County. Crosswalk or blinker light at Westport.

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20210	July 10	Portland. Property acquisition from Frank Kernan and Pacific Livestock Association.
		Lane County. Recreational area at Dorena Dam.
		Coos County. Proposed park at Bandon Beach.
		Columbia River Hwy. "Save the Gorge" Committee appears.
20211		Wilhoit Springs. Development as state park.
		Saddle Mountain Park. Permission granted to use park road.
		Nehalem Bay Recreational Committee re signs.
		Meeting adjourned at 5:00 p.m.
	July 11	Douglas County. Divide-Anlauf Section. Comstock and Lawrence Access Road Structures. Bids not opened.
20212		Bids received on construction projects.
20214		Portland. Columbia River Hwy. Parkrose delegation requests pedestrian signal at 99th Avenue.
20215		Multnomah County. Crown Point Secdy. Hwy. Troutdale. Delegation requests improvement in city. Action deferred.
		Portland. 82nd Avenue. Delegation requests signal at Battin School. Action deferred.
20216		Lane County. Territorial Secdy. Hwy. Delegation advised section near Franklin to be oiled.
		Coos County. Oregon Coast Hwy. Eel Lake. Parks Supt. to contact Game Commission.
20217		Construction of road in exchange for r/w from Game Commission approved.
		L. V. Koons authorized to go to Seattle August 4 and 5.
		Tillamook County. Nehalem Bay Association request to install signs approved.
		Overnight camping facilities. Parks Supt. makes report.
20218		Douglas & Lane Counties. Pacific Hwy. Divide-Comstock Section. Purchase of level areas authorized.
		Coos County. Oregon Coast Hwy. Hauser-North Bend. Settlement with Al Pierce for r/w approved.
20219		Union County. Old Oregon Trail. Ladd Canyon Section. Acquisition of land for wayside areas approved.
		Clatsop County. Columbia River Hwy. Westport. Request for blinker light denied.
		Lane County. McKenzie Hwy. Springfield. City to complete r/w acquisition on "A" Street in 90 days.
20220		Saddle Mountain State Park. Permission granted conditionally to haul logs across park.
		Morrow County. Old Oregon Trail. Boardman grade separation project. Increase in authorization approved.
		Douglas County. Coos Bay-Roseburg Hwy. Request to divert drainage water into Lookingglass Creek denied.
20221		Coos County. Cape Arago Secdy. Hwy. North Bend. Request for full width paving and curbs denied.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Lincoln County. Oregon Coast Hwy. Delegation requests park near Ocean Lake. Action deferred.
20222		Portland. Lambert Gardens. Request to dispense literature approved conditionally.

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20222	July 11	Permits. Authority granted Director of Permits to designate persons to sign permits.
		Union County. Medical Springs Secdy. Hwy. Agreement with Guild D. Lay relinquishing stock pass approved.
20223		Carl Jordan authorized to go to Yakima, Washington, July 17 and 18.
		Union County. Eastern Oregon College of Education. Request to perform paving work denied.
		West Portland-Hubbard Hwy. Willamette River Bridge. Transfer of funds from 1953 to 1952 approved.
		Contract awards. Public announcement made.
20225		Linn County. Albany. Delegation urges construction of road to river to service barges. Action deferred.
		Benton County. Corvallis. Delegation requests improvements: Corvallis-Philomath Section Albany-Corvallis Hwy. First Street project in Corvallis.
20226		Cut-off between US99W and Corvallis-Newport Hwy.
20227		Wasco County. Columbia River Hwy. Hood River-Mosier. Abandonment agreement with the County approved.
		Wasco County. Columbia River Hwy. Shogren-Rowena Unit. Agreement re closure of roads approved.
		State Tax Street Funds. City of Culver. Plans approved. See EXHIBIT "O".
		Tillamook County. Oregon Coast Hwy. Tillamook. Coates Lumber Company agrees to refrain from encroaching on the hwy.
		Portland. Harbor Drive Expressway. Commissioner McIver reports petition of objection.
20228		Parks Supt. Vacation approved.
		Commission meeting date set for August 18 and 19, 1952.
		Agreements and other papers signed.
20229		Meeting adjourned at 4:30 p.m.
20230		EXHIBIT "A". Real property acquisition.
20297		EXHIBIT "B". Real property acquisition.
20299		EXHIBIT "C". Resolution re cost of Bullards Bridge.
20301		EXHIBIT "D". State Tax Street Funds.
20303		EXHIBIT "E". Survey. Brushes Creek-Rinehart Creek Section.
20305		EXHIBIT "F". Contracts completed and accepted.
20307		EXHIBIT "G". State Tax Street Funds. Allocation of funds.
20315		EXHIBIT "H". Reduced load limits. West Diamond Lake Secdy Hwy.
20317		EXHIBIT "I". Lifting reduced load limit.
20318		EXHIBIT "J". Reversal of stop signs at Halsey Street.
20320		EXHIBIT "K". No parking. Mack Kiddie Land, McMinnville.
20322		EXHIBIT "L". Reduced speed zone. 82nd to 122 Ave.
20324		EXHIBIT "M". Reduced speed zone. Burlington.
20326		EXHIBIT "N". Authority to sign permits.
20328		EXHIBIT "O". State Tax Street Fund. City of Culver.
20329		EXHIBIT "P-1" thru "P-16". Condemnations.

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20392	Aug.18	Bids received on construction projects.
20394		Minutes of July 10 and 11, 1952, approved.
20395		Parks Superintendent reports as follows:
		Attendance in state parks increased in 1952.
		Bandon Beach Park. Acquisition of areas approved.
		Wilhoit Springs. Acquisition discussed. Action deferred.
		Honeyman State Park. Purchase of additional area considered. Action deferred.
		Ben Hur Lampman Park at Gold Hill. Acquisition of and name of park approved.
20396		Tillamook County. Tillamook Head. Termination of lease with U.S. Government approved.
		Eel Lake. Proposed Park. Status discussed.
		Cape Lookout State Park. Agreement to furnish electrical power approved.
20397		Sunset Bay State Park. Construction of wading pool to be investigated.
		Real property. Acquisition approved. See EXHIBIT "A".
		West Portland Harbor Drive Expressway. Closing of options approved although survey not complete.
		Territorial Hwy. Benton County Line-Cheshire. Two-year lease for gravel approved.
		Real property. Authority to purchase parcels on which no authority previously granted. See EXHIBIT "B".
20398		Sale of miscellaneous properties confirmed.
		Clatsop County. Extra payment to C. D. Burt for moving maintenance shed approved.
		Grant County. Renewal of land lease with Frank Oliver approved.
		Washington County. Beaverton-Aurora Hwy. Stockpile site lease with City of Tualatin renewed.
		Morrow County. Boardman Oasis. Purchase of property from Railroad Company approved.
20399		Hood River County. Columbia River Hwy. Hood River-Mosier. Payment of trespass damages to Mr. Robins approved.
		Jefferson County. Cove State Park. Offer of F. L. Meuret to purchase park property denied.
		Washington County. Wilsonville Hwy. Forest Grove. Change of access for Oscar Jones approved.
		Curry County. Oregon Coast Hwy. Port Orford. Sale of maintenance site authorized. See EXHIBIT "C".
20400		Lane County. Oregon Coast Hwy. Florence. Sale of land authorized. See EXHIBIT "D".
		Lane County. Florence. Sale of land to Johnson approved.
		Portland. Banfield Expressway. Agreement with Bank re Hendricke property approved.
		Coos County. City of Coos Bay. City's request to lease bay front property denied. Sale to be considered.
20401		Baker County. City of Baker. Purchase of land for maintenance hdqtrs. approved.
		Marion County. Salem. Purchase of state land for hwy. shops approved.
		Clackamas County. Milwaukie-Estacada Hwy. Claim of Earl R. Marsh for damages. Action deferred.

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20401	Aug.18	Coos County. Oregon Coast Hwy. Forest Boundary-Hauser. Change of access for W. K. Diehl approved.
20402		Douglas County. Pacific Hwy. Calapooya Creek-Sutherlin. Change of access for Robert E. Rice approved.
		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser. Change of access for Dodds approved.
		Umatilla County. Oregon-Washington Hwy. Milton-Freewater. Settlement with Mr. Moss for well approved.
		Morrow County. Old Oregon Trail. Boardman-Irrigon. Settlement with Union Pacific approved.
		Benton County. Pacific Hwy. West. Corvallis. Purchase of land from City approved.
		Condemnations. Authority granted to acquire properties. See EXHIBITS "M-1" through "M-14".
20405		Clackamas County. 82nd Avenue. Senator Belton requests signal at Battin School. Action deferred.
20406		Condemnation actions.
		Klamath Falls-Malin Hwy. Settlement with Neoma Morton approved.
		Banfield Expressway. Jury verdict in Charles Harter case to be appealed.
		Court cases settled as follows:
		Douglas County. Pacific Hwy. Oakland Jct.-Deady. Settlement with Alfred Hoffmeister approved.
		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser. Settlement with Morton E. Post approved.
		Washington County. Pacific Hwy. West. Tigard-Newberg. Settlement with Violet Kirschner approved.
20407		Wallowa County. Wallowa Lake Hwy. Lostine Section. Settlement with Michael Crow approved.
		Wallowa County. Wallowa Lake Hwy. Lostine Section. Settlement with City of Lostine approved.
		Lincoln County. Corvallis-Newport Hwy. Newport-Toledo. Settlement with W. P. McBee approved.
		Condemnation proceedings. Amount of offers to property owners approved.
20409		Linn County. Santiam Hwy. Lebanon. City to acquire hwy. r/w through cemetery.
		Specific performance suits authorized.
		Old Oregon Trail. Ontario Spur Section. Suit against J. P. Chambers.
		Douglas County. Oregon Coast Hwy. Winchester Bay-Forest Boundary. Suit against Julius Siller.
		Columbia River Hwy. Upper Section. Settlement with Union Pacific re slides approved.
20410		Union County. Old Oregon Trail. Ladd Canyon Section. Damage settlement with Eva M. Beale approved.
		Marion County. North Santiam Hwy. Stout Creek-Mill City. Settlement with Chester Blum confirmed.
		Wasco County. Columbia River Hwy. Mosier-The Dalles. Amended resolution adopting survey approved. See EXHIBIT "E".
		Marion County. Pacific Hwy. East. Salem By-Pass. Amended resolution adopting survey approved. See EXHIBIT "E".

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20410	Aug.18	Legislative matters. Proposed bill re materials on ocean beaches approved.
		Frank I. Towle. Authority confirmed to go to Walla Walla.
		Multnomah County. Banfield Expressway. 132nd Street. Agreement with County approved.
20411		Umatilla County. Weston-Elgin Hwy. Request to survey Linton Mountain Road denied.
		Portland. Request from City to develop Thurman Street as hwy. route denied.
		Lane County. Junction City. US99E-US99W Jct. Request for protective measures denied.
		Jefferson County. Town of Culver. Request for secdy. hwy. easterly denied.
20412		Used equipment and scrap materials at Salem. High bids accepted.
		Clackamas County. Cascade Secdy. Hwy. 82nd Avenue. Improvement requested. Action deferred.
		Linn County. Willamette River. Request for improvement of road for barge service denied.
20413		Portland. 82nd Avenue. Installation of traffic signal near Battin School approved.
		Multnomah County. Troutdale. Improvement of hwy. in city approved.
		Hood River County. City of Hood River. Sawdust pile to be moved. City street to be improved.
20414		Clackamas County. Woodburn-Estacada Secdy. Hwy. Request to construct on Dubois Creek survey route. Action deferred.
		Lincoln County. Siletz Secdy. Hwy. Siletz to Kernville. Request for major improvement denied.
		Umatilla County. Hermiston. Request for traffic signals denied. Additional study ordered.
20415		Douglas County. Pacific Hwy. Roseburg. Installation of traffic signals approved.
		Yamhill County. Tualatin Valley Hwy. City of Carlton. Request for signals denied.
		Linn County. Santiam Hwy. Lebanon. Request for signal denied. "No Parking" zone recommended.
		Washington County. Forest Grove. Installation of flashing beacon at hwy. intersection approved.
20416		Marion County. Pacific Hwy. East. Salem. Traffic signal and improvements at 12th Street Junction approved.
		State Tax Street Funds. Plans approved. See EXHIBITS "F-1", "F-2", "F-3", and "F-4".
20417		Lane County. Belknap Springs to Santiam Hwy. Designation as Forest Highway road approved.
		Umatilla County. Starkey-Ukiah Road. Designation of part as Forest Highway and part as Secdy. Hwy. approved.
20418		Meeting recessed at 12:20 p.m.
		Marion County. Willamette River Bridge. Agreement with City of Salem re dike approved.
		Sherman County. The Dalles-California Hwy. Moro. Railroad underpass project approved.

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20418	Aug.18	Culverts. Financial cooperation with Oregon State College on flaired inlet type approved.
		U.S. Geological Survey. Financial cooperation to determine drainage area run-offs approved.
20419		Hood River County. Columbia River Hwy. Woodcraft Home request for sidewalk and traffic light denied.
		Klamath County. The Dalles-California Hwy. Planting of grass seed on slopes approved.
		Deschutes County. The Dalles-California Hwy. Landscaping intersection with Bend-Sisters Hwy. approved.
		~~Yamhill~~ County. Tualatin Valley Hwy. Gaston. Request for improvement in city denied.
20420		Clatsop County. Fort Stevens Secdy. Hwy. City of Hammond. Request for improvement denied.
		Washington County. Hillsboro. Request to install one-way street system. Action deferred.
		Columbia County. Beaverton Ammunition Storage Access Road. Agreement with County approved.
		Awards of contracts. Engineer reports satisfaction of conditions governing awards.
20421		Union County. Old Oregon Trail. Hilgard-LaGrande Section. Authority granted to make survey.
		Hood River County. Columbia River Hwy. Hood River-Mosier. Increase in project authorization approved.
		County Roads. Association of Oregon Counties submits formula for distribution of FAS Funds. Formula approved. Formula for matching county funds approved for two years.
20422		Benton County. Pacific Hwy. West. North Corvallis Section. Survey adopted. See EXHIBITS "G-1" and "G-2".
		Jackson County. Pacific Hwy. Phoenix Section. Survey adopted. See EXHIBITS "G-1 and "G-2".
		Lincoln County. Oregon Coast Hwy. Otter Crest Section. Survey adopted. See EXHIBITS "G-1" and "G-2".
		Lincoln County. Oregon Coast Hwy. Otter Crest Section. Engineer reports expected savings. Report to be made on Fogarty Creek Section.
		Extensions of time granted for contract completion.
20430		Contracts completed and accepted. See EXHIBIT "H".
		Contracts. Early completion of jobs to be stressed.
		Klamath Falls-Malin and Klamath Falls-Lakeview hwys. Engineer to explain to A. W. Schaupp use of intersection.
20431		Salaries and wages. Revised. Pay plan approved effective September 1. Monthly pay plan for hourly workers approved.
		Restoration fund. Payment to be made on properties not covered by commercial fire insurance.
		Fire Insurance. Extended coverage to be requested of legislature.
20432		Coos County. Oregon Coast Hwy. Coquille. One-way street system approved. See EXHIBIT "I".
		Clackamas County. Mt. Hood Hwy. at Rhododendron. Abandonment agreement approved.

Page	Date 1952	Subject
20432	Aug.18	Union County. Starkey Secdy. Hwy. Hilgard Jct.-Redbridge Section. Abandonment approved. See EXHIBIT "J".
		Load limits. Territorial Secdy. Hwy. Reduced limit removed. See EXHIBIT "K".
		Washington County. Tualatin Valley Hwy. Aloha. Loading zone approved. See EXHIBIT "L-1".
20433		Jackson County. Pacific Hwy. Central Point. "No Parking" zone approved conditionally.
		Malheur County. John Day. Hwy. Ironside. Request for signs denied.
		Lane County. Siuslaw Hwy. Mapleton. Reduced speed zone and "No Parking on Shoulders" approved. See EXHIBITS "L-2" and "L-3".
20434		Lincoln County. Oregon Coast Hwy. Wecoma Beach. Reduced speed zone approved. See EXHIBIT "L-4".
		Travel authorizations for out-of-state travel for several employees approved.
20435		AASHO. List of persons to attend annual meeting in Kansas City approved.
		Josephine County. Grants Pass. Claim of Hogoboom for damage to his car approved.
		Unfinished business matters considered as follows:
		Eel Lake recreational area.
		Dorena Dam recreational area.
		Bandon Beach Park.
		Proposed park near Ocean Lake.
		82nd Avenue improvement.
20436		State park at Gold Hill.
		Pacific Hwy. West. Re-routing through McMinnville.
		Improvement of hwy. in Troutdale.
		Improvement of Linn County road to serve barges.
		Battin School traffic signals on 82nd Avenue.
		Lambert Gardens re distribution of literature.
		Commission inspection trip discussed. No action.
20437		Commission meeting date set for September 22 and 23, 1952.
		Union County. Old Oregon Trail. Ladd Canyon Project. Dedication set for October 5, 1952.
		Bond Money Program discussed. Action deferred.
		West Portland-Hubbard Hwy. Willamette River Bridge. Bids to be received in 1952 for steel trusses.
		Transfer of funds from four projects approved.
20438		West Portland-Hubbard Hwy. Barbur Boulevard-White School Section. Bids to be called in September.
		Secretary's report of papers he has signed accepted.
		Contracts. Public announcement made of awards.
20440		Deschutes County. Bend. Construction of Shop, Storage and new Division Hdqtrs. bldgs. approved.
		Construction Program. Five-year list of projects considered. Action deferred.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Elkton to Pacific Hwy. Improvement discussed. Action deferred.
20441		Meeting adjourned at 4:00 p.m.

Page	Date 1952	Subject
20441	Aug.19	Bids for construction projects received.
20444		Wheeler County. John Day. Hwy. Butte Creek Summit. Delegation requests improvement. Action deferred.
		Umatilla County. Hermiston. Delegation requests several improvements.
		Portland. Northwest Thurman Street. Delegation requests improvement as state highway.
20446		Clatsop County. Columbia River Hwy. Big Creek Section. Settlement with Booth for damage to well approved.
		Columbia River Hwy. Log hauling permit for Mr. Vale and all other applications to be denied.
20447		Meeting recessed at 12:00 noon.
		Jefferson County. Culver. Delegation request for secdy. hwy. easterly from Culver denied.
20448		Clackamas County. Milwaukie-Estacada Hwy. Earl R. Marsh presents claim for damages to land. Action deferred.
		Deschutes County. The Dalles-California Hwy. Terrebonne-Crooked River Bridge. Delegation's request for improvement approved conditionally.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Cottonwood Canyon Section. Delegation requests oiling.
20450		Contracts. Public announcement made re award.
20451		Portland. Swift Secdy.-US99W hwys. Kernan appears re settlement of r/w dispute. Project abandoned.
20452		Hood River County. City of Hood River. Delegation requests development of Koberg Beach.
		Mt. Hood Hwy. Improvement at Fikes Corner requested. Action deferred.
		Lane County. Eugene-Springfield area. Delegation presents outline of improvements needed.
		City of Springfield. Status of South "A" Street project discussed.
20453		Allocation of funds to counties. Formula approved for two years.
20454		Wasco County. Columbia River Bridge at The Dalles. Delegation requests new hwy. connection to bridge. Project to be studied.
20455		Condemnations. Authority granted to institute proceedings. See EXHIBITS "N-1" through "N-4".
		Clackamas County. Mt. Hood Hwy. Rhododendron. Sale of house confirmed.
20456		Coos County. Oregon Coast Hwy. Construction of cattle passes to be investigated.
		Curry County. Oregon Coast Hwy. Rocky Point-Euchre Creek. Location survey authorized.
		Curry County. Oregon Coast Hwy. Gold Beach. Extension of hwy. improvement requested. Action deferred.
		Coos County. Coos River Secdy. Hwy. Enegren Ferry to Coos River. Bids for paving to be received in November.
		Striping of hwys. discussed.
		Construction program. Projects selected.
20460		Agreements and other papers signed.
20462		Meeting adjourned at 5:00 p.m.

Page	Date 1952	Subject
20463	Aug.19	EXHIBIT "A". Real property acquisitions.
20529		EXHIBIT "B". Real property acquisitions.
20531		EXHIBIT "C". Sale of Maintenance site. Port Orford.
20532		EXHIBIT "D". Sale of land. Florence.
20533		EXHIBIT "E". Resolution adopting surveys.
20535		EXHIBIT "F-1". State Tax Street Funds.
20536		EXHIBIT "F-2". State Tax Street Funds.
20537		EXHIBIT "F-3". State Tax Street Funds.
20538		EXHIBIT "F-4". State Tax Street Funds.
20539		EXHIBIT "G-1". Survey. North Corvallis & Phoenix Section.
20541		EXHIBIT "G-2". Survey. Otter Crest Section.
20543		EXHIBIT "H". Contracts completed and accepted.
20547		EXHIBIT "I". Resolution re 1-way street. Coquille.
20549		EXHIBIT "J". Abandonment. Hilgard Jct.-Redbridge Section.
20553		EXHIBIT "K". Lifting reduced load limit.
20554		EXHIBIT "L-1". Loading zone approved. Aloha.
20555		EXHIBIT "L-2". Reduced speed zone. Mapleton.
20557		EXHIBIT "L-3". No Parking on Shoulders. Mapleton.
20559		EXHIBIT "L-4". Reduced speed zone. Wecoma Beach.
25061		EXHIBIT "M-1" through "M-14". Condemnation resolutions.
20606		EXHIBIT "N-1" through "N-4". Condemnation resolutions.

Portland, Oregon
July 10, 1952

The State Highway Commission convened in regular session at 9:00 a.m. Pacific Standard Time, in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistand State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for highway construction and the making of an aerial survey for a proposed relocation of the Oregon Coast Highway in Curry County were opened and read aloud by the Secretary in conformity with previously published notices, at the conclusion of which it was announced that the awards of contracts would be made at 4:00 p.m. Pacific Standard Time, in the same room:

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY
ASTORIA (28TH STREET - 32D STREET) SECTION

C. H. Grimstad and T. Vanderveldt, Astoria	$ 34,027.00

CLATSOP COUNTY
AVENUE "G" BRIDGE IN SEASIDE

George E. Berry, Beaverton	$ 44,687.50
Orlando C. Bennard, Portland*	48,170.00

* Bidder will accept award of only one project

CROOK COUNTY
TERREBONNE-O'NEIL AND LONE PINE SCHOOL COUNTY ROADS

Babler Bros., Inc., Portland	$ 91,327.00
F. L. Somers, Klamath Falls	97,770.00
Peter Kiewit Sons' Co., Longview, Washington	99,962.50
C. J. Eldon, Portland	109,055.00

CURRY COUNTY
EUCHRE CREEK-BROOKINGS AERIAL MAPPING PROJECT

Delano Aerial Surveys, Portland *	$ 19,990.00

* No unit prices bid on Items 1 and 3

PACIFIC HIGHWAY IN DOUGLAS COUNTY
GRADING AND SURFACING ANLAUF-ELKHEAD ROAD UNIT

Babler Bros., Inc., Portland	$988,629.00
Guy F. Atkinson Co., Portland	1,040,004.00
McNutt Bros., Eugene	1,107.023.00
Fred H. Slate Co. Oreg. Ltd. and E. C. Hall Co., Portland	1,109,345.00
Kuckenberg Construction Co., Inc., Portland	1,182,904.00
Peter Kiewit Sons' Company, Longview, Washington	1,315.362.00

ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY
CALAPOOYA CREEK BRIDGE

Tom Lillebo, Reedsport	$ 71,362.00
Teller Construction Co., Portland	72,035.00
Todd Building Co., Roseburg	73,240.00
VaDare Construction Co., Portland	75,350.00
Hamilton & Thoms, Eugene	77,484.00
Orlando C. Bennard, Portland *	83,750.00
Valley Construction Co., Portland	87,180.00

* Bidder will accept award of only one project

UMPQUA HIGHWAY IN DOUGLAS COUNTY
REEDSPORT-DEAN CREEK SECTION, MIDDLE UNIT

Fred H. Slate Co. Oreg. Ltd., Portland	$311,220.00
E. C. Hall Co., Portland	338,495.00
C. J. Eldon, Portland	368,221.50
Umpqua River Navigation Co., Reedsport	399,311.00

KLAMATH AND LANE COUNTIES
McCREDIE SPRINGS-WILLAMETTE JUNCTION ROCK PRODUCTION

Rogers Construction Co., Portland	$ 69,355.00
Peter Kiewit Sons' Company, Longview, Washington	69,760.00

TERRITORIAL SECONDARY HIGHWAY IN LANE COUNTY
BENTON COUNTY LINE-CHESHIRE SECTION

Porter W. Yett, Portland	$173,531.50
Central Heating Co. Oreg. Ltd., Eugene	191,015.00
Babler Bros., Inc., and Rogers Const. Co., Portland	198,981.00
Acme Construction Co., Eugene	200,312.90
Parker-Schram Co., Portland	212,354.50
Pacific Asphalt Paving Co., Portland	219,054.00
Durbin Bros., Eugene	229,680.00
E. C. Hall Co., and J. C. Compton Co., Portland	235,216.00

SIUSLAW HIGHWAY IN LANE COUNTY
LOW PASS SECTION

Natt McDougall Company, Portland	$753,510.00
Funderburk Construction Co., Sutherlin	767,096.50
Kuckenberg Construction Co., Portland	821,772.00
Fred H. Slate Co. Oreg. Ltd. and E. C. Hall Co., Portland	848,206.00
Lucich Company, Seattle, Washington	849,220.00
Roy L. Houck and Son, Salem	925,436.50
Parker-Schram Co., Portland	973,467.50
McNutt Bros., Eugene	987,740.50
Peter Kiewit Sons' Company, Longview, Wash.	1,076,826.00

MULTNOMAH COUNTY
OREGON SLOUGH BRIDGE EXPANSION PLATES

West Coast Steel Works, Portland	$ 15,940.00
James & Yost, Inc., Portland	15,958.00

DALLAS-COAST HIGHWAY IN POLK COUNTY
WEST APPROACHES TO SALEM BRIDGES

E. L. Kennard, Enumclaw, Washington	$ 57,816.00
F. O. Laws, Myrtle Point	70,410.00
F. C. Scott Construction Co., Portland	75,377.00
Stevenson Construction Co. and J. R. Taggart, Salem	81,222.00
C. T. Malcom and Co., Portland	82,183.50
Roy L. Houck and Son, Salem	82,364.50
Salem Sand and Gravel Co., Salem	86,599.00
John A. Logan, Portland	87,942.50
R. A. Heintz Construction Co., Portland	94,906.00
Durbin Bros., Eugene	104,980.00

WASCO COUNTY
THE DALLES TRAFFIC SIGNALS

Trowbridge and Flynn Electric Co., Medford	$ 19,520.00

July 10, 1952

The Dalles Traffic Signals, cont.

Carl Anderson, Walla Walla, Washington	$ 20,321.02
Snider Electric, The Dalles	22,517.00
W. R. Grasle, Portland	22,960.00
Mid Columbia Electric Co., The Dalles	23,013.11
Mill Electric Co., Salem	23,558.00

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY
GRADING AND PAVING SHOGREN-ROWENA UNIT

Parker-Schram Co., Portland	$1,223,561.50
Peter Kiewit Sons' Company, Longview, Washington	1,253,016.00
Kuckenberg Construction Co., Portland	1,353,213.00
Rogers Construction Co., Portland	1,418,785.00
Fred H. Slate Co. Oreg. Ltd. and E. C. Hall Co., Portland	1,528,771.50
J. N. Conley, Portland	1,589,333.00
McNutt Bros., Eugene	1,602.885.50
Sather & Sons, Yardley, Washington	1,659,511.50
Guy F. Atkinson, Portland	1,678,842.94
J. A. Terteling and Sons, Boise, Idaho	2,014,040.98

UNDERCROSSING STRUCTURES IN WASHINGTON COUNTY
NYBERG, SAGERT, NORWOOD, AND STAFFORD ROAD VIADUCTS

Birkemeier and Saremal, Portland	$153,925.00
Teller Construction Co., Portland	166,994.00
C. J. Eldon, Portland	177,143.20
Valley Construction Co., Portland	177,355.00
Lindstrom Bros., Portland	179,766.00
Donald M. Drake Co., Portland	181,829.00
Natt McDougall Company, Portland	191,712.00

The Commission unanimously approved the minutes of its meeting held on May 26 and 27, 1952.

The State Parks Superintendent reported on State park matters as follows.

1. Consider extension of agreement with Mr. and Mrs. Jack Flaucher covering a concession at the Vista House on the Columbia River Highway. The Parks Superintendent advised that the present agreement with Mr. and Mrs Flaucher will expire on March 31, 1953 but they would like to know whether or not it will be extended so they can govern their actions accordingly. He advised that the Highway Department received more than $6,000 last year from this concession, and he recommended approval of a one-year extension from April 1, 1953 to March 31, 1954 with the understanding that the Vista House may be closed to the public during the months of

January and February when business is slack. The Commission approved the recommendation.

2. Request of Kenneth R. and Nellie Fromm for an extension of the Fromm lease covering sheep grazing in Humbug Mountain State Park: The Parks Superintendent advised that Mr. Fromm, Senior, who had this lease for a number of years, passed away some time ago, and his widow and son now wish to continue the lease for another year. He recommended approval of the request subject to the same conditions and terms of the former arrangement. The Commission approved the recommendation.

3. Request of James H. Smith, Grand Ronde, for permission to dig a well on State Highway property near Rogue River on the south side of the Salmon River Highway $2\frac{1}{2}$ miles west of Grand Ronde: The Parks Superintendent advised that Mr. Smith owns a small tract of land adjoining the State's property, but it is not conveniently located with respect to the river so he has asked the privilege of taking water from the State's land. The State's property, he said, is not developed in any way and is a portion of an area that is being held for protection of wayside growth. He also said that the well and pipe line will not materially effect the State's property nor detract from its use. He accordingly recommended approval of the request. The Commission approved the recommendation. The matter is to be covered by written agreement which is to contain provisions to protect the State's interests.

4. Consider purchase of tax lots 13 and 14 in Section 28, Township 1 North, Range 5 East, W. M., Multnomah County: The Parks Superintendent advised that the two lots which are owned by the County, are located adjacent to the Upper Columbia River Highway near Shepherds Dell; that the property consists of 8.67 acres containing a considerable stand of timber; and that it can be purchased from the County for the sum of $100. He recommended purchase of the property at such figure. The Commission approved the recommendation.

5. Erection of a plaque in Cape Lookout State Park commemorating the late Louis W. Hill: The Parks Superintendent advised that in its donation of 175 acres of land at the south end of Netarts Bay, one of the conditions imposed by the Hill family was that a plaque be placed in the area in memory of Mr. Hill. The Hill family, he said, have now determined upon a wording for that plaque, which reads as follows:

"LOUIS W. HILL STATE PARK

This plaque is located on a tract of land given to the people of the State of Oregon for park purposes as a memorial to Louis W. Hill of Saint Paul, Minnesota (1872-1948), President and Chairman of the Board of the Great Northern Railway Company, Developer of Glacier National Park, and a Lifetime Champion of the Pacific Northwest and its great resources. Presented by the Hill Foundation in accordance with the wishes of his Children."

He recommended approval of the wording. The Commission approved the recommendation

6. Request of Isaac Walton League of America for development of three state park areas along the Oregon Coast Highway in Lincoln County: The Parks Superintendent advised that the areas lie between the highway and the ocean, north of Beaver Creek and south of Patterson State Park. One of the areas, he said, is at Lost Creek, about 1.7 miles north of Beaver Creek, and the other two are within one mile northerly thereof. The Lost Creek area, he said, lends itself very well for development because it is near the elevation of the beach and is somewhat sheltered. He recommended development of this tract in 1953 at an approximate cost of $1,000, but that nothing be done with the others. The Commission approved the recommendation.

7. Request of Pilot Rock Lumber Company for a road crossing of a State Park area adjacent to the Pendleton-John Day Highway south of Ukiah, Umatilla County. The Parks Superintendent pointed out that this park or wayside was acquired from the Pilot Rock Lumber Company and that the deed of conveyance contained provision for the Company to have a road connection were it necessary in their logging operations. The construction of the roadway as planned, he said, will do no particular damage to the area, and he accordingly recommended approval of the request. The Commission approved the recommendation.

8. Request of Mr. A. B. Lambert, Portland, for permission to place brochures, advertising "Lambert Gardens", at the Vista House on the Columbia River Highway: The Parks Superintendent questioned the advisability of letting Mr. Lambert distribute his folders at this place, particularly in containers on the outside of the building because, in his estimation, many people, after looking at the folders, would throw them away, and the premises would soon take on an unsightly appearance. There is also a question of whether or not the concessionnaire at the Vista House would be required to pick them up. The matter was discussed at considerable length, and as a result thereof, the Commission unanimously approved the distribution of Mr. Lambert's brochures at the Vista House on the condition that they are placed in containers within the building and provided there are no objections from the concessionnaire. Under no circumstances are the brochures to be distributed outside of the building. (The action taken was conveyed to Mr. Lambert who appeared before the Commission on the following day regarding this and affiliated matters. See additional paragraph ahead.)

9. Request of Chambers of Commerce of Delake and Oceanlake for establishment and development of a state park on US 101 at Oceanlake: The Parks Superintendent advised that he has been approached by representatives of these two Chambers of Commerce regarding the State acquiring 14 acres of land lying between the highway and the ocean in the north part of the town of Oceanlake, for the convenience and accomodation of people who wish to picnic at the beach and do not care to stay overnight. He gave as his feeling that the development of a park at this location might be quite heavily patronized, but he pointed out that it is contrary to the Commission's policy to provide parks within incorporated cities and towns and within built-up unincorporated

communities. The purchase price of the property, he said, is $10,000. He gave as his opinion that the development of a park at this location is a city project, and he recommended that the property be not acquired by the State. The Commission concurred in the viewpoint of the Parks Superintendent regarding this particular feature; however, because of the fact that the Oceanlake district is the first place where people from the interior have a glimpse of the ocean, it was the feeling of the Commission that wayside areas should be provided if possible for the convenience of people who desire to stop for picnic lunches, etc. Accordingly, the Commission ordered an investigation of such possibilities along this highway between Otis Junction and Nelscott and that findings be reported to the Commission. (See additional paragraph ahead covering a delegation which appeared before the Commission on the following day concerning this subject.)

10. Report on proposal for the establishment of a state park at Wilhoit Springs in Clackamas County: The Parks Superintendent presented a comprehensive written report on this subject prepared as a result of a careful study and investigation pursuant to instructions from the Commission at the previous meeting. In his report the Parks Superintendent points out that the area contains $22\frac{1}{2}$ acres of land which are owned by a Mr. Albert Schoenborn, et ux and $7\frac{1}{2}$ acres of timber land which the Schoenborns lease from the Bureau of Land Management, U. S. Department of the Interior, at $50 per year on a five-year basis. He recalled that the owner wants $35,000 for the property, whereas appraisal reveals a value of only $26,670. He gave as his feeling that the property would make a fine addition to the state parks system, but he suggested that its purchase be deferred until the owners are willing to sell at a less cost. He expressed the feeling that if the property can be acquired for $26,000, the State should buy it at once. Commissioner McIver expressed his feeling that if the property is needed for State Park purposes, it should be purchased now and that the owner should be tendered an offer in an amount that the Commission is willing to pay for the property. As a result of general discussion of the subject, the Commission decided to table the entire matter for the time being. (For details see copy of Parks Superintendent's written report in the General Files.)

11. Preservation of the scenic beauties of the Columbia Gorge: In the discussion of this subject it was recalled that a delegation representing the "Save the Gorge" Committee of the Portland Women's Forum appeared before the Highway Commission at its meeting on March 14, 1952 and urged the Commission to acquire areas in the Gorge so as to preserve for all times the natural beauties of this area. This group was headed by Mrs. Gertrude Jensen, Chairman of this Committee. It was also recalled that a group headed by Mr. Marshall Dana of Portland and including members of the Gorge Committee of the Portland Women's Forum appeared before the Commission at its meeting on May 27, 1952 and renewed its request for State acquisition of properties in this area, at which meeting Mr. Dana read aloud and presented a prepared statement containing seven proposals for the preservation of the esthetic features of the Gorge, and urged the Commission to adopt a clearly defined policy with respect to salvaging the scenic and

recreational values of the Gorge in the interest of tourist travel and Oregon citizens generally.

It was further recalled that the Commission at such meeting adopted unanimously a motion by Commissioner McIver that the State Parks Superintendent be authorized and instructed to make a thorough investigation of the lands in the Columbia Gorge as a basis for adoption by the Commission of a long range program for development of state parks in that area, and that the State Parks Superintendent was so instructed.

The State Parks Superintendent advised that pursuant to those instructions, he has made a careful study of the properties in the Columbia Gorge and has ascertained that a great portion of the land along the Highway in Hood River and Multnomah Counties, between Mist Falls and a place known as Mitchell Point about five miles west of the City of Hood River, is Federally and State owned, although there are a number of privately owned tracts consisting of home sites and a few business establishments. He presented a written report on the subject, dated July 7, 1952, together with a map showing the property ownership along the highway between Troutdale and The Dalles, and he explained details with respect to the various ownerships. The Parks Superintendent mentioned that in his investigation he had ascertained that the United States Bureau of Land Management, which controls the Federal lands in this area, is willing to exchange other lands that it controls throughout the State for the privately owned areas along the highway in the Gorge provided some agency other than the Federal Government will administer them. The administration of the lands, he explained, would consist of seeing that they are used in the manner and for the purpose for which they have been acquired and, if they are to be used by the public, to see that they are kept in a clean condition and that no encroachments occur. Title to the property, he said, would remain in the Federal Government. He gave as his opinion that a large portion of the area near the highway in the Gorge could be added to the State Parks System where it would remain untouched and would be preserved for future generations for its scenic value only. He also gave as his opinion that by effecting exchanges with the Bureau of Land Management, very little if any State funds will be needed although it will probably take a considerable length of time to complete the exchange because of the many individual ownerships. The Parks Superintendent advised that the matter has been given considerable thought by Governor Douglas McKay who is considering the appointment of a committee to study the problem, such committee to be composed of representatives of several Federal and State agencies, including the State Forester and the Administrator of the State Game Commission, as well as someone representing the State Highway Department. It was his feeling that the appointment and functioning of such committee would be advantageous to the State Highway Department in that it would relieve the Commission from full responsibility with respect to the project, although in his estimation the administration of the area should be under the jurisdiction of the State Highway Commission. He gave as his thought as a result of consultation with the Governor, that he will be appointed a member of that committee and he asked the Commission to authorize him to accept the appointment if it is tendered to him. This matter was discussed by the Commission at some length during which each member of the Commission expressed his approval of the proposed arrangement for

handling the matter which the Commission understands is the setting up of an organization to acquire additional areas in the Columbia Gorge for preservation of the scenic aspects of that area without expense to the State. The Commission thereupon authorized the State Parks Superintendent to accept appointment on the committee if and when such appointment is tendered to him by the Governor. (For further details see entry in the minutes of the meeting held on March 14, 1952, two entries in the minutes of the meeting held on May 27, 1952, and copy of the Parks Superintendent's report in the General Files.)

12. Report on damage recently occurred to the tunnel in Lava Caves State Park: The Parks Superintendent advised that on Saturday, June 14, a cave-in occurred in the tunnel at a point at about 560 feet from the portal, but no one was injured. The Cave entrance, he said, was immediately barracaded, and a thorough investigation was made by an experienced tunnel man, who specified certain things to be done to insure safety for people who wish to inspect the caves. The prescribed remedy he said, is now under way, and he gave as his feeling that it will be no more hazardous for the public to use the tunnel up to the point of the cave-in than in the past, but the public should not be allowed to go beyond that point. In this connection, the Parks Superintendent advised that pursuant to instructions given to him by the Commission about a year ago, steps with hand railings have been constructed at steep places in the cave and a guide line has been strung throughout the tunnel to assist visitors in their inspection. He gave as his feeling that with these precautions, it no longer is necessary to provide the public with guide service, and he recommended that such service be discontinued. The Commission approved the report and the recommendation unanimously.

13. A proposal from the City of Gold Hill for establishment of a state park in Gold Hill: This matter was reported by the Right of Way Engineer inasmuch as it involves acquisition of right of way for the proposed improvement of the Pacific Highway through Gold Hill. The Right of Way Engineer explained that it was necessary to acquire from the City two small parcels of land lying between a county road and the Rogue River as right of way for the proposed highway improvement , one of the tracts being a part of a city park, and that an option has been obtained from the City to purchase the tracts at a nominal consideration. However, the City wants the State to acquire additional area at the opposite end of the park as an enlargement to the park, moreover it also wants the State to assume jurisdiction over the entire park area as a state park. The additional area referred to by the City, he said, contains about four acres of land, a portion of which is needed as right of way for the highway improvement. The land is owned by a Mr. Martin Heitkamp who is unwilling to sell a right of way only, but who will dispose of the entire tract for the sum of $4,000 and has given the State an option to purchase the tract at that price. He gave as his feeling that the price is exorbitant and requested instructions. The Commission deferred a decision in the matter pending investigation of the area by the State Parks Superintendent from the standpoint of creating a state park at this place.

A delegation consisting of the County Court of Clackamas County--W. R. Telford, County Judge, R. B. Jones, County Commissioner, S. Skoko, County Commissioner, and Walter Nutting, representing the Kendall Community Club, appeared before the Commission regarding installation of a traffic signal on S. E. 82d Avenue, Portland (Cascade Secondary Highway) at Johnson Creek Boulevard, as a protection to children who attend the Battin School, and regarding improvement of this highway between Portland and Oregon City. Mr. Nutting headed the group. Mr. Nutting spoke briefly in behalf of the traffic signal installation at the Battin School but he stressed the need for improvement of 82d Avenue because of the tremendous amount of traffic that this road carries, particularly during the morning hours and in the afternoons. He stated that they would rather have 82d Avenue improved than the signal installation. County Commissioner Jones urged improvement of 82d Avenue by widening and elimination of curves. Commissioner Skoko endorsed the remarks of Messrs. Nutting and Jones but he particularly urged installation of the traffic signal at Battin School concerning which he advised that residents of the Community will contribute toward the expense involved. He also spoke in behalf of the improvement of 82d Avenue. Judge Telford stated that their most important project is improvement of 82d Avenue and construction of a wider bridge across the Clackamas River at Park Place. The presentation was concluded by Mr. Nutting who urged favorable consideration of their project because their district is developing rapidly as is reflected by the large increase in the number of school children necessitating enlargement of school facilities, and because of increased traffic on the highway. The Commission deferred any action in the matter pending conference with the delegation which is scheduled to be present the following day. (See ahead for additional paragraph.)

Following departure of the group the Assistant Highway Engineer, Mr. W. C. Williams, advised that the request for traffic signal at Battin School has been before the Highway Commission on several occasions in the past and that each time the request has been denied because existing conditions did not meet the nationally accepted warrant for signalization. He pointed out that the Commission at one time granted the local people authority to operate a portable signal at the point where the school children cross the highway, but the people did not see fit to utilize the privilege. He also pointed out that signal installations have been requested in other similar locations and have been denied by the Commission, and in those instances the people installed signals at their own cost and expense. As to improvement of 82d Avenue, he said that because of developments that have taken place south of Portland, the present four lane highway will have to be extended about two miles from its present terminus in the not distant future. He suggested consideration of the project in the 1953 program, and gave as his opinion that investigation should be made now. The Commission unanimously authorized such investigation.

The meeting recessed for luncheon at 12:00 Noon, Pacific Standard Time, and reconvened at 2:00 p.m. Pacific Standard Time, with the same persons present and participating.

The Right of Way Engineer presented for the Commission's considera-

tion options obtained for real property needed as right of way or for other highway purposes: As a result of careful consideration, the Commission approved the options and authorized the Right of Way Engineer to close them at the prices mentioned therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

The following footnotes refer to items appearing in EXHIBIT "A" mentioned in the above paragraph:

FOOTNOTE 1: Re File No. 19231, R & L Lumber Company regarding acquisition of right of way, Low Pass Section of the Siuslaw Highway in Lane County: The Right of Way Engineer advised that 33½ acres of land will be required from the R & L Lumber Company for this highway improvement and that the problem is complicated because of the fact that the Company has a logging roadway which leads south from the existing highway, and the new highway at that point is in a cut more than 100 feet deep, so it would not be possible to connect it directly with the logging road. In order to provide the owners with an adequate road to serve their purposes, he said, it will be necessary to construct a somewhat lengthy alternate roadway which is estimated to cost from $10,000 to $15,000. The Company, he said, has offered to settle on the following bases: that the State pay the Company $2,000 for right of way, and to sell to the Company the merchantable timber standing on that portion of the old right of way lying northerly from the existing center line, there being about 400,000 board feet of timber involved, for which the Company is willing to pay the sum of $20 per thousand based on a state cruise, or approximately $8,500. In return, the Company will relieve the State from any obligation with respect to its roadway. He recommended approval of the settlement on such basis. The Commission approved the recommendation.

FOOTNOTE 2: Re File No. 18805, acquisition of right of way from J. K. Howard on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County: The Right of Way Engineer explained this transaction in considerable detail, advising that 7.78 acres of land are required as right of way and an easement is required for a channel change over an additional three acres of land. The consideration involved, he said, is a cash payment of $21,332 and the State assumes certain other obligations as follows:

(1) The State is to construct a new channel for North Slough upon the three acres over which the channel easement is being acquired, so as to provide a log dump for the Howards.

(2) The Howards are to be permitted by the State to place "deadmen" on the highway right of way in connection with their use of the proposed log dump, but the "deadmen" are to be installed so as not to create a hazard or do damage to the highway.

(3) The State is to construct an all-weather road to serve the log dump and is to maintain that portion of the road which is located upon the highway right of way.

(4) The State is to construct a roadway on top of the dike which is to be constructed as a part of the channel change.

(5) The State is to construct two gates on the right of way boundary, one at each entrance to the log dump road.

(6) The State is to permit the Howards to have exclusive use for a period of five years from the date of the warranty deed conveying the property to the State, of a certain parcel of land lying immediately south of the Hauser-Depot Road and easterly of a line 100 feet from and parallel to the center line of the highway, such use to be terminated at any time within the five-year period that the land is necessary and required for highway use.

(7) The State is to install a conduit through the highway fill in which the Howards are to be permitted to maintain water pipes crossing the highway.

(8) The State is to reconstruct and replace any ditches, gates, or other water control structures that may be destroyed or rendered ineffective by the highway construction.

(9) The State is to make every effort to schedule and prosecute construction of the highway so as to maintain the least possible interruption of the Howards use of the log dump either in its present or proposed location.

(10) The State is to construct a frontage road from highway engineer's station 8+60 to highway engineer's station 12+50 and is to construct an approach to the Highway, twenty-five feet wide, at station 25+00 on the west side of the highway and two additional approaches, each thirty feet wide, on the west side of the highway at highway engineer's stations 28+05 and 31+27.

The Right of Way Engineer also explained that the proposed conveyance does not include a certain shed located on the property being acquired, but the Howards are to have the right to remove this shed from the property at any time prior to January 1, 1953 or sooner, if necessary, because of highway construction. The Commission approved the settlement.

FOOTNOTE 3: Re File No. 18971 for acquisition of right of way for the Oakland Junction-Deady Unit of the Pacific Highway across the lands of Leo S. and Margaret C. Wilson. The Right of Way Engineer explained that the proposed settlement, which involves the taking of the entire farm of the Wilsons, is in lieu of construction of an underpass which is estimated to cost $15,000, payment of $9,000 for the right of way actually to be acquired, and construction of a frontage road, all of which would cost the State at least $5,000 more than

the amount of the option that was taken for acquisition of the entire farm. He gave as his feeling that the excess acreage can be sold to the owner of the abutting land. He recommended approval of the settlement. The Commission approved the recommendation.

The Right of Way Engineer requested authority to negotiate acquisition of right of way for the following highway improvements, and for which no specific authority heretofore has been granted:

County and Section	Highway
BAKER	
Baker-Huntington (Stockpile site)	Old Oregon Trail
CLACKAMAS	
Quarry Site	Cascade & Woodburn-Estacada
CLATSOP	
Seaside Maint. Headquarters Site	Oregon Coast
Seaside-Hug Point	Oregon Coast
COOS	
Coquille-Curry Co. Line (scale site)	Oregon Coast
DOUGLAS	
Reedsport-Dean Creek	Umpqua
HOOD RIVER	
Whiskey Creek	Mt. Hood
JACKSON	
County Farm-Ashland	Pacific
LANE	
Benton Co. Line-Cheshire	Territorial
LINCOLN	
Fogarty Creek-Miner Creek (Siletz Bay-Newport)	Oregon Coast
MARION	
Jct. 1E--West Portland-Hubbard	Pacific & W. Portland-Hubbard
MORROW	
Boardman Oasis-Irrigon (Park)	Columbia River

POLK	
West Salem-Brunks Corner	Salem-Dallas
Burns Corner-Fern Corner	King Valley #191
WALLOWA	
Rock Creek (Stockpile site)	Wallowa Lake

The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission unanimously confirmed sales of miscellaneous properties which were reported by the Right of Way Engineer. (For a list of the properties sold see copy of the report prepared by C. W. Parker, Property Manager, dated July 10 and 11, 1952, on file in the Secretary's office under the heading "Miscellaneous Sales".)

The Commission discussed and unanimously approved payment of $1,735.95 to the Federal Government, representing the value of timber removed from O & C land in connection with improvement of the Hayes Hill Section of the Redwood Highway in Josephine County.

The Commission also discussed payment of $2,500 to the Forrest Veneer Company for construction of a timber bridge in connection with the improvement of the Comstock-Anlauf Section of US 99. The Right of Way Engineer explained that according to the original arrangement the State was to build an underpass on a roadway leading to the Company's sawmill located near the highway, but the underpass was eliminated by an arrangement whereby it was agreed that the State would build for the Company a roadway and a small bridge located thereon. This bridge, he said, was estimated to cost $3,000 however, as a result of further negotiations, the Company agreed to build its own bridge if the State would pay the Company the sum of $2,500. The Commission approved the settlement unanimously.

The Right of Way Engineer brought up for discussion a settlement with a man by the name of Almquist involving right of way for the Hayes Hill Section of the Redwood Highway. It appears that in acquiring right of way from the adjacent owner by the name of Reilly, it was agreed to construct an approach road to the Almquist property and to clear a small tract 100 feet square on his property; however, it later developed that construction of the approach road was not feasible, at least it would be quite a costly proposition, so as a result of negotiations, Mr. Almquist agreed to accept as settlement in full of his claim a small parcel of land which was acquired from Mr. Reilly. The Commission approved the settlement.

The Right of Way Engineer reported that pursuant to instructions from the Commission a small parcel of highway property adjacent to US 99W near its intersection with the Monmouth-Independence Highway in Monmouth was advertised for sale, bids to be received on June 9, but none were submitted.

The Commission took no action.

The Right of Way Engineer reported the results of the taking of bids in Salem on June 17 for the purchase of the former maintenance site at Government Camp. The only bid received for this property, he said, was that of the Government Camp Community Club which offered to pay $2,850 for the property on a long-time payment basis. He recommended against the sale on such basis in order to avoid possible embarrassment. As a result of discussion, the Commission accepted the offer on the condition that the full purchase price shall be paid by January 1, 1953. The Commission ordered that possession of the building shall not be given to the Club until it has paid the full amount of the purchase price.

The Commission discussed and approved payment of $14,584.15 to the Federal Government, U. S. Forest Service, for timber removed from Government-owned land in connection with construction of the Gilchrist-Willamette Junction Unit of The Dalles-California Highway in Klamath County.

The Commission considered and unanimously approved conveyance to L. R. Peterson by quitclaim deed, a small parcel of property situate in the Southeast Quarter of the Northeast Quarter, Section 21, Township 4 North, Range 28 East, W. M., in Umatilla County. The Right of Way Engineer explained that the property is not owned by the State but it is necessary for the State to sign a quitclaim deed in order to clear title and the county deed records, and that the conveyance has been requested by the Pendleton Title Company. (The deed was signed later in the session.)

The Commission considered and approved quitclaiming to Multnomah County two small parcels of land situate on Gillihan County Road near the Sauvies Island Bridge. In the discussion of the matter it was explained that these two tracts were acquired in connection with construction of the Sauvies Island Bridge and are not needed for State Highway purposes, further, that they are subject to a drainage district tax amounting to $14 per year which the State will be relieved from paying if title to the property is vested in Multnomah County. (The deed was signed later in the session.)

The Commission considered and approved modification of lease of the Stebco Corporation on property acquired from O. R. Merrill in connection with construction of the Hood River-Mosier Section of the Columbia River Highway. The Right of Way Engineer explained that the original lease extended to December 31, 1956 but a modification has been worked out to eliminate certain undesirable features and which provides that the Company shall pay rental to the State at the rate of $50 per year beginning with the year 1953 and ending upon expiration of the lease in 1956. (Modified lease was signed by the Commission later in the session.)

The Commission discussed and upon recommendation of the Right of Way Engineer unanimously approved changes in points of access for the following properties: (a) Access to the Judkin's Point-Goshen Section on the Pacific Highway in Lane County from property owned by George and

Minnie Mounts. (b) Access to the Gilchrist-Willamette Junction Unit of the LaPine-Diamond Junction Section of The Dalles-California Highway in Klamath County from property owned by A. R. Pinney. (The indentures of access were signed by the Commission later in the session.)

The Right of Way Engineer brought to the attention of the Commission a proposed exchange of properties with R. B. Ashmead on the Ochoco Highway at the west city limits in the town of Mitchell. He explained that as a result of construction of the new highway at this point, a slide occurred which did considerable damage to Mr. Ashmead's property rendering it unfit for use for the purposes that he had in mind. Mr. Ashmead, he said, has been approached regarding settlement of the damage and has agreed to settlement which involves an exchange of 0.58 acres of his land for 0.61 acres of State land on the condition that he will be given two unrestricted access points to the highway and that the State will construct an approach roadway to his property. The Right of Way Engineer gave as his feeling that this is a fair settlement and recommended approval of the same. The Commission approved the recommendation.

The Engineer brought up for discussion the matter of enlarging an existing small picnic area on the Dooley Mountain Section of the Baker-Unity Highway. He said that the present area consists of only about one-half acre of land on which a number of picnic tables are being maintained and to which excellent water has been piped from a nearby spring. He suggested enlargement of the area by acquisition of land from Mr. Carl Silven of Baker, who, he said, has indicated that he will sell it for $100. He recommended purchase of the property at such figure and requested authority for the Right of Way Department to negotiate purchase of the property. The Commission approved the recommendation.

The Engineer also brought up for discussion the advisability of acquiring right of way along the proposed Adams Street route of US 99W in the City of McMinnville. He recalled that there has been some discussion in the matter of providing a one-way street couplet for US 99W traffic through this City using Baker Street, the present route of the highway, for north-bound traffic and Adams Street extended, for south-bound traffic. He also recalled that sometime ago at the request of the City and upon authorization by the Commission a traffic survey was conducted in McMinnville with the view of determining a future highway program for this City, the results of which indicated that the Baker Street-Adams Street couplet is the proper way to handle the situation. Later, he said, the City Council on its own initiative designated Adams Street as the future route for south-bound traffic and took action to control building construction along such route, although the Commission has not yet approved the designation. He gave as his feeling that this improvement will be required within the next two or three years, and he suggested in view thereof that the Commission authorize acquisition of right of way along the Adams Street route, the purchases to be limited to unimproved properties and to properties on which improvements are eminent. He gave as his feeling that the cost involved will be nominal. This matter was discussed by the Commission at some length but action thereon was deferred pending results of an investigation concerning the possibilities of

constructing a highway that will by-pass the City. The Engineer was authorized and instructed to make such investigation and report back to the Commission.

The Commission discussed and by unanimous vote authorized the Chief Counsel to acquire by condemnation, if necessary, the following properties that are needed as right of way or for other purposes in connection with various highway improvements, and to tender offers for the same in conformity with instructions given him in the resolution that was adopted by the Commission at its meeting on December 20, 1951:

Rock Point-Blackwell Hill Section of the Pacific Highway	Recommended Offer
R 19322 - Ernest A. Byrnes Channel Change (Jackson) 0.2 acre	*
R 19245 - Wesley M. Saum, et ux. Gravel Bar (Jackson) 59.67 acres	*
R 19246 - E. R. Prefountaine Gravel Bar (Jackson) 0.37 acre	*
Anlauf-Elk Creek Section of the Pacific Highway	
R 19092 - Fred L. Thompson Right of Way (Douglas) 1.28 acres	*
R 19097 - Frank Galdabini Right of Way (Douglas) 0.29 acre	*
R 19098 - L. L. Bewley Right of Way (Douglas) 18.50 acres	*
R 19101 - Robert Roy Booth (Douglas) 68.16 acres Right of Way 6.16 acres Channel Change	*
R 19103 - Minar Applegate Right of Way (Douglas) Parcel No. 1: 0.7 acre Parcel No 2: 9.16 acres	*

Anlauf-Elk Creek Section of the Pacific Hwy. (cont.)	Recommended Offer
R 19104 - Gerald Johnston (Douglas) 12.47 acres Right of Way 0.80 acre Connecting Road	*
R 19105 - Elton L. Grass Right of Way (Douglas) 4.52 acres	*
R 19095 - Glen Coons Right of Way (Douglas) Parcel No. 1: 34.91 acres Parcel No. 2: 2.41 acres	*
R 19100 - Theodore S. Russell Right of Way (Douglas) 3.80 acres	*
R 19093 - Elizabeth Galdabini Right of Way (Douglas) 26.43 acres	*
R 19094 - Bernardo Perini Right of Way (Douglas) 0.44 acre	*
Shogren-Rowena Unit of the Mosier-The Dalles Section of the Columbia River Highway	
R 18352 - William A. Salisbury Right of Way (Wasco) Parcel No. 1: 6.0 acres Parcel No. 2: 0.65 acre	*
Hayesville School-State Street Section of the Salem By-pass	
R -9225 - Ezra Lowell Keubler Right of Way (Marion) 1.045 acres	$2,300.00
Eagle Creek Section of the Clackamas Highway	
R 19257 - Scott Chandler Right of Way (Clackamas) 0.425 acre	$ 150.00

Medford-County Farm Section of the Pacific Highway	Recommended Offer
R 18418 - Walter H. Leverette Parcel No. 1: 0.63 acre Right of Way Parcel No. 2: 0.02 acre Right of Way 0.13 acre Slope Easement 0.02 acre Slope Easement (Jackson)	*
R 19115 - William Meredith Luse Right of Way (Jackson) 0.05 acre	*
R 19172 - William Blunt Right of Way (Jackson) 0.04 acre	*
R 19171 - Earl Boyd Right of Way (Jackson) 0.06 acre	*
R 19170 - W. B. Barnum Right of Way (Jackson) Parcel No. 1: 0.02 acre Parcel No. 2: 0.08 acre	*
R 19169 - William Blunt Right of Way (Jackson) 0.11 acre	*
R 19168 - Roy A. Bols Right of Way (Jackson) 0.01 acre	*
R 19167 - Chester Wendt Right of Way (Jackson) 0.04 acre	*
R 19166 - Dan H. Adams Right of Way (Jackson) 186 square feet	*
R 19163 - A. H. Dudley Right of Way (Jackson) 1,332 square feet	*
R 19162 - Oswald Hinx Right of Way (Jackson) 600 square feet	*

Medford-County Farm Section of the Pacific Hwy (cont.)	Recommended Offer
R 19160 - Reinhardt Erich Gedlich Right of Way (Jackson) 210 square feet	*
R 19159 - Bert S. Stancliffe Right of Way (Jackson) 1,125 square feet	*
R 19155 - Frank A. Denzer Right of Way (Jackson) 0.29 acre	*
R 19151 - Arthur M. Bonar Right of Way (Jackson) 0.09 acre	*
R 19149 - Harold R. Stevenson Right of Way (Jackson) 0.20 acre	*
R 19147 - Curtis L. Payne Right of Way (Jackson) 482 square feet	*
R 19143 - Myrtle B. Lee Right of Way (Jackson) 0.08 acre	*
R 19141 - D. E. McClurg Right of Way (Jackson) 0.15 acre	*
R 19136 - Arthur Thompson Right of Way (Jackson) 0.10 acre Slope easement 0.10 acre	*
R 19135 - Earl Harris Right of Way (Jackson) 0.02 acre Slope easement 0.02 acre	*
R 19134 - Eugene Hasenfurter Right of Way (Jackson) 0.10 acre Slope easement 0.22 acre	*

Medford-County Farm Section of the Pacific Hwy (cont.)	Recommended Offer
R 19131 - Ray Schumacher Right of Way (Jackson) 0.03 acre	*
R 19129 - R. K. Groves Right of Way (Jackson) 618 square feet	*
R 19128 - Allay Lumber Co., Inc. 252 square feet Right of Way (Jackson)	*
R 19127 - Oren B. Avent Right of way (Jackson) 0.07 acre Slope easement 0.04 acre	*
R 19126 - Burnie Blair Right of Way (Jackson) 730 square feet	*
R 19125 - Lawrence V. Smith Right of Way (Jackson) 700 square feet	*
R 19124 - Cecil Watson Right of Way (Jackson) 725 square feet	*
R 19123 - Dewey C. Gearin Right of Way (Jackson) 0.06 acre	*
R 19122 - Roy Maudlin Right of Way (Jackson) 680 square feet	*
R 19121 - M. Dale Newton Right of Way (Jackson) 960 square feet	*
R 19133 - John Kesler Right of Way (Jackson) 0.17 acre Slope easement 0.76 acre	*
R 19120 - Henry H. Dawson Right of Way (Jackson) 0.03 acre	*

Medford-County Farm Section of the Pacific Hwy (cont.)	Recommended Offer
R 19119 - Harold White Right of Way (Jackson) 0.04 acre	*
R 19117 - Oliver Rasmussen Right of Way (Jackson) 0.05 acre	*
R 19116 - Ellen E. Wood Right of Way (Jackson) 0.03 acre	*
R 18669 - L. C. Taylor Right of Way (Jackson) 0.18 acre Easement for Drainage Ditch 600 square feet	*
R 18440 - W. C. Earhart Right of Way (Jackson) 0.04 acre	*
R 18437 - William C. Earhart Right of Way (Jackson) 0.09 acre	*
R 18436 - I. W. Houschild Right of Way (Jackson) 0.05 acre	*
R 18435 - Claude Ward Right of Way (Jackson) 0.13 acre	*
R 18434 - C. C. Heard Right of Way (Jackson) 0.14 acre Slope easement 0.05 acre	*
R 18429 - Norman A. Kolln Right of Way (Jackson) 0.28 acre	*
R 18428 - Ray Jinks Slope Easement (Jackson) 0.05 acre	*
R 18427 - E. J. Moss Slope easement (Jackson) 0.02 acre	*

Medford-County Farm Section of the Pacific Hwy (cont.)	Recommended Offer
R 18426 - C. C. Pittenger Slope easement (Jackson) 0.02 acre	*
R 18425 - Clyde C. Pittenger Right of Way (Jackson) 0.10 acre	*
R 18424 - Ruth Dews Right of Way (Jackson) 0.06 acre	*
R 18423 - Wilber Reed Right of Way (Jackson) 0.04 acre	*
R 18422 - B. B. Lowry Right of Way (Jackson) 0.29 acre	*
R 18421 - John Stewart Right of Way (Jackson) 0.13 acre	*
R 18417 - Herman J. Bergren Right of Way (Jackson) 0.03 acre	*
R 18416 - Harold M. Roberts Right of Way (Jackson) 81 square feet Slope easement 0.16 acre	*
R 18398 - Doris Wier Right of Way (Jackson) 0.04 acre	*
R 18396 - Walter R. Bols Right of Way (Jackson) 0.07 acre	*
R 18395 - Fred W. Braun Right of Way (Jackson) 0.05 acre	*
R 18389 - Lynn J. Leslie Right of Way (Jackson) 60 square feet	*

Medford-County Farm Section of the Pacific Hwy (cont.)	Recommended Offer
R 18382 - Elmer Herried Right of Way (Jackson) Parcel No. 1: 0.03 acre Parcel No. 2: 0.01 acre Parcel No. 3: 0.06 acre Parcel No. 4: 0.26 acre Parcel No. 5: 3.10 acres	*
R 18379 - Jackson County Right of Way (Jackson) Parcel No. 1: 60 square feet Parcel No. 2: 1.71 acres Parcel No. 3: 0.06 acre Slope easement 0.36 acre	*
R 18374 - Medford Irrigation District Right of Way (Jackson) 0.03 acre	*
R 18325 - Sylvester Stevens Right of Way (Jackson) 0.09 acre	*
Burns Corner-Fern Corner Section of the Kings Valley Highway	
R 19278 - Owner unknown Right of Way (Polk) 0.15 acre	*
Fogarty Creek-Miner Creek Unit of the Siltes Bay-Miner Creek Section of the Oregon Coast Highway	
R 4243 - A. A. Wiegner Right of Way (Lincoln) 27.10 acres	*
R 4244 - Josephine Shoemaker Right of Way (Lincoln) 13.93 acres	*
R 19290 - Olive M.Lee Right of Way (Lincoln)	*
County Farm-Ashland Section of the Pacific Highway	
R 16543 - Minnie Bernice Koyl Right of Way (Jackson) 10 acres	*

County Farm-Ashland Section of the Pacific Hwy (cont.)	Recommended Offer
R 19260 - John W. Amberg Right of Way (Jackson) 1.95 acres	*
R 19261 - Harold O. Kreger Right of Way (Jackson) 0.23 acre	*
R 19262 - Willian Delaney Right of Way (Jackson) 0.28 acre	*
R 19263 - Nell Marie Perrine Right of Way (Jackson) Parcel No. 1: 0.13 acre Parcel No. 2: 4.0 acres	*
R 19264 - Ormae Terry Coffee Bergren Right of Way (Jackson) 0.76 acre	*
R 19265 - Vetabelle Carter Right of Way (Jackson) 0.17 acre	*
R 19266 - L. J. Daw Right of Way (Jackson) 0.06 acre	*
R 19267 - Hoyt D. Aderholt Right of Way (Jackson) 0.13 acre	*
R 19268 - C. D. Moon Right of Way (Jackson) 0.12 acre	*
R 19269 - Joseph P. Dugan Gravel Bar (Jackson) 6.50 acres	*
R 19270 - William C. Wilson Gravel Bar (Jackson) 3.5 acres	*
R 19271 - Gertrude DeYoung Gravel Bar (Jackson) 8.0 acres	*

County Farm-Ashland Section of the Pacific Hwy (cont.)	Recommended Offer
R 19272 - Forrest Andrew Steiger Gravel Bar (Jackson) 24.80 acres	*
R 19273 - Marcel Klimek Gravel Bar (Jackson) 1.5 acres	*
R 19274 - Lloyd S. Lucy Gravel Bar (Jackson) 1.03 acre	*

FOOTNOTE * Offer to be made in conformity with provisions of resolution adopted by the Commission at its meeting on December 20, 1951.

The attacked resolutions, marked EXHIBITS "P-1" through "P-16", inclusive, authorizing condemnation of the above-listed properties, which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote

The Chief Counsel submitted a written report on the following condemnation actions

(1) State vs. Cybl C. Catlin et al: This case involves acquisition of 12 acres of land needed as right of way for the Salem By-Pass Section of the Pacific Highway East The owners alleged that their property has a very high value for special designated purposes and demanded $12,000 for the land and $25,000 as severance damages. The property was appraised by two independent appraisers at $13,500 and $13,847.50 respectively. The offer submitted prior to institution of condemnation proceedings was $13,850. As a result of several conferences, settlement was reached in the amount of $20,000, payment of which amount was authorized by Commissioner McIver by telephone. The Commission approved the settlement.

(2) State vs Myles Henderson et al: This case involves acquisition of 4 73 acres of land for the Salem By-Pass Section of the Pacific Highway East The amount offered prior to commencement of condemnation proceedings was $32,000 based on three appraisals of $32,000, $28,832.56, and $28,827 17, respectively. Settlement was reached in the amount of $34,000. The Commission approved the settlement.

(3) State vs Elmer F. Gaska et al: The offer that was made prior to commencement of condemnation action was $800 for the taking of 6,519 square feet of land which is needed as right of way for the Salem-Hayesville Section of the Pacific Highway East. With the cooperation of the defendent's attorney, the offer was accepted The Commission approved the settlement.

(4) State vs. Russell J. Hubbard et ux: This case involves acquisition of 35 acres of land needed as right of way for the Reedsport-Winches-

ter Bay Section of the Oregon Coast Highway (US 101) in Douglas County.. Formal offer tendered prior to commencement of condemnation action was $15,000 based on an appraisal of Mr. Leroy Draper and upon subsequent appraisal by Mr. James Rodman Jr., Eugene, who places a value of $30,014 on the property. Mr. Horace Dryer, an appraiser in the employ of Mr. Hubbard, values the property at $25,000. Settlement was effected at $23,000. This settlement was approved over the telephone by Chairman Chandler and Commissioner McIver. The Commission approved this settlement.

(5) State vs. Rose Metcham et al: This case involves acquisition of 0.30 acres of land needed as right of way for the Tigard-Tualatin River Unit for the Tigard-Newberg Section of the Pacific Highway West. Offer tendered prior to commencement of condemnation action was $625.00. Settlement was reached with the owners on the basis of payment of $750. The Commission approved the settlement. (For details see copy of the Chief Counsel's written report, dated July 3, 1952, in general files.)

The Chief Counsel also reported on the trials of the following cases:

(1) State vs. Pacific Shore Land Company: This case involves acquisition of two parcels of land totalling 17.65 acres needed as right of way for a proposed improvement of the Oregon Coast Highway in Lincoln County. The Chief Counsel advised that parcel number 2 is being acquired for drainage purposes and to provide lateral support for the highway because there is considerable earth movement and substance in the area. The defendants, he said, questioned the necessity for the taking of this parcel because the highway had been constructed across it and in their estimation no portion of this parcel number 2 was required. Testimony by State's witnesses, he said, placed a value of $2,000 on parcel number 1, whereas the defendant's witnesses valued it from $9,000 to $12,000. The jury returned a verdict in the amount of $5,000 for this particular tract. As to parcel number 2, he said, Judge McHenry, who heard the argument, dismissed the complaint. He recommended an appeal to the Supreme Court from the judgment entered. The Commission approved the recommendation.

(2) State vs. Frank W. Seidel et ux: The Chief Counsel explained that this is a case to secure specific performance of an option to require conveyance to the State of 333 square feet of land needed as right of way for the La Grande-Ladd Canyon Section of the Old Oregon Trail, the amount of the option being $80. The defendants in this case, he said, failed to make an appearance, and upon motion the Court entered an order of default against them. A decree has been entered conveying the property to the State, and the consideration specified in the option has been paid to the clerk of the court for distribution to the defendants. The Commission approved the report.

(3) State vs. Albert J. Sauers et ux: This case involves acquisition of 460 square feet of land needed as right of way for the Salem-

Hayesville Section of the Pacific Highway East, being a narrow strip across the frontage of the Sauers property, 46 feet in length. Appraisal witnesses, he said, placed a high value of $1,360 upon the property being taken. Both defendants' witnesses, who are local real estate men, placed a high value on the property of $5,500. The jury returned a verdict in the amount of $4,000. He pointed out that the court erred by not giving requested instructions to the jury that the view of the premises made by the jury could be considered as evidence in the case, and by allowing interest on the amount of the verdict from the date of the filing of the complaint rather than from the date on which the State took possession of the property which was about ten months after the filing of the complaint. He recommended an appeal to the Supreme Court. The Commission approved the recommendation.

(4) State vs. William F. Loser et al: This case involves acquisition of approximately five acres of land needed as right of way for the T. H. Banfield Expressway, Portland, and for construction of a connecting road between the expressway and Sandy Boulevard. It appears that the defendants' entire tract consists of about ten acres of land lying between Sandy Boulevard and the Union Pacific Railroad right of way and that the State needs 3.93 acres for the expressway and an additional 0.93 acres for the connecting road. The State's appraisers testified to a valuation of the property taken of $5,000 based upon the highest and best use of the property being for agricultural purposes which value is $1,800 less than the amount of the State's offer. The defendants' appraisal witnesses, he said, stated that the highest and best use of the property is for industrial purposes, and on that basis, three appraisers placed a value of $30,000, $33,000, and $43,000 on the property. The Chief Counsel stated that the jury returned a verdict in the amount of $10,000 for the five acres plus $6,000 damages to the remaining acreage, for a total of $16,000 He recommended appeal to the Supreme Court. The Commission approved the recommendation.

(5) State vs. State Construction Company: This case involves the recovery from the State Construction Company and its surety, the Continental Casualty Company, of $8,634.95 being the amount of the performance bond furnished by State Construction Company in connection with its bid for construction of piers for the Marion Street Bridge across the Willamette River in Salem. The Company was awarded the contract but refused to accept and was declared in default. The Chief Counsel advised that upon the closing of the introductory testimony in the case the Court requested the parties to submit briefs in respect to legal questions involved and the defendants in their brief stated matters not covered by the testimony. They also submitted a second amended answer and cross complaint setting up defenses that were not contained in the pleas at the time of the trial with respect to which the defendants did not introduce testimony. The defendants in their brief, he said, have quoted in several instances from the testimony, which raises the necessity of securing the transcripts of the testimony prior to filing an answering brief. The case is still pending. The Commission approved the report.

(6) C. J. Eldon vs. State: This case involves the claim of C. J. Eldon, contractor, for extra compensation arising out of his contract with the State Highway Commission for regrading, surfacing, and oiling the Yellow Creek-Calapooya Creek Section of the Elkton-Sutherlin State Secondary Highway in Douglas County. Mr. Eldon is suing for the sum of $21,611.09 plus interest at the rate of 6 percent from September 30, 1949. The Chief Counsel advised that the State still owes Mr. Eldon the sum of $16,949.98 which Mr. Eldon refuses to accept as payment in full for work performed. It appears that Judge Dobson, who heard the testimony in this case, made an order upon his own motion to transfer the case from the law side to the equity side of the court and granted the plaintiff until the first of August in which to file an amended complaint. The Judge also stated that he would set the matter down for trial on September 24, 1952. The Commission approved the report.

The Chief Counsel requested authority to commence action against William L and Sophie Fisher to require specific performance of two real estate options which they gave the state regarding right of way needed for the Tigard-Onion Flat Unit of the Tigard-Newberg Section of the Pacific Highway West. Consideration is in the amount of $9,906. The Commission approved the request unanimously.

The Chief Counsel brought up for discussion construction of a proposed bridge across the Coquille River on a county road at a place known as Bullards, near Bandon, Coos County. He recalled that the Commission at its meeting on May 25, 1948, voted unanimously to pay 50 percent of the total cost of such bridge provided such total cost did not exceed $600,000 and that the State's contribution shall be limited to the construction of the bridge only; also, that the State would not participate in the cost of constructing an approach road leading to the bridge, and that the Commission's action in agreeing to cooperate in the bridge construction would not be considered in any way as a commitment or obligation on the part of the Commission to designate or to construct as a State Highway the road leading to the bridge. The Commission at that meeting, he said, indicated that it would advance the county's share of the cost on the condition that the county would reimburse the State for such advance at the rate of $30,000 annually. At its meeting on June 28, 1948, he said, the Highway Commission withdrew its offer to the County for the immediate construction of the bridge because of additional burdens placed upon the highway funds by reason of the Columbia River flood, the reconstruction of the Oregon Coast Highway between Coquille and Coos Bay, and the probable need to replace the Enegren Ferry with a bridge. He recalled further that at a meeting of the Commission held on April 3, 1950, it was reported that there was to be placed on the ballot at the primary election in May, 1950 a measure authorizing the issuance of bonds to pay the County's share of the cost of a bridge at Bullards, and at this meeting the Commission voted unanimously to proceed with the construction of the bridge in conformity with its previous offer to the County if the bond issue were approved by the people. It now appears, he said, that the people did authorize the bond issue for the purpose but the bonds have not yet been sold and no further action

has been taken with respect to the construction of the bridge. The Chief Counsel went on to say that since the cost of the bridge was first estimated in 1948, prices have risen and the estimated cost of the structure and approaches today is $726,940. He further stated that the County by its bond measure has authority to sell bonds for the construction of this bridge in the amount of $300,000 only, on the condition that the State will pay all cost incident thereto in excess of such sum, which means that if the bridge is built, it will be necessary for the State to increase the amount of its cooperative share from $300,000 to $426,940, approximately. The County, he said, now has authority to sell the bonds but is not in position to do so unless and until the Highway Commission will declare its intent and willingness to contribute all costs over and above the County's $300,000. He gave as his understanding that the Commission is willing to do that, and he suggested that appropriate action to that effect be taken at this meeting. The matter was discussed at some length and as a result thereof, motion was made by Commissioner Reynolds that the State pay all costs incident to construction of the bridge and approaches thereto in excess of $300,000 which the county is to contribute. The motion was seconded by Commissioner McIver and carried unanimously. The attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon unanimously adopted by the Commission.

In the discussion of this matter the question arose whether or not the bridge would eventually become a part of the State Highway System. It was explained that according to investigation heretofore made a state highway will some day be routed down the coast line from Coos Bay to Bandon and that the bridge will be on the route of such highway. The Engineer was instructed to forward to Commissioner McIver a copy of the reconnaissance survey heretofore made of such route.

The Commission discussed and upon recommendation of the Engineer and Chief Counsel unanimously approved payment of the claim of Motor Insurance Corporation in the amount of $270.76 representing the cost of repairing an automobile owned by Mr. W. I. Stewart which was damaged when it slid off the Halsey-Sweet Home Secondary Highway at a point about four miles west of the City of Sweet Home when passing over a newly oiled section of highway on which a protective gravel coating had not been placed.

The Chief Counsel presented for the Commission's consideration copies of twenty-two proposed bills that he has forwarded to the Legislative Highway Interim Committee for study prior to introduction in the 1953 legislature. The Commission indicated its approval of the bills as prepared.

The Commission considered the conveying to the First National Bank of Portland of 600 square feet of land adjacent to the T. H. Banfield Expressway near the intersection of Sandy Boulevard and 33d Street in the City of Portland. It was explained that title to the property is in the name of Dr. Hendrick and that the First National Bank of Portland is trustee, also, that through a misunderstanding a mistake was made in the description of the property as contained in the original deed and the present conveyance is simply to correct that error The Commission approved the conveyance. (Deed was

signed by the Commission later in the session.

The Chief Counsel requested authority to attend at state expense a meeting of the National Directors of America Right of Way Association which is to be held in Eureka, California, during July 26 and 27, 1952. He estimated the out-of-state travel cost at $32.40. The Commission approved the request.

The Chief Counsel brought up for discussion the claim of the Oregon Pulp and Paper Company in the amount of $1,950, representing payment for materials removed by the United States Army Engineers in connection with dredging operations for the Salem-Dallas Highway in West Salem. He explained that 26,000 cubic yards of rock, sand, and gravel were removed from the Company's property and deposited on the highway right of way for use as a fill, and it was apparent that the Army Engineers were unaware that the property was privately owned. The material, he said, was actually used in the highway fill, and since the State is obligated by the terms of an agreement with the United States Army Engineers to indemnify the Government for all claims arising out of the project, in his opinion the State is obligated to pay this claim, and he so recommended. The Engineer concurred in the recommendation advising that were the Commission to have obtained this fill material from other sources, it would have cost much more than the amount of the company's claim. The Commission approved the recommendation unanimously.

The Chief Counsel reported offers as follows for the acquisition of real property needed for highway purposes which offers were tendered to the owners prior to the institution of condemnation proceedings in conformity with authority granted him by the Commission in its resolution adopted December 20, 1951:

Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway

Owner - C. R. Lawrence, et ux. 16.59 acres of land needed for right of way and 0.56 acre for easement for a channel change. Amount of offer $9,475.00. Authorized by Commissioner McIver on June 10, 1952.

Tigard-Onion Flat Unit of the Tigard-Newberg Section of the Pacific Highway

Owner - Leonard Woods. 0.713 acre needed for right of way. Amount of offer $3,000. Authorized by Commissioner McIver on June 10, 1952.

Owner - O. V. Rentfrow, et ux. 8,220 square feet needed for right of way. Amount of offer $2,600. Authorized by Commissioner McIver on June 13, 1952.

Owner - Rose E. Metchan, et al. 0.185 acre for right of way. Amount of offer $625. Authorized by Commissioner McIver on June 10, 1952.

Owner - Robert D. Litton, et al. 1,715 square feet for right of

way. Amount of offer $300. Authorized by Commissioner McIver on June 10, 1952.

Owner - Violet N. Kirschner. 0.37 acre for right of way. Amount of offer $550. Authorized by Commissioner McIver on June 11, 1952.

Owner - Lotta Kurth, et al. 0.20 acre for right of way. Amount of offer $600. Authorized by Commissioner McIver on June 13, 1952.

Hauser-North Bend Section of the Oregon Coast Highway

Owner - Belva Ricketts Ferre, et al. Amount of offer $8,600. Authorized by Commissioner McIver on June 13, 1952.

Owner - Ernest T. Franson, et al. 16 acres for quarry site. Amount of offer $13,500. Authorized by Commissioner McIver on June 13, 1952. (This offer was rejected by the owner, and the property is not to be taken, as it is no longer required for this project.)

Lostine Section of the Wallowa Lake Highway

Owner - Merton S. Wade, et al. 5.59 acres for right of way. Amount of offer $3,500. Authorized by Commissioner Reynolds on June 19, 1952.

Owner - City of Lostine. 0.42 acre for right of way and 1.59 acres for gravel pit. Amount of offer $350. Authorized by Commissioner Reynolds on June 19, 1952.

Owner - Michael Crow, et ux. 2.55 acres for right of way. Amount of offer $510. Authorized by Mr. Reynolds on June 19, 1952.

Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway

Owner - Morton E. Post, et ux. 1.51 acres for right of way. Amount of offer $400. Authorized by Commissioner Reynolds on June 19, 1952.

Owner - Alvin Johnston, et al. 5.24 acres for right of way. Amount of offer $14,625. Authorized by Commissioner McIver on June 26, 1952. Since all of the original appraisals did not contain an allowance of damages for the denial of access to the owners' remaining land on the opposite side of the highway, Mr. McIver on July 9, 1952 approved an increased offer in the amount of $16,500, based on revised appraisals.

Owner - R. M. McKeown, et ux. 7.33 acres for right of way. Amount of offer $1,600. Authorized by Commissioner McIver on June 26, 1952.

Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway (cont.)

Owner - Mary N. Holmberg. 0.78 acre for right of way. Amount of offer $390. Authorized by Commissioner McIver on June 26, 1952.

Owner - Charles A. Prescott. 4.67 acres for right of way. Amount of offer $1,000. Authorized by Commissioner McIver on June 26, 1952.

Owner - Harvey T. Floyd, et ux. 0.78 acres for right of way. Amount of offer $300. Authorized by Commissioner McIver on June 26, 1952.

Owner - R. M. Falk, et ux. 21.73 acres for right of way. Amount of offer $4,510. Authorized by Commissioner McIver on June 26, 1952.

Owner - Ronald M. Cole, et ux. 0.75 acre for right of way. Amount of offer $3,725. Authorized by Commissioner McIver on June 26, 1952.

Owner - Ronald M. Cole, et ux. 0.57 acre for right of way. Amount of offer $685. Authorized by Commissioner McIver on June 26, 1952.

Owner - Howard B. Lentz, et ux. 0.83 acre for right of way. Amount of offer $830. Authorized by Commissioner McIver on June 26, 1952.

Owner - H. W. Senter, et al. 4.36 acres for right of way. Amount of offer $4,250. Authorized by Commissioner McIver on July 9, 1952.

Owner - Larry Nunnenkamp, et al. 0.80 acre for right of way. Amount of offer $2,175. Authorized by Commissioner McIver on July 9, 1952.

Owner - Ray Snook, et al. 3.9 acres for right of way. Amount of offer $400. Authorized by Commissioner McIver on July 9, 1952.

Owner - William L. McDonald, et al. 14.9 acres for right of way Amount of offer $14,500. Authorized by Commissioner McIver on July 9, 1952.

Oakland-Deady Section of the Pacific Highway

Owner - R. M. Crenshaw, et ux. 5.75 acres for right of way. Amount of offer $5,250. Authorized by Chairman Chandler June 30, 1952.

Oakland-Deady Section of the Pacific Highway (cont.)

Owner - Ed Hudson, et al. 9.4 acres for right of way. Amount of offer $4,275. Authorized by Chairman Chandler on June 30, 1952.

Owner - B. H. Olsen, et al. 5.46 acres for right of way. Amount of offer $5,125. Authorized by Chairman Chandler on June 30, 1952.

Owner - Alfred E. Hoffmeister, et ux. 5.40 acres for right of way. Amount of offer $6,150. Authorized by Commissioner McIver on July 9, 1952.

Owner - Robert Foster, et ux. 4.6 acres for right of way. Amount of offer $15,875. Authorized by Commissioner McIver on July 9, 1952.

Canyon Road Section of the Sunset Highway

Owner - Duane Company. 1,440 square feet for right of way. Amount of offer $550. Authorized by Commissioner McIver on June 26, 1952.

Owner - Bert M. Butler, et ux. 31,800 square feet for right of way. Amount of offer $3,000. Authorized by Commissioner McIver on July 9, 1952.

The Chief Counsel asked the Commission to approve salary increases for members of his staff as follows, which increases, he said, already have been authorized by the Attorney General:

J. W. DeSousa, from $550.00 per month to $575.00, effective July 1, 1952.

Charles Peterson, from $500.00 to $550.00, effective between October 1, 1952, and January 1, 1953.

Ralph Wyckoff, from $460.00 to $475.00, effective July 1, 1952, and from $475.00 to $500.00, effective between October 1, 1952, and January 1, 1953.

G. E. Rohde, from $460.00 to $475.00, effective July 1, 1952.

Frank C. McKinney, from $425.00 to $450.00, effective July 1, 1952, and from $450.00 to $475.00, effective between October 1, 1952, and January 1, 1953.

Robert L. May, from $425.00 to $450.00, effective July 1, 1952, and from $450.00 to $475.00, effective

between October 1, 1952, and January 1, 1953.

Frederick A. Morgan, from $375.00 to $400.00, effective between October 1, 1952, and January 1, 1953.

Thomas J. Reeder, from $375.00 to $425.00 if admitted to the bar, effective between October 1, 1952, and January 1, 1953.

The Chief Counsel also advised that the Attorney General has approved a salary increase for the Chief Counsel from $650 to $675 per month, effective July 1, 1952, and from $675 to $700 per month, effective between October 1, 1952 and January 1, 1953, which salary range, he said, already has been previously set by the Commission. The Commission unanimously approved all of the salary increases as reported.

The Commission discussed and unanimously approved employment of a Mr. Leonard I. Lindas as a member of the Legal Department staff upon acceptance by Governor McKay of Mr. Lindas' resignation as District Attorney for Clackamas County. Mr. Lindas is to be paid a salary of $550 per month and his employment is to be primarily for trial work.

The Chief Counsel reported three compromised right of way settlements as follows and recommended approval of the same:

(1) Settlement with Wilbur P. Lewis involving right of way for the Salem-Dallas Highway in West Salem.

(2) Settlement with Rubin Wilkins for right of way needed for the Bay City-Tillamook Section of the Oregon Coast Highway.

(3) Settlement with Anna Olive Neilson involving right of way needed for the Bay City-Tillamook Section of the Oregon Coast Highway.

Concerning the Lewis case, the Chief Counsel advised that the amount of the State's offer was $10,000 based on appraisals in the amounts of $7,500 and $7,585. The owners refused the offer, he said, and the case will not be tried for about two years. In the meantime, the State has had possession of the property for about eighteen months, and when the case is tried, the court undoubtedly will charge the State two years' interest at 6 percent, which will amount to $1,120. He recommended a compromised settlement at $12,000 and advised that he would endeavor to reach the settlement of $11,200 if possible. The Commission unanimously approved the maximum payment of $12,000 for the property.

Concerning the Wilkins property, the Chief Counsel advised that the owner was offered $1,825 for 2.05 acres, but the offer was refused. He pointed out that the highway is now under construction and that according to the plan there is a 17-foot cut through the Wilkins' holdings; moreover, Mr. Wilkins has a well about 30 feet from the right of way which may be destroyed by reason of the highway improvement and if so,

it will cost the State something to replace it. The present appraised value of the property is $3,000, which amount the owner has stated he will accept. He recommended approval of such payment. The Commission approved the recommendation.

Concerning the Neilson property, the Chief Counsel advised that the State's offer in this case was $5,000, which the owner refused, but who has agreed to accept the sum of $6,250, the difference being the value of a shed located on the premises, which was originally appraised at $600 but which according to a building contractor cannot be replaced for less than $4,000. Allowing 50 percent depreciation for the value of the building, he recommended payment to the owner of the sum of $6,250. The Commission approved the recommendation.

The Engineer reported the results of an investigation by the Landscape Engineer on the request of the Ophir Women's Club Wayside Committee for development of public facilities on a State-owned tract of land adjacent to the Oregon Coast Highway about one mile south of the town of Ophir. He stated that investigation has been made and the report of the Landscape Engineer reveals that the property is strategically located with respect to other facilities on this highway and that it fronts on an excellent ocean beach which would be the only picnic access to the ocean beach between Harris Beach State Park and Humbug Mountain State Park; however, the investigation also discloses that when the highway is reconstructed through this section, survey for which is now in process, there will be a considerable change in the grade elevation which could materially effect the highway as it now exists. For this reason, he suggested that it would be desirable to postpone any development of the property as a roadway picnic area until the final highway relocation has been established and more definite information is available with respect to the highway grade. The Commission approved the recommendation and instructed the Secretary to convey the action to the Ophir Women's Club.

Pursuant to previous instructions from the Commission, the Engineer reported on a request from citizens of Yamhill County for improvement of the Dayton-Amity Cut-off and Three Mile Lane Secondary Highway between Dayton and the junction with US 99W, including a new bridge over the Yamhill River. He advised that complete reconstruction of the approximate ten miles of roadway involved is estimated to cost about $350,000. He pointed out that the highway at the present time has a rather weak surfacing which requires considerable maintenance, particularly in the spring months when the road has been subjected to winter frost action. He also pointed out that daily traffic on the highway is about 800 vehicles which, in his estimation, is sufficient to warrant consideration in the not too distant future to the matter of improving the highway. He recommended that such consideration be given in the formulation of a future secondary highway program.

As to construction of a new bridge over the Yamhill River just north of Dayton, the Engineer estimated the cost of such structure at approximately $310,000; however, he questioned that the bridge should be replaced within the next three or four years because test borings indicate that the wooden

approaches will be satisfactory for that length of time. The bridge itself, he said, consists of a 200-foot steel truss span which is structurally sound but is too narrow for existing traffic. He suggested that replacement of the bridge along with the approach should be given serious consideration in about 1955. The Commission approved the report.

The Commission discussed a report from the Engineer on the feasibility of a proposed highway extending from Barbur Boulevard at its connection with Slavin Road in Portland to Hillsdale, the plan for which was prepared by the City of Portland Planning Commission in 1947. The Engineer advised that the plan is feasible, but would probably cost about $300,000 or $400,000 because it would require complete relocation from Barbur Boulevard to Hillsdale. He suggested that construction of thi. project be deferred to see what effect the opening of Bertha Boulevard, which now connects with Barbur Boulevard near Fred Meyer's Burlingame store, might have on the traffic pattern, and for the further reason that there is now being studied an expressway extending from West Portland to a connection with Harbor Drive which might interfere with the plan. The Commission approved the recommendation and ordered the item removed from the list of unfinished business.

A report was rendered by the Engineer on a condition prevailing at the intersection of the Island City County Road with US 30, a short distance east of the City of La Grande, where the county road crosses the main line tracks of the Union Pacific Railroad in close proximity to the highway. This matter, he said, has been investigated by the Traffic Engineer who states that there is no roadside culture in the vicinity of the intersection and that sight distance for both the railroad and the highway is entirely adequate with the exception that due to the railroad tracks being slightly higher in elevation than the highway, the stop sign at the intersection is not readily discernible from a distance by traffic approaching the highway on the county road. The county road traffic at this point, he said, consists of only 320 vehicles daily and the traffic volume on the highway consists of about 2,200 vehicles daily. Such traffic volume, he said, is not considered sufficient to cause any appreciable difficulty in making safe turns from the county road to the highway or visa versa. The Engineer also mentioned that the accident record at this intersection is favorable, only one accident having occurred at the railroad crossing during the last six years, although two accidents occurred during the past five years at the highway intersection. He recommended, in view of the prevailing conditions, against any treatment at either the railroad crossing or the highway intersection other than installation of a "PREPARE TO STOP" sign on the county road north of the railroad tracks. Commissioner Reynolds mentioned that two accidents have recently occurred at the railroad crossing and that the difficulty is in making the turn onto the county road from the highway. He agreed with the Engineer, however, that this is a problem that concerns the county and the railroad company. As a result of the discussion, the Commission unanimously approved the solution of the problem as recommended by the Engineer.

The Engineer reported the results of an investigation made of traffic conditions at the intersection of First and Main Streets in the City of Island City which section is on the route of the Wallowa Lake Highway and is also the termini of the Cove Secondary Highway and the Island City-US 30 Federal Aid Secondary County Road. According to the report, the investigation revealed that the accident record at the intersection is favorable, there having been only five reported accidents at this intersection during the past six years, and that the only possible improvement that could be made at the intersection would be to channelize it by construction of traffic islands which would function satisfactorily during certain times of the year but would create difficulties during the winter months in connection with snow removal operations. The Engineer recommended that no change be made at this intersection at the present time. The Commission approved the recommendation.

The Commission had under discussion the matter of conducting a location survey for proposed revisions of the Old Oregon Trail between Oxman and Durkee in Baker County. Commissioner Reynolds advised that he has received information from the Union Pacific Railroad Company whose tracks will be involved in the highway improvement, to the effect that the Company has no plans for revision of its facilities between these points in the near future. In view of this information, the Commission unanimously authorized the Engineer to make a location survey for the proposed highway revision.

The Engineer reported that agreement has been reached with Coos County with respect to acceptance of an abandoned section of the Oregon Coast Highway between Douglas County line and Coos Bay upon completion of the new highway between these points. The agreement, he said, provides that the County will assume jurisdiction and control over 9.83 miles of the old highway and will maintain the same in the future as a county road; that the State will retain 2.71 miles which are considered beneficial as frontage roads along the new highway, and that 0.23 mile will be abandoned to the abutting property owners. He recommended approval of the arrangement.

In the discussion of the matter the question arose as to whose obligation it would be to maintain the tide gates on the old highway. The Engineer explained that this will be the obligation of the county. The Commission approved the arrangement unanimously.

The Engineer recommended and the Commission unanimously approved reclassification of the following highways from Group II status to Group I status:

(1) Crater Lake Highway, No. 22, (ORE 62) from Shady Cove to the junction with the West Diamond Lake Secondary Highway near Union Creek. This highway is already classified as a Group I highway from Medford to Shady Cove.

(2) West Diamond Lake Secondary Highway, No. 233, (ORE 230) from the junction with the Crater Lake Highway near Union Creek to the

junction with the Crater Lake-North Highway near Diamond Lake.

(3) Crater Lake-North Highway No. 232, (ORE 230) from M. P. 0.0 near Diamond Lake to M. P. 3.81, junction with the East Diamond Lake Secondary Highway.

(4) East Diamond Lake Secondary Highway, No. 425, (ORE 230) from the junction with the Crater Lake-North Highway to the junction with The Dalles-California Highway.

(5) Cascade State Secondary Highway No. 160 (ORE 215) from junction with the Woodburn-Estacada State Secondary Highway No. 161 (ORE 211) to the town of Liberal in Clackamas County.

Requests were presented from the Eastern Star Grange No. 482, Bend, Oregon, and from Deschutes County Pomona Grange No. 35, also of Bend, in which the State Highway Commission is requested to maintain warning signs at hazardous places along the Central Oregon Highway between Bend and Burns and to improve this highway in such a manner that will eliminate the cause of automobile accidents which frequently occur on this highway, particularly between Bend and Horse Ridge. The Engineer rendered a comprehensive written report on the subject which reveals that the accident rate on this highway during the past five years is very favorable compared with the State-wide average accident rate. He pointed out that the highway is now well posted with signs warning the public of the possibility of livestock on the highway and pointing out curves, etc. The Highway surfacing, he said, is in excellent condition and accomodates speeds up to 90 miles per hour which is the major cause for the accidents. He also said that warning signs would have no effect on such condition and the zoning of the highway for reduced speeds would not be practical because the observance of such zones could not be expected without very strict enforcement. He gave as his opinion that very little more, if anything, can be done from an engineering standpoint to reduce the number of accidents that occur on this highway. The Commission approved the report.

The Commission considered the advisability of establishing a policy with respect to the maintenance of advertising signs over city streets that are State highway routes and in this connection the Commission considered a request from Horace W. Robinson, Manager-Director of the Douglas County Centennial Association, for permission to maintain such a sign over the route of the Pacific Highway in Roseburg, publicizing this civic celebration. The Engineer recommended adoption of a policy which would authorize the State Highway Engineer or either of the Assistant State Highway Engineers to grant permits of short duration, not to exceed 90 days, for the maintenance of cloth or canvas signs over such city streets publicizing any local, state, or city event or celebration, provided that the structural details of the sign or signs meet with the approval of the said engineers. This matter was given very careful consideration by the Commission and as a result thereof, the Commission unanimously authorized the granting of temporary permits, when requested, in conformity with the Engineer's recommendation.

The Commission definitely decided not to grant permits for maintenance of overhead signs constructed of wood or metal and also definitely decided not to permit signs of a permanent nature. The Commission's

action is to be considered as its future policy with regard to such matters.

The Engineer reported that pursuant to authority from the Commission, there was advertised for sale, bids to be received in Salem on June 26, 1952, timber that was blown down on several highways as a result of severe storms in December, but no bids were received. In view thereof, he requested authority to negotiate the sale of the timber privately to local interests. The Commission approved the request.

The Engineer rendered a written report containing his recommendation with respect to nineteen Highway Department employees who are subject to or are affected by the State Retirement Act during the third quarter of 1952. The Commission unanimously approved the Engineer's recommendation with respect to each of the employees concerned. (For complete list of the employees affected, see copy attached to the Engineer's letter dated June 25, 1952 directed to the Oregon State Highway Commission in the General Files.)

The Engineer presented a written report on a traffic survey recently completed in the City of Klamath Falls. Action on the matter was deferred by the Commission for study.

The Engineer brought to the Commission's attention a request from the Board of County Commissioners of Multnomah County for construction of an undercrossing of the T. H. Banfield Expressway and the Union Pacific Railroad tracks at 132d Avenue, east of Portland, where the County proposes at some future time to designate and construct a county road. He explained that 132d Avenue is now only a dedicated road 30 feet wide extending south of the Railroad Company's tracks and is not on the county highway system. Presently, he said there is no crossing of the railroad tracks at this point, and there is no roadway of any kind extending north from the railroad. This request, he said, comes as rather a surprise because, in his estimation, all matters pertaining to the Banfield Expressway were previously disposed of. However, when the form of agreement covering the arrangement was presented to the Board of County Commissioners, the Chairman of the Board, Mr. F. L. Shull, was the only member that would sign it, the other two declining unless the State would construct at State expense the undercrossing at 132d Avenue. He pointed out that undercrossings have been provided at 122d Avenue and at 148th Avenue, and he declared that there is no necessity now or in the foreseeable future for an undercrossing at 132d Avenue. He estimated that it will cost about $150,000 to construct the facility that the County is now demanding. As a result of discussion, the Commission voted unanimously not to construct an underpass at this location and instructed the Engineer to convey the action to the Board of County Commissioners.

The Engineer also stated further that the Board's refusal to accept and sign the agreement that was presented to it covering the T. H. Banfield Expressway is holding up the contracting of additional work on this throughway. He was instructed to inform the Board of County Commissioners that the Commission does not intend to call for bids for construction of additional work on this highway until the Board takes favorable action on the road closure at

this point; also, if agreement cannot be reached with the County within a reasonable length of time, the money set up to finance the present project will be reallocated to finance needed improvements in other parts of the State.

The Commission discussed with the Engineer the bids received for highway construction at the morning session, and at 4:00 p.m., Pacific Standard Time, Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action in each instance having been by unanimous vote:

"0.27 mile of pavement widening on the Astoria (28th Street-32d Street) Section of the Columbia River Highway in Astoria, Clatsop County: C. H. Grimstad and T. Vanderveldt, Astoria, submitted the only bid for this project in the amount of $34,027.00. The Commission has rejected this bid as being too high.

"Construct a reinforced concrete bridge to replace an existing bridge over the Necanicum River known as the Avenue "G" Bridge in Seaside, Clatsop County: The low bid for this project was submitted by George E. Berry, Beaverton, in the amount of $44,687.50. Only one other bid was received. This is a city project so both bids have been referred to the City of Seaside for further handling.

"5.19 miles of grading and oil mat surfacing on the Deschutes County Line-Crooked River and Lone Pine School County Roads, about four miles east of Terrebonne, Crook County: Four bids were received for this work, the low one being that of Babler Brothers, Inc., Portland, in the amount of $91,327.00. The contract has been awarded to the low bidder, Babler Brothers, Inc., at its bid price.

"Aerial Photography and Topographic Mapping Project on the Oregon Coast Highway between Euchre Creek and Brookings in Curry County: Only one bid was received for this project, being that of Delano Aerial Surveys, Portland, in the amount of $19,990.00. The Commission awarded the contract to the Delano Aerial Surveys at their bid price.

"Grading and temporary surfacing on the Anlauf-Elkhead Road Unit, Divide-Rice Hill Section of the Pacific Highway, southerly from the Anlauf Railroad Station to a point about 3½ miles easterly from Yoncalla in Douglas County: The low bid for this work was submitted by Babler Brothers, Inc., Portland, in the amount of $988,629.00. There were five higher bids received. The bid of Babler Brothers, Inc. in the sum of $988,629.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of a reinforced concrete bridge across Calapooya Creek on the Elkton-Sutherlin Highway in Douglas County: The Commis-

sion received seven bids for this work, the low one being that of Tom Lillebo, Reedsport, in the amount of $71,362.00. The low bidder, Tom Lillebo, has been awarded the contract at his bid price.

"Grading and oil mat surfacing on the Middle Unit, Reedsport-Dean Creek Section of the Umpqua Highway, about one mile east of Reedsport, Douglas County: Fred H. Slate Company Oregon Limited, Portland, submitted the low bid for this work in the amount of $311,220.00. Three higher bids were received. The contract has been awarded to Fred H. Slate Company Oregon Limited, at its bid price.

"McCredie Springs-Willamette Junction Rock Production Project on the Willamette Highway, from 15 miles east of Oakridge easterly 33 miles, in Klamath and Lake Counties: There were two bids received for this work, the low one being that of Rogers Construction Company, Portland, in the amount of $69,355.00. The Commission has accepted the low bid of Rigers Construction Company and awarded them a contract at their bid price.

"Grading and paving of 6.51 miles on the Benton County Line-Cheshire Section of the Territorial Secondary Highway, about two miles south of Monroe in Lane County: The low bid for this work was submitted by Porter W. Yett, Portland, in the amount of $173,531.50. There were seven higher bids received. The bid of Porter W. Yett in the sum of $173,531.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving on the Low Pass Section of the Siuslaw Highway, about two miles east of Blachly in Lane County: Nine bids were received for this work, the low one being that of Natt McDougall Company, Portland, in the sum of $735,510.00. The Commission has awarded the contract to the low bidder, Natt McDougall Company, at its bid price.

"Oregon Slough Bridge Expansion Plates in Multnomah County: The Commission received two bids for this job, the low one being that of West Coast Steel Works, Portland, in the amount of $15,940.00. The contract has been awarded to the low bidder, West Coast Steel Works, at its bid price.

0 37 mile of embankment construction, finishing and slope protection on the west approaches to Salem Bridges on the Salem-Dallas Highway in West Salem, Polk County: E. L. Kennard, Enumclaw, Washington, submitted the low bid in the amount of $57,816.00. Nine higher bids were received. This contract has been awarded to E. L. Kennard at his bid price.

"The furnishing and placing of traffic signals at eight intersections in The Dalles on the Columbia River Highway in Wasco County: Of the six

bids received, Trowbridge and Flynn Electric Company, Medford, submitted the low bid in the amount of $19,520.00. Trowbridge and Flynn Electric Company has been awarded the contract for this work at its bid price.

"Grading and paving of the Shogren-Rowena Unit, Mosier-The Dalles Section of the Columbia River Highway between Mosier and Rowena in Wasco County: Parker-Schram Company, Portland, submitted the low bid of $1,223,561.50 for this job. There were nine higher bids received. The bid of Parker-Schram Company in the sum of $1,223,561.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of four reinforced concrete viaducts over West Portland-Hubbard Highway between Tualatin and Wilsonville at Nyberg, Sagert, Norwood, and Stafford county roads, in Washington County: Of the seven bids received, Birkemeier and Saremal, Portland, submitted the low bid in the amount of $153,925.00. The low bid of Birkemeier and Saremal in the amount of $153,925.00 has been accepted and said company has been awarded a contract at its bid price."

A letter was presented from the Nehalem Bay Expansion Association, Mr. K. A. Banks, Secretary, in which the State Highway Commission is requested to give consideration to construction of the Oregon Coast Highway south from Neskowin along a location skirting the face of Cascade Head which was surveyed in 1909 by the Hammond Lumber Company for a railroad. The Engineer advised that investigation of this alignment was made several years ago and the route was abandoned because it was not considered practical to build a highway around Cascade Head or around the Head lands between Oceanlake and the Salmon River. He expressed the feeling that the Hammond Lumber Company felt the same way about it because no attempt was ever made by the Company to construct its facilities on such location. The Commission denied the request unanimously.

The Commission had under consideration approval of an expenditure of $1,898 to assist the Highway Research Board in payment of expenses incurred in connection with research correlation surveys during the physical year ending June 30, 1953. The Commission approved the expenditure unanimously upon recommendation of the Engineer and thereupon authorized the Engineer to sign an agreement covering the matter in behalf of the Commission.

A petition was presented from the residents of Halfway, Oregon, requesting the application of a dust palliative on a short section of the Pine Creek Secondary Highway in the town of Halfway, particularly the one portion on Record Street extending from Main Street to the city limits. The Engineer advised that the section of highway referred to consists of a single block about 260 feet in length. He estimated the cost to oil this

one block at $550 and recommended approval of the expenditure. The Commission approved the recommendation.

The Engineer reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the second six-month period of 1951, and that the plans for improvements to be financed with such funds have been examined and found satisfactory:

Amity	$2,109.66	Antelope	$ 188.36
Aumsville	882.16	Aurora	759.73
Barlow	235.45	Coburg	2,175.58
Condon	3,038.91	Cornelius	3,133.09
Cove	885.30	Creswell	2,078.26
Dayville	897.86	Echo	1,434.69
Estacada	2,982.40	Fairview	1,375.04
Gaston	1,155.29	Gervais	1,434.69
Glendale	2,734.39	Gold Beach	2,125.35
Gold Hill	1,943.27	Halfway	979.48
Helix	571.37	Hines	2,881.94
Hubbard	1,547.71	Huntington	2,301.16
Idanha	1,387.60	Ione	822.51
Jefferson	1,996.64	Monroe	1,136.45
Mosier	813.10	North Powder	1,265.17
Oakland	2,602.54	Oceanlake	2,197.56
Prairie City	2,580.56	Sherwood	1,805.14
Sodaville	492.88	Summerville	229.17
Talent	2,319.99	Wasco	957.51

He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that all surveys for primary highway projects to be constructed during the year 1953 will be completed this coming fall, in fact a considerable number of them will be completed during the month of July. He requested authority to commence work on surveys for projects that are to be contracted during 1954 and later, so as to insure their completion a year in advance of the planned construction. He presented a list of projects in that category and advised that the projects represented in the list are included in the proposed five-year program for both bond funds and Federal Aid. The Commission unanimously authorized the Engineer to make surveys for the following projects contained in the listing:

Highway	Section	Length Miles	Estimated Construction Cost
	Division No. 1		
Columbia River	Goble-St. Helens	12.0	$ 750,000 F. A.

Highway	Section	Length Miles	Estimated Construction Cost
	Division No. 2		
Oregon Coast	Newport-Yachats	24.0	$ 950,000 Bond
Salmon River	Sulphur Creek-Rogue River	9.0	300,000 F. A.
Salmon River	Rogue River-Gold Creek	7.0	100,000 F. A.
	Division No. 3		
Oregon Coast	Gold Beach-Pistol River	13.0	1,000,000 Bond 1,500,000 F. A.
Oregon Coast	Pistol River-Brookings	23.0	1,200,000 F. A.
	(Survey authority has been granted for preliminary line and aerial photographs.)		
Redwood	Hayes Hill-Grants Pass	14.0	600,000 F. A.
Siuslaw	Florence-Tiernan	9.0	200,000 F. A.
Siuslaw	Swisshome-Indian Creek	3.0	250,000 F. A.
Coos Bay-Roseburg	Middle Fork-Suicide Creek	8.0	350,000 F. A.
	Division No. 4		
McKenzie	Deep Canyon	1.0	130,000 F. A.
Ochoco	Redmond-Powell Butte	8.0	200,000 F. A.
Sherman	Wasco-Grass Valley	19.0	500,000 F. A.
Sherman	Grass Valley-Kent	13.0	400,000 F. A.
Dalles-California	Sherman Junction-Willowdale	9.0	1,000,000 Bond
	Division No. 5		
Central Oregon	Juntura-Vale	56.0	1,500,000 F. A.
Pendleton-John Day	Emigrant Street RR Undercrossing (Pendleton)	.25	450,000 F. A.
Oregon-Washington	Adams-Weston	8.0	250,000 F. A.
Oregon-Washington	Weston-Milton	9.5	300,000 F. A.
Old Oregon Trail	Baker-Pleasant Valley	13.0	1,000,000 F. A.
Old Oregon Trail	Olds Ferry-Ontario (Bring old survey up to date)	32.0	800,000 F. A.
			$15,680,000

The Commission discussed a petition signed by 480 residents of Reedsport and vicinity requesting that immediate steps be taken to build a highway along the north side of the Umpqua River between Scottsburg and

Smith River Junction. The Engineer pointed out that a highway on the north side of the river will simply parallel the Umpqua Highway on the south side of the river between these points, and he gave as his considered opinion that there is no justification for providing such parallel roads in the immediate future. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer requested authority to contract the construction of 3,400 rods (9.4 miles) of right of way fence along the Arlington-Heppner Junction Section of US 30. He explained that in negotiating for right of way along this section, settlement with four of the property owners required the State to construct right of way fences which is too large an undertaking for regular highway maintenance crews. The Commission approved the request.

The Commission discussed a letter from Mr. Eugene E. Marsh, City Attorney with the City of McMinnville, advising that the City Council in its consideration of the Highway Commission's resolution with reference to the abandonment of the South Yamhill River Section of the Three Mile Lane State Secondary Highway considered that the section proposed to be abandoned by the State should be repaired and presented in good condition before it is accepted by the City. The Engineer advised that the section referred to is 0.3 mile in length and inspection reveals that it is in need of repair. He estimated the cost of repairs at $700 and recommended approval of the expenditure. The Commission approved the recommendation.

The Commission discussed a letter from Mr. Bernard I. Galitzki, President of the S. E. Portland Chamber of Commerce, requesting immediate construction of a proposed extension of S. E Foster Road, Portland, to a junction with the Mount Hood Highway. The Engineer advised that a reconnaissance survey of this route was made in 1935, and the report that was rendered at that time indicated that the Foster Road extension would provide a savings of 1.14 miles over the present route, which made construction of the road justifiable at some future time. The facts brought out in that survey, he said, no doubt have changed materially because of developments during the past 17 years, and in order to arrive at a benefit quotient, he suggested a study to bring the report up to date. The Commission approved the recommendation unanimously and so ordered.

The Engineer brought to the Commission's attention a hazardous condition that exists at the intersection of US 30 with US 730 east of the town of Boardman in Morrow County, where the Paterson Ferry traffic volume to and from the east has increased far beyond the antici pated volume, creating a serious hazard because no provision has been made at that point for a traffic interchange. He exhibited a map showing the junction of the two highways and also showing the location of a proposed roadway connecting them a short distance east of the present junction. He pointed out that the connecting roadway is 0.6 mile in length and he estimated the cost to construct it at $13,000. He recommended approval of the project as a safety proposition. The Commission approved the recommendation unanimously. The Right of Way Engineer was authorized to negotiate acquisition of right of way as may

be required therefor.

The Engineer reported receipt of a communication from Mr. F. E. Landsburg, District Director of Interstate Commerce Commission, pointing out an unsatisfactory condition on the Cascade Secondary Highway about nine miles south of Oregon City where a fatal accident recently occurred. Mr. Landsburg advised that the highway at the scene of the accident is on a curve that is not properly super-elevated and is unsafe for speeds in excess of 40 miles per hour. The Engineer advised that this section of highway was built in 1925 and that investigation reveals about 1,600 feet of very poor alignment with several reverse curves and sub-standard super-elevation. The matter has been investigated, he said, and it has been ascertained that the condition can be corrected within the limits of the present roadbed by modifying the alignment slightly, spiraling the curves, and by a small amount of grading work to provide super-elevation of the curves to meet standard requirements. He estimated the cost of such work at $5,600 and recommended approval of the expenditure, the work to be done by State forces. The Commission approved the recommendation. The Right of Way Engineer was authorized to negotiate acquisition of additional right of way as may be required.

The Engineer brought up for discussion a request from the City of Eugene for State cooperation in connection with a comprehensive program for signal installation within the city. He stated that an investigation and review has been made of the City's program with the view in mind that the State should cooperate to a certain extent in the installations, and that as a result thereof, it is his recommendation that the Commission enter into an agreement with the City for signals at the following points, the cost involved to be paid 50 percent by the City and 50 percent by the State:

(1) Installation of traffic signals at the intersections of 6th and Polk Streets and at 7th and Polk Streets Estimated cost $5,600.

(2) Conversion of the existing non-standard installations at the intersection of 6th and Jefferson Streets and at 7th and Jefferson Streets to conform to approved highway standards. Estimated cost $4,700.

(3) Interconnection of signals at Polk, Blair, and Jefferson Streets intersections on the 6th Street and 7th Street couplet in order to maintain the progressive system. Estimated cost $2,000.

He pointed out that the total estimated cost of the above-described signals is $12,300, of which the State's share would be $6,150, and he recommended approval of the project. The Commission approved the recommendation.

The Commission discussed objections offered by the City Council of the City of Florence as to the type of channelization and center dividers that have been provided along US 101 within the city limits, particularly the design at the intersection of Fourth Street with the highway. The Engi-

neer advised that he personally consulted with the City officials regarding this matter and reached what, he believed, is a reasonable solution and which will necessitate only the cutting back of the center island and curve at the Fourth Street intersection The City officials, he said, agreed to withdraw their objections to the balance of the channeling work if such change were made at Fourth Street. He estimated the cost to make the change at Fourth Street at about $400. He exhibited a map showing the suggested change and recommended approval of the project. The Commission approved the recommendation unanimously

The Engineer reported that the surveys for the following highway sections have been completed, and he asked the Commission to approve and adopt them as the permanent locations of the highway sections to which they refer

(1) Relocation survey for the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County, 3.4 miles in length.

(2) Canyonville East Section of the Tiller-[illegible] Secondary Highway, 1.1 miles in length, in Douglas County

The Engineer exhibited maps showing the two highway sections and explained details. As a result of careful consideration and study, the Commission unanimously approved both surveys by adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and by unanimous vote approved an assignment given by Heavy Hauling Company to Koppisch Construction Company, Inc. of all of its interest in and to certain State Highway contracts that are now under way In the discussion of the matter, it was explained that the principals involved are exactly the same in both companies and that the change is simply a change in the business name of the firm which has now incorporated

The Engineer requested authority to transfer $25,000 of funds heretofore budgeted for construction of two employee houses at Warm Springs, Oregon, so as to permit the financing of two employee cottages at Lincoln on the Green Springs Highway in Jackson County He explained that the housing situation for employees at Lincoln is much more critical than that at Warm Springs because the majority of the employees at Warm Springs have their own trailer houses, whereas at Lincoln the foreman and his assistants have to live in Ashland which is twenty-one miles from their maintenance headquarters The Commission unanimously approved such transfer of funds and thereupon authorized the Engineer to advertise for bids for the construction of the two cottages at Lincoln

A letter was presented from the City of La Grande requesting a survey for a truck route through the City The Engineer advised that most of the information needed for study of such truck route was gathered at the time the traffic survey was made in the City of La Grande, and that very little work is required to complete it He recommended approval of the request The Commission ap-

proved the recommendation. The Engineer was instructed to have the Traffic Engineer consult with Commissioner Reynolds before starting the investigation.

The Commission discussed with the Engineer a request from Franklin Grange No. 572, Lane County, for improvement of the uncompleted section of the Territorial State Secondary Highway between Franklin and a junction with Oregon 36 (Siuslaw Highway), a distance of about 1.7 miles. The Engineer recalled a previous report on this matter in which it was estimated that it will cost about $100,000 to rebuild this section of highway to modern standards. He also recalled that the Commission denied the improvement because there were no funds available at the time to finance the work. A delegation, he said, is scheduled to appear before the Commission on the following day and is going to ask the Commission for application of a dust palliative, being a light type of oil treatment costing about $800 per mile or a total cost, in this particular instance, of about $1,400. He pointed out the temporary nature of such a treatment, advising that quite often it is necessary to reoil the roadbed each spring. The Engineer pointed out that the 1.7 miles that the Grange wants oiled lies between the existing oiled or paved roads and from that standpoint the improvement is merited. He recommended approval of such oil treatment for undertaking next spring, it being too late to arrange for a crew to do the work this year before the fall rains set in. This matter was discussed at some length and as a result thereof, the Commission approved the Engineer's recommendation and authorized him to apply a light oil treatment to the section next spring as an experiment. (This information was conveyed by the Commission to the delegation on the following day.)

The Engineer brought up for discussion a request from the Tigard Water District for State cooperation in the cost of re-establishing its water pipe line along the Tigard-Tualatin River Section of the Pacific Highway West, the moving of the pipe line being necessary because of the construction of the highway at this location. The Engineer advised that the district, as is usual in the case of small water districts, is in poor financial condition and is without sufficient funds to provide new pipe, which is required, and to install the same. He recalled that in numerous instances in the past the State has cooperated with municipal water districts in the moving of pipe lines to permit highway construction, and he recommended such cooperation in the present instance, the State's contribution to consist of reimbursing the district for the cost of installing new pipe which the city is purchasing for this purpose up to a maximum of $2,500, the district to pay the balance. The Commission approved the recommendation, and ordered the matter covered by a written agreement.

The Engineer asked the Commission to authorize an increase in the project authorization heretofore approved for each of the following projects:

(1) Construction of the South Unit of the Denver Avenue-Columbia Slough Section of US 99E. Increase requested $32,000.

(2) Construction of the Stout Creek-Mill City Section of the North Santiam Secondary Highway. Increase requested $43,000.

The Engineer explained details. The Commission by unanimous vote approved both increases.

A letter was presented from the Pendleton Motor Court Association, Pendleton, Oregon, by D. E. Roebuck, President, urging immediate construction of an underpass under the Union Pacific Railroad tracks on US 395 (Pendleton-John Day Highway) in Pendleton. In the discussion of this matter, the Engineer recalled that this project has been considered by the Commission several times in the past, but the Commission has made no definite commitment to it and has made no statement as to the time when the underpass might be built, although the project is listed in the tentative five-year construction program and the sum of $450,000 of either 1955, 1956, or 1957 Federal Aid Funds has been tentatively allocated to the work. He pointed out that the present grade crossing at this point is the only remaining primary highway grade crossing of a main line railroad in the State of Oregon. The Commission again denied the request for immediate construction of the project and instructed the Secretary to so inform the Association.

The Commission discussed a request from Mr. Robert A. Putnam, Portland, forwarded by the Board of County Commissioners of Multhomah County, for installation of a traffic signal at the intersection of 92d Avenue and Powell Boulevard (US 26). The Engineer advised that a recent traffic count taken on Tuesday and Wednesday, May 27 and 28, 1952, indicated that 10,690 vehicles enter this intersection in a 24-hour period. The accident record for the intersection, he said, is quite serious, there having been reported 54 accidents during the three-year period from 1949 through 1951, of which 25 were of a type which might have been prevented by traffic signals. He also said that the intersection meets the nationally accepted warrants for installation of traffic signals in urban areas, in view of which, he recommended the installation of a traffic signal at this point, which he estimated would cost about $3,500 and which will have to be paid entirely with State funds, it being outside of the city. The Commission approved the recommendation.

The Commission discussed and upon recommendation of the Engineer unanimously approved illumination of highway intersections as follows:

(1) Junction of US 99 with the McKenzie Highway south of Eugene as requested by the Glenwood Businessmen's Association. This is additional to the illumination that now exists at this point. It is estimated to cost $200.

(2) Illumination of the McKenzie Highway at its intersection with 42d Avenue, just east of Springfield, as requested by the Weyerhaeuser Timber Company. This is a new installation and is warranted by the heavy traffic that enters the highway at this point. It is estimated to cost $600.

The Commission unanimously approved a report from the Engineer advising satisfaction of conditions governing the awards of the following contracts and also advising that contract forms have been prepared and forwarded to the respective contractors pursuant to the Commission's instructions:

1. Grading and paving and bridge construction on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County. Low bidder, McNutt Brothers, Eugene. Conditions satisfied, June 2.

2. Construction of 2 bridges and grading and paving the Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County. Low bidder, Fred H. Slate Company Oregon Limited & E. C. Hall Company, Portland. Conditions satisfied on June 20.

3. Grading and paving the Tigard-Tualatin River Unit of the Pacific Highway West. E. C. Hall Company, low bidder. Conditions satisfied June 17.

4. Grading and paving the Hauser-Coos Bay Section of US 101, Coos County. Low bidder C. R. O'Neil. Conditions satisfied June 17.

5. Phoenix and Talent Paving Project in Jackson County. United Contracting Company, low bidder. Conditions satisfied June 9.

6. Grading and paving and construction of a bridge on the Lostine River Bridge Section of the Wallowa Lake Highway in Wallowa County. H. J. and H. W. Miller, low bidders. Conditions satisfied June 24.

7. Grading and paving the Junction City Section, Lane County. Warren Northwest Inc., low bidders. Conditions satisfied May 28.

8. Grading and paving the Lafayette-North Yamhill River Section of US 99W, Yamhill County. J. C. Compton, low bidder. Conditions satisfied July 3.

9. Grading and paving the Oakland Junction-Deady Unit, Chenoweth Park-Deady Section of US 99. Bids received May 26, 1952. White Brothers Company, Walla Walla, Washington, low bidder, at $1,158,818. Conditions satisfied July 9, 1952.

The Commission had under consideration the following requests for extensions of time within which to complete State Highway Contracts.

1. Valley Construction Company, Contract No. 3503, for bridge construction and 1.75 miles of grading work on the Starkey Secondary Highway in Union County, requested an extension of time of 120 days, from November 30, 1951 to May 5, 1952, within which to complete this

job. The Company attributed its failure to complete this project within the specified time limit to high water conditions in the Grande Ronde River which delayed construction of the bridge footings and the grading work which could not be performed until after the bridge work was completed. The Engineer advised that the bridges were completed in November, 1951, and that the contractor immediately started grading operations which were carried on until the work had to be shut down for the winter. He further advised that very little inconvenience, if any at all, had been caused the public by the delay, and he recommended in view thereof that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. George E. Berry, Contract No. 3644, for replacement of metal handrail on a bridge over the North Santiam River on the North Santiam Highway in Linn County, requested an extension of time of 30 days, from June 30 to July 30, 1952, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in securing delivery of the metal handrail. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He recommended in view thereof that the extension of time as requested be granted with out penalty. The Commission approved the recommendation.

3. General Construction Company, Contract No. 3511, for widening Columbia Slough Bridge on the Pacific Highway East, Multnomah County, requested an extension of time of 122 days, from May 31, 1952 to September 30, 1952, within which to complete this job. The contractor gave as his reason for overrunning the specified time limit, the slow delivery of steel due to Government controls. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He recommended in view thereof that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

4. City Electric Company, Contract No. 3501, for installation of traffic signals on the Oregon Coast Highway in the City of Tillamook, requested an extension of time of 240 days, from September 30, 1951 to May 27, 1952, within which to complete this job. They alleged their failure to complete the project within the specified time limit was due to adverse weather conditions which would not permit painting and curb work until suitable weather prevailed. The Engineer advised that in order to obtain an acceptable job of painting, the contractor was requested to delay that part of the work until the weather was satisfactory for such purpose; also that the contractor experienced delay in obtaining signal material for the job, all of which accounted for the fact that the job was not completed within the specified time. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation

5. M. L. and C. R. O'Neil, Contract No. 3295, for grading and surfacing the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County requested an additional extension of time of 163 days, from November 30, 1951 to May 13, 1952, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to freezing weather conditions during the winter season which prevented the placement of roadbed topping, and to failure of a sub-contractor to complete work that was assigned to him. The Engineer advised that the contractor actually completed the project on December 22, 1951 but there remained to be done at that time the removal of oversized stones in the cinder topping shoulders which work could not be done until Spring because of snow conditions but which was completed in only two days time when the contractor resumed his operations in May. He recommended that the extension of time as requested by granted but that engineering costs incurred by the State in connection with the job from November 30 to the normal finishing date, December 22, 1951, be assessed against this contractor as a penalty for overrunning the previously extended time limit. He explained that there were no engineering costs assessible against the project after December, 1951. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that contracts Nos. 3557, 3564, 3577, 3596, 3630, 3633, 3634, 3685, 3687, 3688, 3437, 3503, 3542, 3544, 3589, 3604, 3671, 3673, 3501, and 3590 for construction of State highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration the Commission, by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and upon recommendation of the Engineer unanimously approved an agreement with the Pacific Power and Light Company covering the construction and maintenance of a water main extension to serve the highway landscape project on the Ochoco Highway near its west entrance into Prineville. (The agreement was signed by the Commission later in the session.)

Pursuant to instructions from the Commission at the previous meeting, the Manager of the Accounting Division submitted a list of miscellaneous claims against individuals, as follows, which have been deemed uncollectible:

NAME	DATE OF INVOICE	DESCRIPTION	AMOUNT
W. G. Hellier	4-3-42	Royalty	$7,600.00
Joe Wilson	7-19-43	Map	.55
W. M. Shiffer	3-30-45	Crushed Rock	25.08
L. B. Taylor	8-3-45	Map	.55
George A. Davis	8-11-47	Signs	7.20
Eugene Const. Co.	8-2-48	Signs	36.90
L. A. Smith	12-17-48	Rental concession	225.00
O. N. Eggen	1-17-49	Blueprinting	4.70
Curry County	5-2-49	Laboratory Test	27.00
J. C. Ramaker	11-25-49	Technical bulletin	1.15
Bob Collins	3-6-50	Signs	7.20
Ed James	5-12-50	Signs	7.20
A. F. Walls	7-11-50	Snow removal	49.00
		TOTAL	$7,991.53

The Commission unanimously approved cancellation of these claims.

The Commission had under discussion the distribution to the cities and towns of the State of Oregon their respective shares of revenues which accrued to the State Highway Fund during the first six-month period of 1952 amounting to $1,999,177.76. The Engineer advised that the total revenues accruing to the Highway Fund during such period amounted to $21,240,777.56, of which, according to the law, 10 percent must be paid to the cities and towns after deducting therefrom $125,000 which is to be expended by the State Highway Commission for improvement of city streets, and that the sum to be distributed totals $1,999,177.76. He presented a tabulation showing the distributive share of each city and town and advised that the amounts have been checked with the Secretary of State and are correct. After due consideration of this matter, the Commission approved the distribution of the funds as presented by the Engineer, and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and upon recommendation of the Engineer unanimously approved an agreement with the US Army Engineers providing for reimbursement by the Federal Government of the State's expense and cost of repairing damage that occurred to a bridge in Juniper Canyon east of McNary Dam by reason of activities of the Army Engineers. The State's claim is in the amount of $4,662.50 and covers the expense of a State Highway crew in restoring the damage. (The agreement was signed later in the session.)

The Commission also considered and approved an agreement with Harney County providing for abandonment of the old route of the Rome-Princeton State Secondary Highway between Princeton and Malheur County line when the new highway between these points has been completed. (The agreement was signed later in the session.)

The Commission discussed an agreement with Wasco County providing for abandonment of a short section of road that was designated and used as a temporary State Highway in 1920, during the time when the Columbia River Highway was under construction between The Dalles and the Deschutes River, and which provided a temporary connection between a county road with the new state highway. The Engineer explained that this roadway was used until about 1925 when the Columbia River Highway was completed, and that it has been maintained by the County since that time, although no official action has been taken by the Commission to remove it from the State Highway system. He recommended approval of the agreement in order to clarify the records. The Commission approved the recommendation. (The agreement was signed by the Commission later in the session.)

The Commission unanimously confirmed telephonic approval given the Secretary by Chairman Chandler and Commissioner Reynolds on June 16, 1952, releasing the folder listing historical markers in Oregon as prepared by the Pendleton Woolen Mills, and authorizing the general distribution thereof.

The Commission discussed and approved an agreement with the City of Astoria covering the improvement of Franklin Avenue (US 30) in that city between 28th Street and 30th Street, bids for construction of which were received by the Commission at this meeting. (The agreement was signed on the following day.)

The Commission discussed a request from the City of Coquille for approval of a new street connection with US 101 which is necessary to serve the people residing in the residential district of Coquille, known as Sanford Heights. The Engineer advised that the location of the new street connection is within the city limits of Coquille where the State has only semi-access control. The new connection, he said, is much better located than the former connection, and has a sight-distance of about 1,300 feet in one direction and about 900 feet in the other. He recommended approval of the request in the interests of greater safety and better service to the people of the Sanford Heights district. The Commission approved the recommendation unanimously.

The Commission unanimously approved the Secretary's report on papers which he signed on behalf of the Commission during the period May 23 to July 7, 1952.

The Engineer asked the Commission to approve out-of-State travel expense for the following employees:

(1) Oscar Cutler, Assistant Traffic Engineer, to attend the Federal Civil Defense Administrative Technical Rescue School at St. Mary's College in Oakland, California, on July 20 to 26, 1952. The expense is to be paid by the Civil Defense Agency.

(2) Construction Engineer, H. G. Smith, and Bridge Engineer, G. S. Paxson, to inspect California highway construction at Big Lagoon near Eureka, California, in order to acquire knowledge of the type of construction that is used by the State of California to protect State Highways against action of the ocean waves, etc. One day trip at nominal expense.

The Commission approved both requests.

The Engineer reported that because of existing conditions, it was necessary to place a 50 percent reduced load limit on the West Diamond Lake State Secondary Highway between M. P. 8.0 and M.P. 23.89 at its junction with the Crater Lake Highway on Wednesday, May 28, 1952. He asked the Commission to confirm the posting. The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that due to changed conditions, it no longer is necessary to maintain the reduced load limits heretofore in effect on the following highways, and that he accordingly has ordered the removal of the signs:

(1) Warner Secondary Highway from junction with Freemont Highway to M. P. 21.4, effective Saturday, May 31, 1952.

(2) Frenchglen Secondary Highway from M. P. 0.0, junction Burns-Crane Highway, to M. P. 10, effective June 2, 1952.

(3) West Diamond Lake Secondary Highway from M. P. 8 to junction with Crater Lake Highway, effective June 20, 1952.

(4) Weston-Elgin Highway from M. P. 8 to junction Wallowa Lake Highway, effective June 2, 1952.

He asked the Commission to confirm his action in the matter. The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer asked the Commission to approve the reversal of the stop signs which are now being maintained on N. E. Halsey Street at its intersection with the Crown Point State Secondary Highway within the city limits of Troutdale. He explained that the Crown Point Secondary Highway was the former route of the Columbia River Highway and carried large volumes of traffic through Troutdale, and as a protective measure, Halsey Street traffic was required to stop before entering its intersection with that

highway. However, since the new Columbia River Highway has been built, the Crown Point Highway carries only very little traffic west of Halsey Street junction, although Halsey Street is an important county arterial. He gave as his opinion that the signs should be reversed so as to require eastbound Crown Point traffic to stop before entering the intersection with Halsey Street and to allow eastbound Halsey Street traffic to continue without stopping at this point, and he so recommended. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from Mr. Gerry O'Malley, Carlton, for alleviation of a dangerous condition which he alleges exists on US 99W just south of its junction with ORE 18 near McMinnville, particularly in the vicinity of an attraction known as "Mack Kiddie Land" which Mr. O'Malley owns and operates. The Engineer advised that Mr. O'Malley's property lies on the easterly side of the highway, and while his business is of a temporary nature, it attracts many people during the evening hours and Sunday afternoons when there is considerable parking of vehicles on the highway shoulders. He said that the 1950 average vehicular daily traffic on US 99W at this point was 2,221 vehicles, 80 percent of which it is estimated traveled at or below 50 miles per hour northbound and 40 miles per hour southbound. Parking of vehicles on the highway shoulders, he pointed out, introduces a definite hazard to highway traffic, and he recommended the designation of a "NO PARKING ON HIGHWAY SHOULDERS" zone on each side of the highway between M. P. 40.17 and M. P. 40.32. The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to requests as follows for the establishment of reduced speed zones on state highways:

(1) Petition from residents of the community known as Lindberg requesting the establishment of a 35-mile per hour speed zone on the Lower Columbia River Highway through this community, which is located east of and adjacent to the City of Rainier. The Engineer advised that the matter has been investigated by the Traffic Engineer who recommends that the request be denied because the conditions at this point do not meet with nationally accepted requirements, but who does recommend in lieu thereof that the area be bracketed with standard "LOOK OUT FOR PEDESTRIANS AHEAD" signs. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously.

(2) Request of Mrs. N. F. Shurtliff and Mrs. Walter Sneddon, Lowell, Oregon, for designation of a 25-mile per hour speed zone on the Willamette Highway at its intersection with the county road leading to Lowell. The Engineer advised that this matter was investigated by the Traffic Engineer who recommends that the request be denied

but who also recommends the installation of 90-degree roadside reflectorized symbol signs in advance of the intersection, that the existing stop sign on the Lowell Road be removed and a rubber "stop" flap be installed on the northerly pavement line of the Willamette Highway where it intersects the center line of Lowell Road, and that two mercury vapor luminaire units be installed at the intersection, at a cost of about $800. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously and so ordered.

(3) Request of the Harbor Community Club, Harbor, Oregon, for designation of a 25 or 30-mile per hour speed zone on the Oregon Coast Highway between the top of Harbor Hill and a point north of the Chetco River Bridge. The Engineer stated that this matter also has been investigated by the Traffic Engineer who reports that conditions prevailing at this point do not justify establishment of a reduced speed zone, but who recommends in lieu thereof that "SLOW" and "REVERSE CURVE" signs be maintained along that portion where the grade of the highway is rather steep and where there is relatively sharp reverse curvature in the highway alignment. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously.

(4) Recommendation of the Engineer that reduced speed zones be designated on N. E. Sandy Boulevard (US 30), Portland, from the easterly city limits of Portland at N. E. 82d Avenue, through the Parkrose area, to N. E. 122d Avenue. The Engineer pointed out that for some time past a progressive signal system has been in operation along this section of the highway, the signals being set for progressive speeds of 35 miles per hour between N. E. 82d Avenue and N. E. Columbia Boulevard, but from Columbia Boulevard to N. E. 112th Avenue the progressive speed is 30 miles per hour. A check of records, he said, discloses the fact that the Commission has never taken action to control the speed of traffic through this area in conformity with the progressive signal system, and in order to rectify the situation, he recommended the designation of speed zones along Sandy Boulevard as follows: between the east city limits of Portland and Columbia Boulevard intersection, 35 miles per hour; between Columbia Boulevard intersection and N. E. 112th Avenue, 30 miles per hour; between N. E. 112th Avenue and N. E. 122d Avenue, 35 miles per hour. The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(5) Recommendation of the Engineer for designation of a reduced speed zone on the Lower Columbia River Highway through the Community of Burlington. The Engineer advised that investigation of this section of highway was made by the Traffic Engineer in connection with an overall speed zone program for highways on the State Highway System. Burlington, he said, is a small unincorporated community extending the distance of about 0.3 mile along the highway. He also said that the alignment of the highway through the Community is good and that the pavement is of Portland cement concrete 20 feet wide with gravel shoulders averaging 10 to 20 feet in width on both sides of the highway. He also mentioned that

the roadway culture consists of a mixture of business establishments and residences, and that the annual daily traffic volume consists of about 4,300 vehicles. This section of highway, he added, in now posted for a maximum indicated speed of 25 miles per hour which investigation reveals is too slow in that a traffic check indicates that 98 percent of the vehicles that travel the highway at this point exceed such speed. As to traffic accidents, he said that the accident rate amounts to 10.10 accidents per million vehicular miles as compared with the state wide rate of 11.20 overall on suburban primary highway sections. He recommended in view of the findings that the maximum speed along the section concerned be raised from the existing 25 miles per hour limit to 40 miles per hour, particularly between M. P. 12.62 which is 0.15 mile south of Main Street in Burlington and M. P. 12.94 which is 0.17 mile north of Main Street. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and ordered filed a telegram received from the Roseburg Chamber of Commerce offering complete cooperation to eliminate billboards and other unsightly distractions if the Highway Commission will spend 10 million or 15 million dollars for construction of an expressway through Roseburg.

The Commission discussed briefly the setting of a date for its annual inspection trip of State Highways through Western Oregon but deferred definite action in the matter until its next meeting.

The Commission discussed items of unfinished business appearing on the Secretary's Summary, dated May 27, 1952, and took action thereon as follows:

(1) Request for development of Eel Lake as a recreational area: This item was partially reported on earlier in the session and discussed thoroughly later in the session at which time the State Parks Superintendent reported on the park features and the Right of Way Engineer submitted a proposition from the State Game Commission with respect to acquiring right of way across the property of that Commission for improvement of the Oregon Coast Highway at this point. The Commission at that time ordered the item retained on the list of unfinished business. (See additional paragraph ahead.)

(2) Accidents at railroad crossing on the county road which extends from Island City to a junction with US 30, a short distance east of La Grande: This matter was reported by the Engineer earlier in the session and action taken by the Commission. The item is to be deleted from the list of unfinished business.

(3) Proposed survey of US 30 between Oxman and a point near Durkee, in Baker County: This matter was disposed of earlier in the session

when the Commission authorized the Engineer to conduct a relocation survey. The item is to be deleted from the list of unfinished business.

(4) Proposed highway extending from Barbur Boulevard, Portland, to Hillsdale: The Engineer rendered his report on the subject earlier in the session, in view of which, the item was ordered deleted from the list of unfinished business.

(5) Request for improvement of the Dayton-Amity cut-off and of Three Mile Lane Secondary Highway between Dayton and US 99W junction, including a new bridge over the south fork of the Yamhill River. The Engineer's report on this subject was rendered earlier in the session. The item was ordered deleted from the list of unfinished business.

(6) Request of Ophir Women's Club for establishment of a state park near Ophir in Curry County. This matter was reported on earlier in the session when final action was taken. It is to be deleted from the list of unfinished business.

(7) Request of Doctor Orville Eaton, Astoria, for crosswalk or blinker light installation at the junction of the Westport Road with US 30 in Clatsop County: This item was ordered deleted from the list of unfinished business in view of the Engineer's written report having been filed. (See minute entry ahead.)

(8) Acquisition of property from Mr. Frank Kernan and from the Pacific Livestock Association at Union Avenue-Swift Road Junction in North Portland: This matter was discussed at some length and as a result thereof the Engineer was instructed to make further investigation to determine whether or not it would be possible to realign the proposed location so as to avoid entirely the property of the Livestock Association. A report on the matter is to be rendered by the Engineer at the next meeting, if possible. The item is to remain on the list of unfinished business.

(9) Request of Lane County Recreation Committee that the State assume responsibility for the development of a recreational area at Dorena Dam: The Parks Superintendent advised that his report on this subject is not yet ready for presentation to the Commission, but he anticipates that he will be able to report at the Commission's next meeting. The item is to be retained on the list.

(10) Request of Westmost Grange in Coos County for establishment of a state park at Bandon Beach: The State Parks Superintendent advised that his report on this subject is not yet ready but he expects to be able to present it at the next meeting of the Commission. The item is to be retained on the list of unfinished business.

(11) Request of Mr. Marshall Dana, Portland, and the "Save the Gorge" Committee of the Portland Women's Forum for preservation of the scenic beauties in the Columbia Gorge: A report on this matter was rendered

by the Parks Superintendent earlier in the session and was acted on by the Commission at that time. The item is to be deleted from the list of unfinished business.

(12) Request that the State take over and develop Wilhoit Springs as a state park: The Parks Superintendent rendered a comprehensive report on the subject earlier in the session at which time the Commission took action. The item is to be deleted from the list of unfinished business.

(13) Request of St. Helens Pulp and Paper Company for permission to truck-haul logs on the Saddle Mountain Park road: The Commission ordered this item deleted from the list of unfinished business in view of the Engineer's written report on the subject which was discussed later in the session. (See additional entry ahead.)

(14) Request of Nehalem Bay Recreational Committee for permission to maintain signs along State hignways in the Nehalem district pointing out recreational features of this area: The Parks Superintendent's report on this subject was rendered earlier in the session and action taken at that time. The item is to be deleted from the list of unfinished business.

The meeting adjourned at 5:00 p.m., Pacific Standard Time, to reconvene the next day at 9:00 a.m., Pacific Standard Time, in the same room.

Portland, Oregon
July 11, 1952.

The meeting of the State Highway Commission reconvened in regular session at 9:00 a.m., Pacific Standard Time, in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Prior to the opening of bids, Commissioner Reynolds announced publicly that because of a change in the plans involving right of way, bids received by the Commission for construction of the Comstock and Lawrence Access Road Grade Separation Structures on the Divide-Anlauf Section of

the Pacific Highway in Douglas County will not be read but will be returned to the respective bidders unopened, and the project will be readvertised at a later date.

Bids as follows for the remaining projects advertised for this letting were then opened and read aloud by the Secretary in conformity with previously published notice, at the conclusion of which, it was announced that the awarding of contracts would be made at 3:00 p.m., Pacific Standard Time, in the same room:

BAKER-PINE CREEK-WINGVILLE COUNTY ROAD
GRADING AND OILING POCAHONTAS-BAKER SECTION

K. C. Dack Construction Co., Milton-Freewater	$128,563.00
Arthur Simonsen and George Borgen, Baker	128,877.50
C. E. Leseberg, Nyssa	132,745.00
Newport Construction Co., Portland	134,955.50
H. J. and H. W. Miller, Baker	140,186.00
John A. Logan, Portland	144,503.00
Babler Bros., Inc., Portland	155,740.00
Durbin Bros., Eugene	177,034.90

OSWEGO HIGHWAY IN CLACKAMAS COUNTY
WIDENING SUCKER CREEK BRIDGE APPROACH

J. F. Johnston, Sherwood	$ 8,390.00
James & Yost, Portland	8,607.50
Schrader Construction Co., Portland	11,975.00
United Builders, Inc., Beaverton	20,473.68

OREGON COAST HIGHWAY IN CLATSOP COUNTY
CANNON BEACH-ARCADIA SECTION

Koppisch Construction Co., Astoria	$182,480.00
Rogers Construction Co., Portland	196,680.00
Vernie Jarl, Gresham	196,916.00
J. N. Conley, Portland	203,485.00

OREGON COAST HIGHWAY IN COOS COUNTY
HAYNES SLOUGH BRIDGE

Valley Construction Co., Portland	$254,485.00
Tom Lillebo, Reedsport	283,940.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY
COMSTOCK AND LAWRENCE GRADE SEPARATION STRUCTURES

ALL BIDS RETURNED UNOPENED

July 11, 1952

DOUGLAS COUNTY
RIDDLE AND GLENDALE GRADING AND PAVING PROJECT

Acme Construction Co., Eugene	$ 25,650.00
Roseburg Paving Co., Roseburg	28,309.00

PACIFIC HIGHWAY IN JACKSON COUNTY
GRADING AND PAVING ROCK POINT-BLACKWELL HILL SECTION

The Central Heating Co. Oreg. Ltd. and F. L. Somers, Eugene	$704,706.00
J. C. Compton Co., McMinnville	732,168.00
Babler Bros., Inc., and Rogers Construction Co., Portland	797,058.00
Parker-Schram Co., Portland	798,479.50
Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co., Portland	890,772.00

PACIFIC HIGHWAY IN JACKSON COUNTY
GRADING AND PAVING MEDFORD-COUNTY FARM SECTION

T. W. Thomas, Portland	$515,864.00
D-H Paving Co., Vancouver, Washington	523,370.50
Parker-Schram Co., Portland	531,996.60
F. L. Somers and Central Heating Co., Oreg. Ltd., Eugene	535,104.00
J. C. Compton Co., McMinnville	549,192.00
Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co., Portland	621,467.50
Babler Bros., Inc. and Rogers Construction Co., Portland	633,502.00

PACIFIC HIGHWAY EAST IN MARION COUNTY
SALEM BY-PASS SECTION

Vernie Jarl, Gresham	$200,790.00
R. A. Heintz Construction Co., Portland	204,475.00
Durbin Bros., Eugene	208,452.50
Parker-Schram Co., Portland	229,247.50

MARION COUNTY
SUMMER STREET GRADING AND PAVING PROJECT

Warren Northwest Inc., Portland	$ 39,970.00
Central Paving Company, Dallas	49,142.50

MARION COUNTY
SALEM HEAVY EQUIPMENT SHOP

Parker-Johnson Co., Portland	$175,088.25
Smith and Nelson, Salem	183,566.75
H. G. Carl Construction Co., Salem	193,682.91

July 11, 1952

Salem Heavy Equipment Shop (cont.)

Erwin E. Batterman, Salem	$198,849.65
Browning and Randolph, Salem	205,890.00
Chas. E. Schmiedeskamp, Portland	206,925.00

MARION AND POLK COUNTIES
CENTER STREET BRIDGE RECONSTRUCTION

Natt McDougall Company, Portland	$564,677.50
General Construction Co., Portland	583,779.00
Guy F. Atkinson Co., Portland	639,998.00

JOHN DAY HIGHWAY IN WHEELER AND GRANT COUNTIES
SERVICE CREEK-KIMBERLY SECTION

P. C. Knox, Gladstone	$ 35,295.00
Babler Bros. Inc., Portland	35,900.00
A. H. Saxton and Sons, Corvallis	36,055.00
Pioneer Construction Co., Portland	36,550.00
John A. Logan, Portland	36,765.00
F. O. Laws, Myrtle Point	37,100.00
I. H. Peters, Eugene	37,750.00
Q. L. Rufener, Portland	38,300.00
Glen Ousley, Eugene	39,515.00
F. C. Scott Construction Co., Portland	44,850.00

A delegation representing the Parkrose Chamber of Commerce in Northeast Portland appeared before the Commission concerning the installation of a traffic signal on N. E. Sandy Boulevard at its intersection with Columbia Boulevard which intersection is the junction of the Columbia River Highway and the N. E. Portland State Secondary Highway near 99th Avenue. The following people composed the group: Harry H. Pearce, Chairman of Highway Committee and head of the delegation; Arthur Damschen, Francis M. Reagan, James S. Walp, Harry Johnson, and G. R. Silverthorne, all members of the Parkrose Chamber of Commerce. Mr. Pearce introduced the members of the delegation and called upon Mr. Damschen to explain what they have in mind. Mr. Damschen stated that since the existing signal was installed several years ago, there has been a considerable increase in traffic so that now it is almost impossible for pedestrians to cross Sandy Boulevard at this point. He pointed out that the present timing of the signal allows automobile traffic to flow on Columbia Boulevard or N. E. Sandy at all times, thus precluding any opportunity for pedestrians to cross with safety. He urged the Commission to conduct another study of the situation and to provide some means whereby pedestrians can cross the highway without endangering their lives. Mr. Reagan offered the suggestion that the problem might be solved by prohibiting pedestrians from crossing the highway at 99th Avenue and by moving the pedestrian crosswalk one block to the east. Mr. Silverthorne pointed out that this is a business district where business establishments are on the north side of the highway and

people live on the south side. Mr. Pearce declared that at times pedestrians have to wait as much as 10 minutes before they are able to cross the highway with safety. At the request of the Commission, the Assistant State Highway Engineer, Mr. W. C. Williams, advised that the Engineering Department is cognizant of the condition that exists at this place and is now studying a solution of the difficulty which will include installation of a 10-second phase in the signal timing to allow pedestrians to cross the highway while vehicular traffic is stopped on Sandy Boulevard and on Columbia Boulevard. He gave as his feeling that whereas such measures may allow pedestrians to cross with safety, it will also have a detrimental effect of slowing down vehicular traffic. He admitted that the crossing of the highway under present conditions is a problem to pedestrians, and he expressed the hope that the proposed solution will prove satisfactory. This concluded the discussion.

A delegation representing the City of Troutdale and the Troutdale Lions Club appeared before the Commission to request improvement of Columbia Street, former route of the Columbia River Highway through the City of Troutdale. The following composed the group: Richard Knarr, Mayor; Dr. J. L. McPherson, President, Lions Club; and A. R. Frey, President, Troutdale Lumber Company and member of the Lions Club. Mayor Knarr, who acted as spokesman, urged improvement of this street which now is the route of the Crown Point State Secondary Highway through this city. He explained that the concrete curb on the south side of the street is about two feet high, which, in addition to the drainage ditch makes it very difficult for people to park their cars near the sidewalk, and is particularly bad during the winter season when ice is present. The section referred to, he said, is only three blocks long, but the City does not have funds to make the necessary repairs so is asking the State to do the work. Mr. McPherson recalled that to the best of his knowledge the curbs had been built as a part of the highway in 1908 and the street had been designated as a part of the Columbia River Highway in 1916. He suggested that if adequate information is not already available that a survey be made to determine the need for the improvement and the cost involved. Mr. Frey endorsed the remarks of the other speaker and urged the improvement from the standpoint of correcting an unsightly condition. Chairman Chandler advised that the problem is not new to the Commission and that previous investigations disclose that the situation is bad and should be corrected. He pointed out that there are many similar situations in cities over the state and that the Troutdale project carries a lower priority rating now than it did before the new Columbia River Highway was built. The Commission, he added, will have another engineering investigation conducted to ascertain the present need and the costs involved. The Engineer was thereupon instructed to make such investigation and to consult with members of the delegation in connection therewith.

Mr. Harry S. Osbourn, President, Clackamas County Federation of Community Clubs, Milwaukie, appeared before the Commission and urged in behalf of the Kendall Community Club installation of a traffic signal on S. E. 82d Avenue at its intersection with Johnson Creek Boulevard as a protection to school children who have to cross the highway to attend Battin School. Mr. Osbourn stated that the Community Club in addition to requesting

the installation of a traffic signal also wants to endorse the request made by the Clackamas County Court on the preceding day for the widening of 82d Avenue from Flavel Street, Portland, southerly to Oregon City. The Kendall Community Club, he said, is primarily interested in safeguarding the lives of school children at the Johnson Boulevard intersection. He mentioned that the Engineer previously had suggested installation of an overhead cross walk sign. He stated a preference for the type of signal that can be operated manually only during school hours, and he gave as his thought that the people of the community might pay the difference in cost. Chairman Chandler recalled that the Commission sometime ago granted permission to the community to operate a portable signal at this crossing on the basis that the community would purchase and operate the signal on its own account, since investigations made at that time disclosed there was not enough pedestrian traffic to warrant the installation of a signal by the State; however, the Commission will have another investigation made and will base its final decision on the results thereof. The Engineer was thereupon instructed to re-investigate the matter and report his findings at the next meeting of the Commission.

Messrs. Denzel Godard and Gather Harpole, Franklin, Oregon, composed a delegat on from Lane County representing Franklin Grange No. 572 which appeared before the Commission and urged the application of a light oil treatment on a short section of the Territorial Secondary H.ghway 1.7 miles in length, between Siuslaw Highway junction and Franklin. Both are members of the Grange Road Committee. Mr. Godard acted as spokesman. He pointed out that the section referred to lies between two sections that have already been paved or oiled and when completed will provide a continuous oiled highway. He presented a letter from the Lane County Court pointing out that the present highway is rough and dusty and expressing the hope that the Commission can see its way clear to apply oil treatment as requested.

Chairman Chandler advised that this matter was discussed by the Commission on the previous day at which time the Engineer expressed some doubt as to whether or not a light oil treatment will prove satisfactory because of its temporary nature; however, the Commission has decided to give it a trial and has authorized the application of a light oil treatment early next spring.

The Commission discussed a report from the State Parks Superintendent on the proposed development of a recreational area on the shores of Eel Lake adjacent to the Oregon Coast Highway in Coos County. Chairman Chandler gave a background summary on this project, pointing out that Eel Lake had once been a very beautiful lake abounding in fish life which was destroyed when the timber was removed from its shore and logs and tree tops were deposited in it. He further advised that the State Game Commission which has control of the lake attempted one time to restore the fish life but without much success; also, the City of Reedsport evidenced interest in the lake as a source of water but had apparently abandoned the idea due to the difficulty of cleaning the lake. The area, he stated, is a good spot for overnight camping, but he suggested before the Commission makes a definite

decision with respect to acquiring it for state park purposes that further investigation should be made by the Park Superintendent to ascertain just what cooperation can be expected from the Game Commission if it is made a state park, particularly, it should be determined if the Game Commission will relinquish control of the lake to the State Highway Department and if the Game Commission will remove the debris from the lake. The suggestion was approved by Commissioners Reynolds and McIver and it was so ordered.

The Right of Way Engineer, Mr. Forrest Cooper, pointed out that in conjunction with improvements to the Oregon Coast Highway, it is necessary to acquire from the State Game Commission as right of way approximately 19.3 acres of land adjoining Eel Lake. The Game Commission, he said, has offered to deed the land to the Highway Commission without cost if the Highway Commission will construct a roadway and parking area at the Lake. He estimated the cost of such roadway and parking area at $5,000 and expressed his feeling that the acquisition of the right of way at such price is somewhat high. As a result of discussion the Commission decided unanimously to accept the offer as presented inasmuch as the Game Commission is also a state agency and there should be cooperation between the two departments, and particularly in view of the possibilities of the area being developed as a state park later on The Right of Way Engineer was authorized to negotiate acquisition of the property on such basis.

The Parks Superintendent recommended that Mr. L. V. Koons, Assistant Parks Superintendent, be authorized to attend a meeting of the sub-committee on Recreational Planning of the Columbia Interagency Committee in Seattle on August 4 and 5, 1952. He estimated the cost of the trip at $70. The Commission approved the recommendation.

The Commission considered a request from the Nehalem Bay Expansion Association to install three signs reading "Entering Nehalem Bay Recreational Area, Ideal Vacation Land"--one near the jetty on US Highway 101, another south of the Tillamook-Clatsop County Line on Highway 101 and a third south of the Tillamook-Clatsop County Line on Highway 53. The Parks Superintendent advised that the proposed signs are similar to those that have been placed on highways in Central Oregon, and that he knows of no reason why they should not be permitted. He recommended that the signs be allowed under condition that all directional signs that the association is now maintaining on highways in this area advertising the Nehalem District be removed from the right of way and that the new signs are to be constructed and placed by the State Highway Department at the expense of the Nehalem Bay Expansion Association The recommendation was approved by the Commission

The Parks Superintendent reported on the number of visitors who took advantage of the overnight facilities in state parks during May and June. Briefly there were 1545 visitors during the month of May and 3600 during the month of June. The Commission took no action on the matter.

The Right of Way Engineer, as instructed by the Commission at a

previous meeting, presented a report on the cost to acquire level areas that are suitable for business purposes along the Divide-Comstock Section of the Pacific Highway in Douglas and Lane Counties. An investigation of the matter, he stated, discloses that it will cost about $70,000 to purchase all of the relatively level areas which might be developed commercially at a later date. He pointed out that condemnation proceedings could not be instituted inasmuch as the property is not necessary for highway construction. The Assistant Highway Engineer, Mr. W. C. Williams, gave as his feeling that it would not be necessary to acquire the properties for at least ten years in view of which he suggested adoption of a policy of watchful waiting and that acquisition of the properties be made when development starts. In the discussion that followed each member of the Commission expressed himself in favor of acquiring these areas now in order to protect this important throughway, and access thereto, particularly in view of the huge expenditures that are being made to improve it and the savings that can be made by purchasing the properties now rather than later on when prices are higher. Accordingly the Right of Way Engineer was authorized and instructed to negotiate options to acquire the areas.

The Right of Way Engineer presented a proposal with regard to the acquisition of right of way that is needed for the reconstruction of the Hauser-North Bend Section of the Oregon Coast Highway in Coos County, across land owned by Mr. and Mrs. Al Pierce. He said in negotiating for this property, which consists of 70 acres of land along the bay front, there arose some difference of opinion, but Mr. Pierce's latest counter proposal, presented through his attorney, Mr. Joe McKeown, and which Mr. McKeown believes will be approved by Mr. Pierce is as follows: Mr. Pierce will deed to the State the 70 acres of land needed as right of way on the following conditions and considerations

(1) Mr Pierce is to retain all timber now growing on the right of way and the State is to log a strip 300 feet wide on each side of the center line of the highway and stockpile the logs at convenient locations for Mr. Pierce.

(2) The State is to grant Mr. Pierce private access to the highway at nine different locations and is to construct an approach road at each point during the progress of the highway construction; in addition thereto, Mr. Pierce is to be granted an approach to the highway from the westerly side for his use in connection with a log dump on North Slough should such approach be required in the future.

(3) The State is to install two water pipe crossings of the highway, one at or near engineer's station 99+00 and the other at or near engineer's station 167+00, and is to grant Mr. Pierce a permit for the maintenance of such pipe lines

(4) The State is to construct fences along the westerly side of the right of way where feasible and where Mr Pierce still retains property. This is estimated to cost about $1,500.

(5) The State is to grant to Mr. Pierce an easement for a roadway through Simpson State Park on the south side of Coos Bay so as to permit him to develop property that he owns at such location.

(6) Mr. Pierce is to retain the right to construct at his own expense a cattle pass under and across the Hauser-North Bend Section of the Oregon Coast Highway, subject to the condition that all work in connection therewith is to be performed under State supervision and in conformity with State approved plans.

This matter was discussed by the Commission at considerable length, and as a result thereof, the Commission unanimously approved settlement on the basis thereof.

Commissioner Reynolds brought up the matter of enlarging the wayside picnic area at the mouth of Ladd Canyon on the new route of the Old Oregon Trail east of La Grande. The Parks Superintendent advised that investigation revealed that the proposed addition, which consists of about two acres of land, is better suited for a wayside area than a park, so he referred the matter to the Landscape Engineer who has jurisdiction over such areas. Mr. W. C. Williams, the Assistant Highway Engineer, reported that the area was inspected by the Landscape Engineer who declared it a most attractive spot and who recommended acquisition of the tract as an addition to the existing wayside. He stated his concurrence in the recommendation. As a result of discussion, motion was made by Commissioner Reynolds that the land be purchased for such purpose. The motion was seconded by Commissioner McIver and received the unanimous vote of the Commission. The Right of Way Engineer was instructed to negotiate purchase of the property.

The Engineer reported on a request made by Dr Orvil Eaton at a previous meeting for installation of either a crosswalk or a "blinker" light on the Columbia River Highway at its junction with the Westport Road in Clatsop County. He said that the matter has been made the subject of a traffic engineering investigation which disclosed a daily vehicular traffic volume of 1,973 vehicles and 336 pedestrians. The intersection, he stated, is an open one with excellent sight distance, and during the past five years there have been only four reported accidents in the intersection. In addition to this, he added, the Highway through Westport is posted for a speed limit of 25 miles per hour. In view of these facts and because it previously has been determined that a flashing beacon does not slow traffic, he recommended that the request be denied. The Commission approved the recommendation.

The Assistant Highway Engineer reported the status of the South "A" Street project in the City of Springfield which has to do with the proposed rerouting of McKenzie Highway traffic through the City. He recalled that according to the original arrangement the City is obligated to provide deeds for $47,000 worth of right of way; however, he said, to date the deeds have not been furnished. It was his thought that the City has been unnecessarily slow in completing its part of the agreement, and

he suggested in view thereof that nothing be done as to construction of the project until the City has furnished the right of way as previously agreed. As a result of discussion the Commission instructed the Engineer to notify the City that the Highway Commission is ready to proceed with the project, in fact, has been holding up money to finance it for approximately three years, and unless the City completes its obligations within the next 90 days the project will be abandoned and the monies reallocated elsewhere.

The Commission discussed a report from the Engineer on a request made by the St. Helens Pulp and Paper Company for permission to truck-haul logs over a park road in Saddle Mountain State Park. The Engineer recalled that this matter was first presented to the Commission at its meeting on May 27, 1952 when action was deferred pending determination of the amount of logs to be hauled and the condition of the road. Investigation has been made, he said, and it presently appears that the hauling will consist of only about 20 loads of logs, but there may be more later. He also said that recent rains have softened the roadbed so no hauling should be done at the present time. He recommended that the company be granted permission to haul approximately twenty loads of logs over the road when it has dried out sufficiently so that the hauling can be done without damage to the roadway, and that further hauling be dependent upon the condition of the road. The recommendation was approved by the Commission.

The Engineer requested authority to increase the project authorization for the Boardman grade separation project in the amount of $11,000. He explained that this overrun was caused by reason of the contract for the overcrossing structure being let at a later date than the contract for the grading and topping of the Willow Creek-Boardman Section; and, as a result, the grading contractor on the Willow Creek-Boardman Section could not construct the necessary approaches to the overcrossing structure. It thus became necessary to transfer the cost of the approaches from the grading project to the overcrossing project. He pointed out that the Willow Creek-Boardman Project underran the authorization approximately $45,000 so the net result of the two projects is an underrun of approximately $34,000. As the Willow Creek-Boardman Project has already been finaled, He recommended that the project authorization increase be granted as requested in order to clear the records. The recommendation was unanimously approved.

A petition submitted by Mr. Paul Geddes of Roseburg and signed by nineteen property owners who reside along the Coos Bay-Roseburg Highway near its junction with the Pacific Highway was considered by the Commission. The petitioners demand the cleaning out and widening of ditches and the lowering of driveway tile so that water will drain from the highway junction into Lookingglass Creek. The Engineer advised that the matter has been investigated and that to do the things requested will cost approximately $5,000, but what is more it will divert the water from its present natural drainage. He recommended, in view of the expense involved and the vital fact there is no obligation or authority for the Highway Commission to make such diversion of water, that the request be denied and that the existing drainage arrangement be perpetuated. The Commission approved the recommendation.

A request was presented from the City of North Bend that the State Highway Commission construct curbs and pave to full street width the Cape Arago State Secondary Highway for a distance of approximately 1.65 miles in the City of North Bend particularly on Virginia Street from Meade Street to Broadway, thence south on Broadway to "Deadman's Curve". The Engineer reported that this request is due mainly to the fact that the City is encouraging construction of curbs on city streets that are not on the highway system, to which the property owners object unless curbs are also provided on the highway with which these streets intersect. He estimated that it will cost a minimum of $75,000 to do what has been requested, and he recommended, in view of the fact that there are many primary highways through cities which do not have full width pavement with curbs, that the request be denied for immediate undertaking but that the project be kept in mind when future programs for improvement of highways within cities is considered. The Commission approved the recommenation.

The meeting adjourned for luncheon at 12:00 noon, Pacific Standard Time, and reconvened at 2:00 p.m. with the same persons present and participating.

A delegation representing North Lincoln County appeared before the Commission to request establishment of a state park adjacent to the Oregon Coast Highway near Dorchester House. The following composed the group: Paul H. Stege, Board of Directors, Salem Chamber of Commerce; C. W. Folkestad, Merle Gwynn, Herbert Gordon and R. G. McBride, Ocean Lake Chamber of Commerce; and J. R. Frum, representing the Recreational Natural Resources Committee of the Portland Chamber of Commerce. Mr. Gwynn acted as spokesman and explained that the area in which they are interested consists of approximately fourteen acres priced near $10,000 and is located approximately two blocks southwest of the Dorchester House and in the north part of the town of Ocean Lake. He emphasized the need for a park area to provide recreational facilities in this area citing the fact that there is no state park in the vicinity. If acquired, he stated, the area should have fundamental accomodations including picnic tables, playground area and toilet facilities. Mr. Gordon, who stated that he represents the owners of the land which is a part of the Smith-Denzel Estate, stated that the area of approximately 14 acres could be acquired for $9,250, being $7,000 for the land and $2,250 for a city sewer assessment. He described the property as being rolling, much of it covered with timber, that it is protected from the prevailing ocean winds and would serve as an ideal spot for tourists to stop, visit the beach, eat their lunch, et cetera. He declared that tourists, presently, have no place to picnic along the highway within a number of miles of this spot, and that establishment of such a facility would be of great convenience to them. He also said that he is not trying to promote a sale of the property but is simply endeavoring to benefit the community and the general public. Others speaking in behalf of the project were Messrs. Foldestad, Stege, and McBride. Chairman Chandler pointed out that the Commission has a policy of long standing that will not permit establishment of state parks in cities or heavily populated communities because in its opinion such communities and cities

should provide their own facilities; however, the Commission recognizes the need for wayside areas along the highway under discussion so has asked the State Parks Superintendent to make a careful investigation of possibilities for such waysides between Otis on the north and Nelscott on the south. Mr. Gordon asked the Commission to make an exception in this instance, but the Commission refused. This concluded the conference.

Mr. A. B. Lambert, owner of Lambert Gardens, Portland, was present and suggested to the Commission the establishment of information booths throughout the state for the dissemination of literature pointing out to tourists points of interest within the state. He declared that other states provide such facilities at the state lines and at other locations, which is helpful to tourists in ascertaining what there is to see and how to get there. Commissioner Reynolds gave as his understanding that Mr. Lambert is especially concerned with dispensing his literature, advertising Lambert Gardens, at the Vista House on the Old Columbia River Highway to which Mr. Lambert replied that he does wish to dispense his literature at that place, but his principal concern is to see that all attractions of the state are brought to the attention of strangers, which, he declared, is not being done now, and the state is losing a lot of publicity thereby.

In the discussion of the matter it was brought to Mr. Lambert's attention that the Vista House has been leased to a concessionaire. He was also told that the Commission has no objections to the dispensing of his literature at this place provided the material is placed in suitable containers inside of the building only, and that such distribution of the material meets with the approval of the concessionaire. He was also told that before the Commission adopts a definite policy with respect to advertising the state in accordance with Mr. Lambert's ideas, the matter will have to be discussed with the Commission's Travel Department which handles all matters of that kind The Engineer was instructed to have the Travel Department render a report on the subject.

The Commission considered the advisability of authorizing the Director of Permits to designate, upon written approval of the State Highway Engineer, qualified persons in any field office to sign permits for the operation of vehicles over state highways, pursuant to the provisions of Section 12 and 13, Chapter 405, Oregon Laws 1951. The Engineer advised that issuance of permits from field offices is a function which cannot be delayed in order to serve the public satisfactorily, and he recommended that such authority be granted so as to expedite the issuance of permits. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered an agreement with Guild D. and Lois Lay concerning the relinquishment of their right and title to a stockpass located at Mile Post 18.7 on the Medical Springs Secondary Highway in Union County. The Engineer advised that the stockpass, which was constructed by Union County about 1930 of untreated timber materials, has decayed to the point where complete replacement is necessary; however the Lays have stated

that they will relinquish their rights to it if paid the sum of $50.00, and they have signed an agreement to that effect. He recommended approval of the arrangement as being in the State's interest. The Commission approved the recommendation. (The agreement was signed later in the session.)

The Commission authorized Mr. Carl Jordan, Director of the Travel Department, to attend a meeting of the US 97 Highway Association in Yakima, Washington, on July 17 and 18, 1952, at an estimated cost of $40.00.

The Engineer reported receipt of a request from the State Board of Higher Education that the Highway Department perform certain paving work, estimated to cost $10,000, on the campus of Eastern Oregon College of Education in La Grande. He said that state highway crews have a full schedule of work to perform this season, so it will be impossible to do the work using state forces. In any event, he said, the work should be performed by contract. He recommended that the request be denied but that he be permitted to furnish engineering assistance as may be required and to advertise the job for contracting if the Board requests such help. The Commission approved the recommendation.

The Engineer requested approval of the transferring of $150,000 from the 1953 allocation for the proposed bridge across the Willamette River on the West Portland-Hubbard Highway at Wilsonville to the 1952 authorization so as to make possible the inclusion of the concrete deck, handrail, and painting in the first bids to be received for construction of this bridge. The Commission approved transfer of funds as requested.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m. Commissioner Reynolds announced the Commission's decision with respect to each project as follows, the action of the Commission being unanimous:

"Grading and oil mat surfacing on the Pocahontas-Baker Section of the Baker-Pine Creek-Wingville County Road, Baker County: K. C. Dack Construction Company, Milton-Freewater, submitted the low bid for this job at $128,563. There were seven higher bids. The Commission has awarded the contract to the low bidder, K. C. Dack Construction Company at their bid price.

"Widening the south approach spans to Sucker Creek Bridge on the Oswego Highway near Oswego, Clackamas County: J. F. Johnston, Sherwood, submitted the low bid out of a total of four bids received for this job at $8,390. The Commission has awarded the contract to Mr. J. F. Johnston, at his bid price.

"Placing of rock base and paving on the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County: Koppisch Construction Company, Astoria, submitted the low bid for this job at $182,480. Three higher bids were received. The contract has been awarded to the low bidder, Koppisch

Construction Company at its bid price.

"Construction of the Haynes Slough Bridge on the Oregon Coast Highway near Coos Bay, Coos County: Two bids were received for this project, the low one being that of Valley Construction Company, Portland, at $254,485 The Commission has awarded the contract to Valley Construction Company at its bid price.

"Construction of the Lawrence Access Road grade separation structures on the Divide-Anlauf Section of the Pacific Highway in Douglas County: All bids for this project are to be returned unopened to the bidders due to a change in plans for the project.

"Grading and paving in the towns of Riddle and Glendale, Douglas County: Acme Construction Company, Eugene, submitted the low bid for this project at $25,650. Only one other bid was received. The Commission has awarded the contract to the low bidder, Acme Construction Company at its bid price.

"Grading and paving the Rock Point-Blackwell Hill Section of the Pacific Highway near Gold Hill, Jackson County: The Central Heating Company, Oregon Limited and F L. Somers, Eugene, bidding jointly, submitted the low bid for this project at $704,706. Four higher bids were received. The bid of Central Heating Company Oregon Limited and F. L. Somers is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving the Medford-County Farm Section of the Pacific Highway in Jackson County. T. W Thomas, Portland, submitted the low bid for this job at $515,864. Six higher bids were received. The bid of T. W. Thomas is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads

"Grading and placing of gravel on the Hayesville School-Turner Road Unit of the Salem By-pass Section on the Pacific Highway East, Marion County: Vernie Jarl, Gresham, submitted the low bid for this unit at $200,790. Three higher bids were submitted. The contract has been awarded to Vernie Jarl, the low bidder, at his bid price.

"Grading and paving project on Summer Street in Salem, Marion County: Two bids were submitted for this project, the low bid being that of Warren Northwest Inc., Portland, at $39,970. The bid of Warren Northwest Inc., is accepted subject to the condition that the Oregon State Board of Control will concur in said acceptance, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution upon the said concurrence of the Board of Control.

"Construction of a heavy equipment shop building in the Salem Shop Yards, Marion County. The low bid for this building was submitted by Parker-Johnson

Company, Portland, at $175,088.25. Five higher bids were received. The contract has been awarded to Parker-Johnson Company at their bid price.

"Reconstruction of the Center Street Bridge on the Salem-Dallas Highway in Salem, Marion and Polk Counties: Natt McDougall Company, Portland, was the low bidder for this project, $564,677.50. Two higher bids were received. The Commission has awarded the contract to Natt McDougall Company at their bid price.

"Embankment widening on the Service Creek-Kimberly Section of the John Day Highway in Wheeler and Grant Counties: The low bid for this work was submitted by P. C. Knox, Gladstone, at $35,295. Nine higher bids were received. The contract has been awarded to the low bidder, P. C. Knox at his bid price."

A group representing the County Court of Linn County and the Albany Chamber of Commerce appeared before the Commission to urge State assistance in surfacing a county road from Millersburg, a small community about three miles north of Albany on the Pacific Highway East, westerly to the Willamette River, a distance of about three miles. The following were present: E. C. Arnold, County Judge; Wayne Downing, County Commissioner; Floyd Jenks, County Commissioner; Walter Larson, County Engineer; Walter Kropp, Chairman of the Highway Committee of the Albany Chamber of Commerce; and D. J. Donahue, Manager of the Albany Chamber of Commerce. Judge Arnold, who acted as spokesman, explained that the Russell Towboat and Moorage Company of Portland, are contemplating establishment of barge and towboat service for petroleum products between Portland and Albany and plan to install their unloading and storage facilities at a point on the Willamette River near Albany, where the county road known as the "Conser" or "Dever" Road extends westerly to the river from US 99E at Millersburg. The Company's initial operation, he said, will consist of a minimum of 2,000,000 gallons of bulk petroleum per month, corresponding to 400 truck loads, and eventually will amount to 6,000,000 gallons monthly, and the problem confronting the company is the assurance of a year around road from the unloading point to the state highway which is about 3 miles distant. Presently, he said, the unloading point is served by a county road which extends westerly from US 99E near Millersburg, but it was not constructed to a standard that will hold up under the anticipated truck traffic, so the county is asking the state for help inasmuch as the county is not financially able to assume full responsibility to provide the type of road as is needed. He estimated the cost to put the road in satisfactary condition at about $35,000, and he gave as their opinion that the state should share in the expense because the towboat company's operations will relieve the state highway of a large volume of heavy truck traffic. He asked the Commission to give the matter seribus study. The Commission agreed to make such study, and so instructed the Engineer, but told the delegation not to be disappointed if the Commission's decision is contrary to their wishes.

Mr. Vance Taylor, Chairman of the Highway Committee of the

Corvallis Chamber of Commerce and President of the Highway 20 Association; Mr. Jack Gallagher, Trustee of the Highway 20 Association; and Mr. C. L. Tharp, member and Secretary of the Highway Committee, appeared before the Commission with reference to a program of highway and bridge improvements in the vicinity of and affecting the city of Corvallis which they proposed for the next 24 months. Mr. Taylor headed the group. He inquired specifically as to the plans of the Commission for widening the Corvallis-Newport Highway between Corvallis and Philomath where, he said, many accidents occur. The City of Corvallis, he stated, is very anxious to have this section widened and a traffic divider strip installed as an accident prevention measure. The Engineer advised that a survey is now in progress on this section and it is expected that a report will be made to the Commission at its August meeting. Mr. Taylor also inquired as to the possibility of acquiring right of way sufficient for a four-lane highway between Corvallis and Granger on the Albany-Corvallis Highway, with construction at the present time limited to a two-lane facility. He was informed that this section is the first unit of a new highway between Albany and Corvallis, but no provision has as yet been made for it, although tentative plans do provide for extending Third Street and Fourth Street to a connection with US 99W north of Corvallis. Mr. Taylor urged the project at the earliest possible time. He also urged construction of the First Street project in Corvallis, and he asked for an engineering investigation of such project, right of way for which, he said, is nearly all acquired. He pointed out that the possibilities of securing the removal of the saw mill at the south end of First Street at an early date are quite remote, and he suggested that it would be advisable in the meantime to route the highway along "A" Street from First Street to Third Street and Fourth Street, the present highway couplet. He was informed that according to the written agreement that the Commission has with the city, it was not contemplated to extend First Street southerly until the new route of US 99W in the north part of the city had been completed because the change at the south end would be of no particular value until that time. Chairman Chandler stated that it appears that the delegation is asking the Commission to rearrange the program which was previously agreed upon with the city. The Commission, he said, is adhering to that program.

Mr. James Gallagher brought into the discussion the matter of providing a "cut-off" route between US 99W and the Corvallis-Newport Highway that will avoid traffic congestion in the southern part of the city. He exhibited a map showing the proposed "cut-off" which extends in a southeasterly direction from 20th Street on the Corvallis-Newport Highway, to a connection with US 99W at a point about one-fourth mile south of Mary's River Bridge and involves construction of a new bridge across the Mary's River at the south end of 15th Street He urged construction of such "cut-off" in order to relieve the congestion that occurs during athletic events at Oregon State College, and to provide a by-pass facility for industrial traffic enroute to the industries located south of the river. He presented a brief in support of his oral presentation, and he asked the Commission to authorize an engineering investigation of the project. He was informed by Chairman Chandler that because of the shortage of Engineers and the fact that the present personnel are busily engaged, the Commission does not know when it can spare one for

this purpose, but will authorize an investigation when an engineer is available; however, any study that is made of the situation will be without commitment of any kind whatsoever.

The Commission considered and approved an agreement with Wasco County by which the County agrees to take over and maintain a portion of the old Columbia River Highway between Hood River and Mosier when the new highway has been constructed and opened to traffic between these points. (The Commission signed the agreement later in the session.)

The Commission also considered and approved an agreement with Wasco County whereby the County agrees to the closure of certain county roads intersecting the Columbia River Highway on the Shogren-Rowena Unit of the Mosier-The Dalles Section. The State in this agreement consents to construct and maintain a grade separation structure carrying the Lyle Ferry County Road over the Columbia River Highway. (The Commission signed the agreement later in the session.)

The Engineer reported that the City of Culver, due to a change in city officials, had delayed in making application for work to be done with State Tax Street Funds that accrued to the city during the year 1947. He presented the city's plans for expenditure of $773.97 accrued to the city during that period and recommended that they be approved. The Commission approved the plans unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "O", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Chairman Chandler reported the results of a conference with a group from the City of Tillamook concerning elimination of a traffic hazard that has existed for a long time on the Oregon Coast Highway in the northern part of the City where operations of the Coates Lumber Company encroach upon the highway right of way. Included in the group, he said, were County Judge O. E. Effenberger, H. C. Elliott, Mayor of the City; and the owners of the mill property, and as a result of the conference the owners finally agreed to remove a certain ramp which encroaches onto the highway, endangering highway traffic, and to refrain in the future from the parking of equipment or the storing of products from the mill upon the highway right of way They also agreed hereafter to maintain flagmen on the highway as a protection to the traveling public when moving long timbers on the highway

Commissioners Reynolds and McIver expressed their approval of the arrangement. The Engineer was thereupon instructed, as a further aid in the protection of the public, to erect and maintain an oversized sign, bearing the wording "SLOW, CONGESTED AREA AHEAD", on the highway just north of the narrow bridge where the highway enters the industrial district of the city.

Commissioner McIver reported, as a matter of information only, that a petition is being circulated by Mr. Arnold Harris objecting to the pro-

posed West Portland-Harbor Drive Expressway entrance into Portland. He gave as his feeling that the petition is being promoted by property owners whose holdings will be affected by construction of the proposed route. The Commission took no action on the matter.

The Commission approved the Parks Superintendent's request that he be allowed to take a vacation from July 20 to July 30.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on Monday and Tuesday, August 18 and 19, 1952. The meeting is to start at 9:00 a.m., Pacific Standard Time, on each day. The Secretary was instructed to make the usual arrangements for use of the Green Room in the Imperial Hotel.

The Commission signed agreements and other papers as follows:

Agreement Extension with Mr. and Mrs. Jack Flaucher covering use of Vista House from March 31, 1952 to March 31, 1953.

Quitclaim Deed with L. R. Peterson covering a small parcel of land in Umatilla County. Deed requested by Title Company.

Quitclaim Deed conveying to Multnomah County two small parcels of land on Gillihan County Road near Sauvies Island Bridge. Consideration $1.00.

Modification Lease with Stebco Corporation covering property acquired from O. R. Merrill for Hood River-Mosier Section of Columbia River Highway.

Indenture of Access with George and Minnie Mounts regarding change in access point on property on the Judkin's Point-Goshen Section.

Indenture of Access with A. R. Pinney regarding change in point of access on the Gilchrist-Willamette Junction Unit of the La Pine-Diamond Lake Junction Section of The Dalles-California Highway.

Bargain and Sale Deed conveying to The First National Bank of Portland property adjacent to T. H. Banfield Expressway.

Agreement with Pacific Power and Light Company covering construction and maintenance of a water main extension to serve the landscape project at the entrance to Prineville

Agreement with US Army Engineers providing for reimbursement of expense incurred by the State in repairing damage to a bridge in Juniper Canyon east of McNary Dam. Amount $4,662.52.

Agreement with Harney County providing for abandonment of the old route of the Rome-Princeton State Secondary Highway between Princeton and Malheur County Line

Agreement with Wasco County providing for abandonment of the toll bridge

cut-off in Wasco County formerly used as a State Highway Connection.

Agreement with City of Astoria regarding improvement of Franklin Avenue (US 30) between 28th Street and 32d Street.

Agreement with Guild and Lois Lay for elimination of cattle pass located at M. P. 18.7 on the Medical Springs State Secondary Highway in Union County.

Maintenance Agreement with Crook County covering the Deschutes County Line-Crooked River Section of FAS 322 and the Lone Pine School-O'Neil Section of FAS 400.

Maintenance Agreement with Crook County for improvement of 4.16 miles of FAS Highway 400 from FAS 320 northerly and easterly to a county road junction at the Lone Pine School, Oregon Project No. S-122(1)"A"

Abandonment Agreement with Klamath County covering The Lake of the Woods-Rocky Creek Section of the Klamath Lake Secondary Highway No. 421 "A".

Abandonment Agreement with Clatsop County covering the Gnat Creek-Bradley Park Section of the Columbia River Highway. "A".

Agreement with Wasco County covering the construction of the Shogren-Rowena Unit of the Mosier-The Dalles Section of the Columbia River Highway as a throughway.

Abandonment agreement with Wasco County covering the Hood River-Mosier Section of the Columbia River Highway which is designated as State Highway No. 2 in Wasco County.

Project Agreements.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:00 p.m.

Chairman

Ass't State Highway Engineer

Commissioner

Secretary

Commissioner

July 11, 1952

EXHIBITS "A" through "P"

Minutes of

July 10 and 11, 1952

EXHIBIT "A"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT NO. 5 - T. H. BANFIELD EXPRESSWAY

19200 - Neal, Ida M. (Johnson)
Right of Way
Option expires December 16, 1952

0.06 acres	Lump Sum	$ 200.00	
Amount to be paid owner - chrg to Right of Way			$ 200.00
THINGS TO BE DONE BY THE STATE:			
Reestablish two present driveways Est. Cost		$ 25.00	
Amount to be charged to Construction			$ 25.00
GRAND TOTAL (Estimate)			$ 225.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

UNIT NO. 5 - T. H. BANFIELD EXPRESSWAY (cont.)

19178 - Tamke, Robert and Anna (Johnson)
Right of Way
Option expires December 3, 1952

0.184 acres at $1,500 per acre	$ 276.00	
Allowance - to move house, garage, and two small out buildings, and reestablish	3,929.35	
Allowance - to move 100 shrubs and lawn	800.00	
Amount to be paid owner - chrg to Right of Way		$ 5,005.35
State to assume 1952-53 taxes. Est. Cost	$ 10.00	
GRAND TOTAL (Estimate) Chrg to Right of Way		$ 5,015.35

Access not controlled -

18856 - Hilton, Frank H. and Emegene Alyce (Johnson)
Right of Way
Option expires November 25, 1952

375 sq. ft. and damages Lump Sum	$ 800.00	
Amount to be paid owner - chrg to Right of Way		$ 800.00

Access controlled - no access allowed

19175 - Lee, James C. and Helen M. (Johnson)
Right of Way
Option expires November 20, 1952

150 sq. ft. Lump Sum	$ 100.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access not controlled -

18858 - Grove, Stephen G. and Ruth I. (Johnson)
Right of Way
Option expires November 28, 1952

13939 sq. ft. at $0.05- per sq. ft.	$ 640.00

(cont.)

EXHIBIT "A" (cont.)

UNIT NO. 5 - T. H. BANFIELD EXPRESSWAY (cont.)

18858 - Greve, Stephen G. and Ruth I. (cont.)

2 chicken houses, 540 sq. ft.	$ 600.00	
7 - 30 ft. rows of cane berries	100.00	
4 - fruit trees	100.00	
Damages	110.00	
Amount to be paid owner - chrg to Right of Way		$ 1,550.00
State to assume 1952-53 taxes Est. Cost	$ 25.00	
GRAND TOTAL (Estimate)Chrg to Right of Way		$ 1,575.00

Access not controlled -

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY

19182 - Kooken, E. Ralph and Ruth B. (Johnson)
Right of Way
Option expires November 20, 1952

4375 sq. ft. at $0.34+ per sq. ft.	$ 1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00
Takes all - State to assume 1952-53 taxes. Estimated		$ 25.00

19276 - Larson, Irving L. and Jennie E. (Johnson)
Right of Way
Option expires November 20, 1952

Approximately 3200 sq. ft. Lump Sum	$ 325.00	
Amount to be paid owner - chrg to Right of Way		$ 325.00
Takes all - State to assume 1952-53 taxes. Estimated		$ 5.00

19321 - Snyder, Fred A. and Emma (Smith)
Right of Way
Option expires December 16, 1952

(cont.)

EXHIBIT "A" (cont.)

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY (cont.)

19321 - Snyder, Fred A. and Emma (cont.)

Lots 5, 6, 7 and 8, and house (apprex. 20,000 sq. ft.)	$12,250.00	
Amount to be paid owner - chrg to Right of Way		$12,250.00
State to assume 1952-53 taxes, Estimated		175.00
GRAND TOTAL (Estimate) Chrg to Right of Way		$12,425.00

Takes all -

TOP SOIL BORROW PIT FOR STEEL BRIDGE LANDSCAPING

10679 - Fasio, Tony and Maria (Mayhew)
Borrow Pit
Agreement signed May 2, 1952

Minimum 4000 cu. yd. of top soil	$ 400.00	
An additional payment of $0.10 per yd. for every yd. removed in excess of 400 yds. (Removed as of July 1, 1952 - 5,550 cu. yds.) Total Est. Amt. to Oct. 1, 1952		$ 555.00
Amount to be paid owner - chrg to Borrow Pit		$ 555.00

Termination of Agreement is October 1, 1952

Confirmation of phone approval by M. K. McIver 5-12-52

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

18629 - Houghton, Grace Tigard and Rosa Tigard life interest (Smith)
Right of Way
Option expires November 27, 1952

Land and damages, 26,100 sq. ft. at $0.18- per sq. ft.	$ 4,558.00	
Allowance for moving	6,142.00	
Damages for loss of trees	300.00	
Amount to be paid owner - chrg to Right of Way		$11,000.00

Access controlled - no access allowed
Confirmation on phone approval by Commissioner McIver 6-16-52

(cont.)

EXHIBIT "A" (cont.)

TIGARD-INION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

16142 - Wilde, Oscar W. and C. G. Wilde (Smith)
Charles and Margaret Clause
Right of way
Option expires November 18, 1952

460 sq. ft. at $0.25 per sq. ft.	$ 115.00
Damages - to remaining property	5,935.00
- to the Lessee	1,000.00
Amount to be paid owner - chrg to Right of Way	$ 7,050.00

THINGS TO BE DONE BY THE STATE:

Grantor reserved one access 35' wide, West side at Station 115+26.

Access controlled -
Confirmation of phone approval by Commissioner McIver 6-16-52

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19223 - Boettner, Herman (Johnson)
Right of Way
Option expires December 11, 1952

0.03 acre Lump Sum	$ 50.00
Amount to be paid owner - chrg to Right of Way	$ 50.00

Access controlled - no access allowed

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY

18729 - Cannon, W. H. and Anna (Johnson)
Wayside
Option expires August 30, 1952

2.21 acres at $1000 per acre	$ 2,210.00
12101 sq. ft. at $0.045 per sq. ft.	544.00
Amount to be paid owner - chrg to Park Sites	$ 2,754.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY (cont.)

18728 - Falk, Henry W. and Seine (Johnson)
Waysides
Option expires December 17, 1952

24394 sq. ft. at $0.02- per sq. ft. $ 476.00

Amount to be paid owner - chrg to Park Sites $ 476.00

Takes all -

18725 - Frodenberg, Arthur E. and Sara L. (Johnson)
Wayside
Option expires December 11, 1952

.23 acre Lump Sum $ 500.00

Amount to be paid owner - chrg to Park Sites $ 500.00

Takes all -

5220-A Sunset Development Co. (Johnson)
Wayside
Option expires August 6, 1952

5.40 acres at $850 per acre	$ 4,590.00
35,000 sq. ft. at $0.04 per sq. ft.	1,400.00
8208 sq. ft. at $0.07 per sq. ft.	574.56

Amount to be paid owner - chrg to Park Sites $ 6,564.56

Access controlled - no access allowed

5221-A Bloomer, Frank and Elsie (Johnson)
Wayside
Option expires October 21, 1952

17.9 acres at $200 per acre $ 3,580.00

Amount to be paid owner - chrg to Park Sites $ 3,580.00

Access to be via County road, accessing Highway at Station 157+00.

Access controlled -

State to assume 1952-53 Taxes. Estimate $40.00

(cont.)

EXHIBIT "A" (cont.)

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY (cont.)

16252 - Truesdell, Archie M. and Mabel P. (Johnson)
Wayside
Option expires October 16, 1952

2.27 acres at $100 per acre $ 227.00

Amount to be paid owner - chrg to Park Sites $ 227.00

THINGS TO BE DONE BY THE STATE:

Private access granted south side at Station 1603+50

Access controlled -

State to assume 1952-53 taxes. Est. $ 30.00

MIST-VERNONIA SECTION - NEHALEM SECONDARY HIGHWAY

18866 - Valpiani, P. and Elina Ralph and Rose C. Valpiani (Benner)
Right of Way
Option expires November 20, 1952

0.114 acres Lump Sum $ 36.00
16 rods of fence at $4 per rod 64.00

Amount to be paid owner - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE:

Reestablish 25' access at Stations 621+00 and 614+00, south side.
Pipe line to be protected, crossing highway at Station 621+65

Access not controlled -

18867 - Hoyt, S. A. and Frances E. (Benner)
Right of Way
Option expires November 20, 1952

0.083 acre Lump Sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

MIST-VERNONIA SECTION - NEHALEM SECONDARY HIGHWAY (cont.)

18867 - Hoyt, S. A. and Frances E. (cont.)

State to establish approach at Station 611+75, 25' wide, north side.

Access not controlled -

18871 - McKinster, O. M. and Bernice (Benner)
Right of Way
Option expires November 19, 1952

0.58 acre at $300 per acre	$174.00	
5 fruit trees at $15 each	75.00	
14 rods of fence at $4 per rod	56.00	
Damages	205.00	
Amount to be paid owner - chrg to Right of Way		$510.00

Access not controlled -

18869 - Fowler, C. H. and Susan M. (Benner)
Right of Way
Option expires November 19, 1952

5,227 sq. ft. Lump Sum	$ 120.00	
Allowance - for moving and relocating rosebushes, plants, trees, and shrubs	55.00	
Amount to be paid owner - chrg to Right of Way		$ 175.00

Access not controlled -

18870 - McAdams, Ray and Lucille (Benner)
Right of Way
Option expires November 26, 1952

0.143 acres at $300 per acre	$ 42.90	
6 rods of fence at $4 per rod	24.00	
10 fir trees at $5 each	50.00	
Amount to be paid owner - chrg to Right of Way		$ 116.90

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

SEASIDE-HUG POINT SECTION - OREGON COAST HIGHWAY

19241 - Shields, Duncan and Mary Arvin R. and Helen Sabey (Benson)
Right of Way
Option expires December 10, 1952

2.87 acres at $421.00 per acre $ 1,208.27

Amount to be paid owner - chrg to Right of Way $ 1,208.27

Access not controlled -

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

19226 - Hall, Loren W. and Irene (Witt)
Right of Way
Option expires December 9, 1952

25,440 sq. ft. at $0.05 per sq. ft. $ 1,272.00

Amount to be paid owner - chrg to Right of Way $ 1,272.00

Access controlled - no access allowed

19234 - Bagley, Ambrie W. and Thelma A. (Witt)
Slope Easement
Option expires December 10, 1952

750 sq. ft. easement Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

State to protect and save Spruce tree on West end of easement

Access controlled - no access allowed

19044 - Geer, A. A. and Cora P. (Benner)
Easement
Option expires December 9, 1952

375 sq. ft. for Easement Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18261 - Beck, J. S. and Selma (Witt)
Ditch Easement

Temporary easement for construction of cattle watering and Irrigation ditch — Gratis

Access not controlled -

18262 - Wendland, F. N. (Witt)
Ditch Easement

Temporary easement for construction of cattle watering and Irrigation ditch. $ 250.00

Amount to be paid owner - chrg to Right of Way $ 250.00

Access not controlled -

18842 - Taylor, Charles L. and Ilda L. (Witt)
Right of Way
Option expires November 26, 1952

13286 sq. ft. at $0.01+ per sq. ft. $ 152.50
85 rods of fence at $4 per rod 340.00

Amount to be paid owner - chrg to Right of Way $ 492.50

Access controlled - no access allowed

18274 - Meier, W. J. (Witt)
Right of Way
Option expires December 4, 1952

4.44 acres at $440 per acre $ 1,953.00
100 rods of fence at $4 per rod 400.00

Amount to be paid owner - chrg to Right of Way $ 2,353.00

Access controlled - no access allowed

18253 - Hager, George B. and Amelia L. (Witt)
Right of Way
Option expires November 22, 1952

25 acres at $400+ per acre $10,040.00

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

18253 - Hager, George B. and Amelia L. (cont.) (Witt)

3.1 acres at $2400 per acre	$ 7,200.00	
174 rods of fence at $4 per rod	696.00	
Severance damages	7,000.00	
Damages, by reduction of dairy herd	2,500.00	
Amount to be paid owner - chrg to Right of Way		$27,436.00

THINGS TO BE DONE BY THE STATE:

Place 84" pipe under North Santiam Hwy. near Station 180+00 for purpose of cattle pass
Estimate $ 4,000.00
State to divert water into creek bed.
Construct approach from Lancaster Road to owners land.

Convey to the grantor above that portion of the property acquired from Salem Agriculture Housing (File No. 17327) lying east of east line of right of way of Highway 99E and north of the former north property line of E. H. Burrell property, containing 3 acres, more or less, as an exchange part of the settlement upon the grounds and for the reason that the said property in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Amount to be charged to Construction (Estimate)	$ 4,000.00
GRAND TOTAL (Estimate)	$31,436.00

Access controlled - no access allowed

18273 - Clark, Earnest G. and Hazel V. (Witt)
Right of Way
Option expires December 16, 1952

3.196 acres at $452+ per acre	$ 1,445.00	
4 walnut and 9 prune trees	145.00	
110 rods of fence at $4 per rod	440.00	
Amount to be paid owner - chrg to Right of Way		$ 2,030.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

BURNS CORNER-FERN CORNER SECTION - KINGS VALLEY HIGHWAY

19280 - Fern, Wm. and Martha (Witt)
Right of Way
Option expires December 22, 1952

0.08 acre Lump Sum	$ 27.00	
12 rods of fence at $4 per rod	48.00	
Amount to be paid owner - chrg to Right of Way		$ 75.00

Access not controlled -

19284 - Bump, Frances and Wilson (Witt)
Borrow Pit
Option expires December 24, 1952

1.71 acres at $250- per acre	$ 425.00	
Amount to be paid owner - chrg to Quarry Site		$ 425.00

19281 - Wiens, Esther and Frank P. (Witt)
Right of Way
Option expires December 26, 1952

0.36 acre Lump Sum	$ 95.00	
60 rods of fence at $4 per rod	240.00	
Amount to be paid owner - chrg to Right of Way		$ 335.00

Access not controlled -

19326 - Wiens, Duane L. (Witt)
Right of Way
Option expires December 26, 1952

0.44 acre at $250 per acre	$ 110.00	
80 rods of fence at $4 per rod	320.00	
Amount to be paid owner - chrg to Right of Way		$ 430.00

Access not controlled -

19279 - McBeth, John and Violet E. (Witt)
Right of Way
Option expires December 26, 1952

0.30 acre at $250 per acre	$ 75.00	
Allowance - to move garage	75.00	

(cont.)

EXHIBIT "A" (cont.)

BURNS CORNER-FERN CORNER SECTION - KINGS VALLEY HIGHWAY (cont.)

19279 - McBeth, John and Viplet E. (cont.)

Amount to be paid owner - chrg to Right of Way $ 150.00

Access not controlled -

SILETZ BAY-NEWPORT SECTION - OREGON COAST HIGHWAY

4242 - McEwen, R. R. and Lillian Inez and W. B. Vaughn (Benner)
Right of Way
Option expires September 24, 1952

1.71 acres at $584.80 per acre	$ 1,000.00
54 rods of fence at $4 per rod	216.00
Est. 150,000 FBM at $7 per MFBM (for logging)	1,050.00

Amount to be paid owner - chrg to Right of Way $ 2,266.00

THINGS TO BE DONE BY THE STATE:

Access allowed at Station 624+20, west side, 30' wide.
Timber to be removed by August 15, 1952

Access controlled -

BENTON COUNTY LINE-CHESHIRE SECTION - TERRITORIAL HIGHWAY

19204 - Reese, Walter B. and Sina A. et al (Benner)
Right of Way
Option expires December 10, 1952

6,775 sq. ft. Lump Sum	$ 25.00
11 rods of fence at $4 per rod	44.00

Amount to be paid owner - chrg to Right of Way $ 69.00

Access not controlled -

19205 - Bates, E. G. and Alta T. (Benner)
Right of Way
Option expires December 4, 1952

2.47 acres at $200 per acre	$ 494.00
80 rods of fence at $4 per rod	320.00

Amount to be paid owner - chrg to Right of Way $ 814.00

Access not controlled -

EXHIBIT "A" (cont.)

BENTON COUNTY LINE-CHESHIRE SECTION - TERRITORIAL HWY (cont)

19255 - Miller, W. M. and Zettie M. (Benner)
Right of Way
Option expires December 17, 1952

0.21 acre Lump Sum	$ 25.00	
80 rods of fence at $4 per rod	320.00	
Amount to be paid owner - chrg to Right of Way		$ 345.00

Access not controlled -

19301 - Haenel, Henry and Cora (Benner)
Quarry and Hauling Road
Option expires December 6, 1952

6 acres at $100 per acre	$ 600.00	
40' easement - for hauling road	Gratis	
Amount to be paid owner - chrg to Quarry Site		$ 600.00

Access not controlled -

19202 - Stroda, Gregory and Lois (Benner)
Right of Way
Option expires December 5, 1952

4,000 sq. ft. Lump Sum	$ 25.00	
12.5 rods of fence at $4 per rod	50.00	
Amount to be paid owner - chrg to Right of Way		$ 75.00

Access not controlled -

19203 - Haenel, Henry and Cora (Benner)
Right of Way
Option expires December 5, 1952

0.64 acre at $100 per acre	$ 64.00	
59 rods of fence at $4 per rod	236.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

BENTON COUNTY LINE-CHESHIRE SECTION - TERRITORIAL HWY (cont.)

19254 - Davis, Donald and Gene M. (Benner)
Ronald and Betty Lou Githens
Right of Way
Option expires December 23, 1952

0.18 acre Lump Sum	$ 25.00	
74 rods of fence at $4 per rod	296.00	
Amount to be paid owner - chrg to Right of Way		$ 321.00

Access not controlled -

19317 - Schubert, Placidus, and Marian N. (Benner)
Quarry Site
Option expires December 19, 1952

6 acres at $100 per acre	$ 600.00	
Amount to be paid owner - chrg to Quarry Site		$ 600.00

19253 - Holm, Jupe and Marilyn Hazel Wright (Benner)
Right of Way
Option expires December 23, 1952

0.46 acre Lump Sum	$ 25.00	
74 rods of fence at $4 per rod	296.00	
Amount to be paid owner - chrg to Right of Way		$ 321.00

Access not controlled -

19318 - Haenel, Henry and Cora (Benner)
Quarry Site
Option expires December 23, 1952

14 acres at $100 per acre	$ 1,400.00	
Amount to be paid owner - chrg to Quarry Site		$ 1,400.00

LOW PASS SECTION - SIUSLAW HIGHWAY

19227 - Pope, Charles L. Dale and Julia Blachly (Benner)
Right of Way
Option expires December 17, 1952

1.40 acres at $250 per acre	$ 350.00

(cont.)

EXHIBIT "A" (cont.)

LOW PASS SECTION - SIUSLAW HIGHWAY (cont.)

19227 - Pope, Charles L. (cont.)

85 rods of fence at $4 per rod	$ 340.00	
Amount to be paid owner - chrg to Right of Way		$ 690.00

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 16+50
Construct accesses North and South sides, 25' wide, at Station 9+10.78. (Private)

Access controlled -

19230 - McVay, Floyd and Violedtious (Benner)
Right of Way
Option expires December 18, 1952

7 acres at $50 per acre	$ 350.00	
21.2 acres at $10 per acre	212.00	
Amount to be paid owner - chrg to Right of Way		$ 562.00

THINGS TO BE DONE BY THE STATE:

Reestablish private access, 25' wide, at Station 48+44.15, south side

Access controlled -

19231 - R. and L. Lumber Co. (Benner)
Right of Way
Option expires December 17, 1952

33.5 acres at $10 per acre	$ 335.00	
Allowance - to construct approx. 1 mi. of dirt road and replace connection to Highway	2,000.00	
Amount to be paid owner chrg to Right of Way		$ 2,335.00

THINGS TO BE DONE BY THE STATE:

Access allowed at Station 103+00, 25' wide, south side. (private)
State to sell timber after severance on present right of way at Stations 79+00 -- 112+00. Est. 425 MFBM at $20 per MFBM $ 8,500.00

Access controlled -

EXHIBIT "A" (cont.)

GOSHEN-CRESWELL SECTION - PACIFIC HIGHWAY

19183 - Bonneville Power Adm. (Porter)
Right of Way

.118 acre Lump Sum $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

Subject to easements for Bonneville Power Adm., and Pac. Tel. & Tel. Co.

Takes all -

CALAPOOYA CREEK-SUTHERLIN SECTION - ELKTON-SUTHERLIN HWY

18879 - Hoffman, Chas. H. and Fern
Z. W. and Dorothy M. Hilliard (Norlin)
Right of Way
Option expires September 18, 1952

0.2 acre and restriction of access. Lump Sum $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE:

State to construct approaches at Stations 1253+50 and 1259+00, south side. (Private)

Access controlled -
Confirmation of phone approval by Commissioner Chandler 6-20-52

18880 - Burton, Charles D. and Nellie B. (Stuntz)
Right of Way
Option expires December 22, 1952

0.05 acre Lump Sum $ 125.00

Amount to be paid owner - chrg to Right of Way $ 125.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach at Station 1260+90, South side. (private)

Access controlled -

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC., - ELKTON-SUTHERLIN HWY (cont.)

18878 - Culver, J. W. and Maude E. (Stuntz)
Right of Way
Option expires November 19, 1952

2.02 acres at $500- per acre	$ 1,000.00	
181 rods of woven wire fence at $5 per rod	905.00	
Damages and restriction of access	1,595.00	
Amount to be paid owner - chrg to Right of Way		$ 3,500.00

THINGS TO BE DONE BY THE STATE:

Construct road approach at Station 1262, north side. (Comm)

Access controlled -
Confirmation of phone approval by Commissioner Chandler 6-20-52

18887 - Buckbee, H. E. and Mary V. (Stuntz)
Right of Way
Option expires November 13, 1952

6261 sq. ft. at $0.30- per sq. ft.	$ 1,878.00	
Shrubs, trees, etc.	350.00	
Encroachment damage	572.00	
Amount to be paid owner - chrg to Right of Way		$ 2,800.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach at Station 1275+40, north side.
State will replace iron pipes now at southerly lot corners.

Access not controlled -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

19289 - Voytilla, Charles (Norlin)
Right of Way
Option expires December 23, 1952

0.14 acre Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC. - ELKTON-SUTHERLIN HWY (cont.)

19289 - Voytilla, Charles (cont.)

THINGS TO BE DONE BY THE STATE:

Construct a private approach at Station 1184+20, South side.

Access controlled -

18877 - Culver, J. W. and Maude E. (Stuntz)
Right of Way
Option expires November 19, 1952

4.7 acres at $400+ per acre	$ 2,000.00
250 rods of woven wire fence	1,250.00
Severance damages and restriction of access	5,700.00
Channel change easement (0.078 acre)	50.00
Amount to be paid owner - chrg to Right of Way	$ 9,000.00

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 1241, and place water pipe along one side under highway. (Grantor to furnish pipe.)

Access controlled -
Confirmation of phone approval by Commissioner Chandler 6-20-52

18875 - Tipton, Blanche Lloyd and Elsie Atterbury (Norlin)
Right of Way
Option expires December 15, 1952

2.68 acres at $475.00 per acre	$ 1,273.00
150 rods of fence at $5 per rod	750.00
Severance damages, and drilling of new well	1,764.00
Amount to be paid owner - chrg to Right of Way	$ 3,787.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 1190+50, north and south sides.

Access controlled -
Confirmation of phone approval by Commissioner Chandler 6-20-52

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC. - ELKTON-SUTHERLIN HWY (cont.)

18893 - McKenzie, James R. and C. J. (Stunts)
Right of Way
Option expires December 20, 1952

0.02 acre Lump Sum	$ 75.00	
Amount to be paid owner - chrg to Right of Way		$ 75.00

Grantor reserves right to construct an approach, not to exceed 30' in width, from remaining property to Elkton- Sutherlin Highway

Access not controlled -

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

19067 - Stitt, Albert Edgerton and Grace G. (Holt)
Right of Way
Option expires December 6, 1952

0.09 acre Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access controlled - no access allowed
Confirmation of phone approval by Comm. Chandler 6-20-52

18930 - Green, George A. and Hazel M. (Reeder)
Right of Way
Option expires December 9, 1952

42.64 acres at $100 per acre	$ 4,264.00	
165 rods of fence at $4 per rod	660.00	
Amount to be paid owner - chrg to Right of Way		$ 4,924.00

Access controlled - no access allowed
Confirmation of phone approval by Comm. Chandler 6-20-52

18932 - Stearns, R. D., et al (Gemmell)
Right of Way
Option expires December 15, 1952

5.30 acres at $150 per acre	$ 795.00
60 rods of fence at $4 per rod	240.00

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (cont.)

18932 - Stearns, R. D., et al (cont.)

Amount to be paid owner - chrg to Right of Way $ 1,035.00

Access controlled - no access allowed
Confirmation of phone approval by Comm. Chandler 6-20-52

18942 - Schmidt, Menno D. and Pearl E. (Stuntz)
Right of Way
Option expires December 3, 1952

2.5 acres at $350 per acre	$ 875.00
House - 1160 sq. ft.	9,280.00
Garage, barn and chicken house	1,932.00
Well, pump house, and electric motor	413.00

Amount to be paid owner - chrg to Right of Way $12,500.00

Takes all -
Confirmation of phone approval by Comm. Chandler 6-20-52

18949 - Wade, Arvie L. and Mary V. (Stuntz)
Right of Way
Option expires November 19, 1952

0.74 acre (approx. $800 per acre)	$ 600.00
Encroachment damage	2,000.00

Amount to be paid owner - chrg to Right of Way $ 2,600.00

Access controlled - no access allowed
Confirmation of phone approval by Comm. Chandler 6-20-52

18940 - Scarbrough, Leda Oscar R. and Dottice A. Snook (Reeder)
Right of Way
Option expires December 10, 1952

1.68 acres at $200 per acre $ 336.00

Amount to be paid owner - chrg to Right of Way $ 336.00

THINGS TO BE DONE BY THE STATE:

Construct woven wire fence along left right of way line. Estimated Cost (22 rods at $7 per rod) $ 154.00

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION-PACIFIC HIGHWAY (cont.)

18940 - Scarbrough, Leda (cont.)

GRAND TOTAL (Estimate) Charged to Right of Way $ 490.00

Access controlled - no access allowed

18934 - Garrett, Charles P. and Myrtle S. (Reeder)
Right of Way
Option expires December 4, 1952

23.15 acres at $130.02 per acre	$ 3,010.00
Allowance - to remove house and replace wells	1,990.00
246 rods of woven wire fence at $4 per rod	2,984.00

Amount to be paid owner - chrg to Right of Way $ 5,984.00

THINGS TO BE DONE BY THE STATE:

State to revise Power Poles across R/W at Station 1695+60
Reconstruct connecting road 12' wide, along easterly side of right of way at Station 1696+00, to County Road and gravel same

Access controlled - no access allowed

This option subject to Oil & Gas Lease to Oil Developers Inc.
Confirmation of phone approval by Comm. Chandler 6-20-52

18935 - Miller, Clarence E. and Zella M. (Reeder)
Right of Way
Option expires December 3, 1952

109.32 acres at $60 per acre	$ 6,559.20
220 rods of fence at $4 per rod	880.00

Amount to be paid owner - chrg to Right of Way $ 7,439.20

THINGS TO BE DONE BY THE STATE:

Grantor reserves water rights from spring located at Station 1723+00.

Access controlled - no access allowed
Confirmation of phone approval by Comm. Chandler 6-20-52

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION-PACIFIC HIGHWAY (cont.)

19259 - Maddox, LaFayette and Mildred L. (Stuntz)
Right of Way
Option expires November 21, 1952

2 residential lots.	Lump Sum	$ 625.00	
Amount to be paid owner - chrg to Right of Way			$ 625.00

Takes all -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18953 - Day, Wesley H. and Myrtle L. (Holt)
Right of Way
Option expires November 7, 1952

0.5 acre Lot	Lump Sum	$ 650.00	
House - 884 sq. ft.		2,875.00	
90 ft. well		500.00	
Carport, shed and pump house		375.00	
Amount to be paid owner - chrg to Right of Way			$ 4,400.00

Takes all -

18955 - Horton, Lee and Dortha (Holt)
Right of Way
Option expires November 21, 1952

½ acre lot.	Lump Sum	$ 900.00	
House - 1635 sq. ft.		12,670.00	
Well and pump house		430.00	
Amount to be paid owner - chrg to Right of Way			$14,000.00

Takes all -
Confirmation of phone approval by Comm. Ben R. Chandler 6-20-52

18952 - Fisher, Cecilia (Stuntz)
Right of Way
Option expires November 19, 1952

21780 sq. ft. at $0.03- per sq. ft.	$ 650.00	
House - 732 sq. ft.	4,400.00	
Well, electric pump & Tank	500.00	

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (cont.)

18952 - Fisher, Cecilia (cont.)

Amount to be paid owner - chrg to Right of Way		$ 5,550.00

Takes all -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18954 - Hanson, H. L. and Lulu M. (Holt)
Right of Way
Option expires November 21, 1952

½ acre, residential lot	$ 750.00	
House - 740 sq. ft.	3,375.00	
Well and pump house	325.00	
Amount to be paid owner - chrg to Right of Way		$ 4,450.00

Takes all -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18959 - Montgomery, Orville A. and Ella Mae Ida (Holt)
Right of Way
Option expires November 21, 1952

42253 sq. ft. at $0.02+ per sq. ft.	$ 885.00	
5 apple trees at $10 each	50.00	
Amount to be paid owner - chrg to Right of Way		$ 935.00

Access controlled - no access allowed
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18945 - Richter, Edward N. and Velma P. (Stunts)
Raymond and Annie Croy
Right of Way
Option expires November 21, 1952

0.24 acre at $350+ per acre	$ 90.00	
6 fir and pine trees at $10 each	60.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

Access controlled - no access allowed
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION-PACIFIC HIGHWAY (cont.)

18946 - Brannon, Clinton C. and Nina I. (Stuntz)
Right of Way
Option expires November 20, 1952

0.36 acre Lump Sum	$ 650.00	
Drilled well - 71 feet deep	200.00	
Amount to be paid owner - chrg to Right of Way		$ 850.00

Takes all -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18947 - Hilliard, Zephanish W. and Dorothy M. (Stuntz)
Right of Way
Option expires November 20, 1952

17860 sq. ft. at $0.05- per sq. ft.	$ 860.00	
House - 564 sq. ft.	2,880.00	
Garage, 280 sq. ft.	560.00	
Well, elect. pump & tank	500.00	
Amount to be paid owner - chrg to Right of Way		$ 4,800.00

Takes all -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18948 - Lewis, Marvin R. and Maxine I. (Stuntz)
Right of Way
Option expires November 18, 1952

20908 sq. ft. at $0.05- per sq. ft.	$ 950.00	
House - 868 sq. ft.	7,400.00	
Garage - 314 sq. ft.	310.00	
Well, 71 feet deep, with tank and pump	500.00	
9 fir trees at $10 each	90.00	
Amount to be paid owner - chrg to Right of Way		$ 9,250.00

Takes all -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18950 - Gleason, Leslie J. and Elizabeth B. (Stuntz)
Raymond D. and Wanda Lou Norris
Right of Way
Option expires November 23, 1952

5662 sq. ft. at $0.18- per sq. ft.	$ 1,000.00

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (cont.)

18950 - Gleason, Leslie J. and Elizabeth B. (cont.)

Amount to be paid owner - chrg to Right of Way $ 1,000.00

THINGS TO BE DONE BY THE STATE:

State will permit Grantors use and maintenance of well, within R/W at Station 1807+30, until City places water line in Gleason Road.

Access controlled - no access allowed
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18951 - Morris, Thomas E. and Dorothy F. (Stuntz)
Right of Way
Option expires November 20, 1952

2 lots - at $650 per lot	$ 1,300.00	
House - 854 sq. ft.	5,155.00	
Garage, shed & fruit room - 585 sq. ft.	585.00	
Green House - 80 sq. ft.	160.00	
Well - 71 feet deep, pump and tank	500.00	
300 lin. ft. of picket fence at $1 per Lin. Ft.	300.00	
Amount to be paid owner - chrg to Right of Way		$ 8,000.00

Takes all -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18936 - Garber, Harry and Ellen Bernice (Gemmell)
Thomas Wesley and Edna S. Bidwell
Right of Way
Option expires November 26, 1952

9.70 acres at $100 per acre	$ 970.00	
Fencing allowance	480.00	
Amount to be paid owner - chrg to Right of Way		$ 1,450.00

This property taken subject to Oil and Gas Lease, with Union Oil Company

Access controlled - no access allowed
Confirmation of phone approval by Commissioner McIver 6-3-52

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (cont.)

18938 - Comstock, Max Odell and Beulah M. (Gemmell)
Right of Way
Option expires November 22, 1952

1.40 acres at $50 per acre	$ 70.00	
84 rods of fencing at $4 per rod	336.00	
Damage to prune orchard	150.00	
Amount to be paid owner - chrg to Right of Way		$ 556.00

Access controlled - no access allowed
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18944 - Allen, Edyth M. (Stuntz)
Right of Way
Option expires November 21, 1952

1.23 acres at $350 per acre	$ 430.00	
Amount to be paid owner - chrg to Right of Way		$ 430.00

Access controlled - no access allowed
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18961 - Howell, Carrie L. (Holt)
Right of Way
Option expires November 21, 1952

3.41 acres at $379+ per acre	$ 1,293.50	
23 rods of fence at $3 per rod	69.00	
Amount to be paid owner - chrg to Right of Way		$ 1,362.50

Access controlled - no access allowed
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18962 - Dee, Roland and Evelyn (Holt)
Right of Way
Option expires November 21, 1952

3.39 acres at $300 per acre	$ 1,017.00	
18 rods of fence at $3 per rod	54.00	
Amount to be paid owner - chrg to Right of Way		$ 1,071.00

Access controlled - no access allowed
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (cont.)

19213 - Jepson, Douglas T. and Dorothy M. (Stuntz)
Right of Way
Option expires November 20, 1952

12,700 sq. ft. at $0.03 per sq. ft.	$ 350.00
2 cabins and outhouse	1,250.00
Amount to be paid owner - chrg to Right of Way	$ 1,600.00

Takes all -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18931 - Benum, A. K. and Bertha (Gemmell)
Sverre R. and Geraldine L. Benum
Right of Way
Option expires November 27, 1952

0.81 acre, Lump Sum	$ 500.00
Encroachment damage	2,700.00
Amount to be paid owner - chrg to Right of Way	$ 3,200.00

THINGS TO BE DONE BY THE STATE:

Construct two accesses to county road, one for each homesite.

Access controlled - no access allowed
Confirmation of phone approval by Comm. Chandler 6-20-52

18937 - Van Conett, Mancil H. and Lucille M. (Reeder)
Right of Way
Option expires December 8, 1952

5.15 acres at $60 per acre	$ 309.00
140 rods of fence at $4 per rod	560.00
Amount to be paid owner - chrg to Right of Way	$ 869.00

Access controlled - no access allowed
Confirmation of phone approval by Comm. Chandler 6-20-52

18941 - Cooke, Maggie John J. and Barbara H. Grabow (Reeder)
Right of Way
Option expires December 9, 1952

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION-PACIFIC HIGHWAY (cont.)

18941 - Cooke, Maggie (cont.)

2.59 acres at $200 per acre	$ 518.00	
31 rods of fence at $4 per rod	124.00	
Amount to be paid owner - chrg to Right of Way		$ 642.00

Access controlled - no access allowed
Confirmation of phone approval by Comm. Chandler 6-20-52

18966 - Taylor, Bruce and Eleanor E. (Holt)
Robert L. and Ethel L. Patterson
Right of Way
Option expires December 4, 1952

5.75 acres at $800 per acre	$ 4,600.00	
2.6 acres at $500 per acre	1,300.00	
2 barns - 4520 sq. ft.	4,724.00	
Chicken house - 810 sq. ft.	816.00	
150 rods of fence at $5 per rod	750.00	
Severance damage	800.00	
Allowance - for reestablishing water supply	610.00	
Amount to be paid owner - chrg to Right of Way		$13,600.00

THINGS TO BE DONE BY THE STATE:

State to install a 6' cattle pass at Station 1863+25. Est.	7,000.00
State to connect existing access road at Station 1855+00, west side, with old highway #225.	
Amount to be charged to Construction (Estimate)	$ 7,000.00
GRAND TOTAL (Estimate)	$20,600.00

Access controlled - no access allowed

18999 - Cranfill, Mary A. (Johnson)
Gravel Bar
Option expires July 28, 1952

33.43 acres at $500 - per acre	$16,715.00	
Amount to be paid owner - chrg to Gravel Site		$16,715.00

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2ND CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18506 - Read, C. R. and Adeline L. (Stunts)
Right of Way
Option expires December 2, 1952

0.94 acres at $2,000 per acre	$ 1,880.00
chicken house - 150 sq. ft.	150.00
5 fruit trees at $20 each	100.00
105' well	470.00

Amount to be paid owner - chrg to Right of Way $ 2,600.00

THINGS TO BE DONE BY THE STATE:

State will place pipes at intersection of the Northerly and Southerly lines of said Lot 6. (pipes to be furnished by grantors)

Access controlled - no access allowed

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY

18810 - Saling, Merton W. and Maria Elena (Gemmell)
Right of Way
Option expires November 12, 1952

10.2 acres at $200- per acre $ 2,000.00

Amount to be paid owner - chrg to Right of Way $ 2,000.00

THINGS TO BE DONE BY THE STATE:

State to construct approaches at Stations 40+00 and 49+00, east side, 16' wide. (private and Logging)
State to install Culvert to drain abutting property.
Grantor's have right fo remove any timber before June 15, 1952

Access controlled -
Confirmation of phone approval by Commissioner M. K. McIver 6-3-52

18831 - Wood, Rose M. (Haskin)
Right of Way
Option expires November 18, 1952

1.09 acres at $500 per acre $ 545.00

EXHIBIT "A" (cont.)

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY (cont.)

18831 - Wood, Rose M. (cont.)

Amount to be paid owner - chrg to Right of Way $ 545.00

Access controlled - no access allowed
Confirmation of phone approval by Commissioner Chandler 6-16-52

18805 - Howard, J. K. (Cooper)
Right of Way
Option expires December 16, 1952

7.78 acres
+ 3.00 easement, including damages by reason of severance, and inconvenience to farm operations, etc. $21,332.00

Amount to be paid owner - chrg to Right of Way $21,332.00

THINGS TO BE DONE BY THE STATE:

State to construct a frontage road.
Construct a private access at Station 25+00, 25' wide, West side. And Two accesses 30' wide, at Stations 28+05 and 31+37, to be used for logging operations.
State to construct channel change on Parcel 3.
State to construct all weather road with two gates to serve log dump
Construct a roadway on top of dike.

Grantor has right to put deadman on highway right of way.

Access controlled -
Confirmation of phone approval by Commissioner Chandler - 6-16-52

CATCHING SLOUGH-ENEGREN FERRY SECTION - COOS RIVER SECONDARY HIGHWAY

19310 - Smith, Norman and Greta et al (Haskin)
Right of Way
Option expires December 16, 1952

1.39 acres at $143+ per acre $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

Access not controlled -
Confirmation of phone approval by Comm. Chandler 6-20-52

EXHIBIT "A" (cont.)

CATCHING SLOUGH-ENEGREN FERRY SECTION - COOS RIVER SECONDARY HIGHWAY (cont.)

19311 - Savage, Norman and Ellen (Haskin)
Right of Way
Option expires December 16, 1952

0.27 acre	Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way			$ 50.00

Access not controlled -
Confirmation of phone approval by Comm. Chandler 6-20-52

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

18036 - Miller, Glen C. (Stuntz)
Right of Way
Option expires November 27, 1952

7.05 acres at $1,000 per acre	$ 7,050.00	
.81 acre	Gratis	
Allowance - to remove 23 rods of fence at $3.50- per rod	80.00	
- Lawn, shrubs, 6 fruit trees, 7 shade trees, garden and 180 lin. ft. of Boysenberry vines	870.00	
Amount to be paid owner - chrg to Right of Way		$ 8,000.00

THINGS TO BE DONE BY THE STATE:

Construct two approaches to frontage road, and move two cattle guards to new approaches, at Stations 35+20 and 37+00, south side.

Access controlled -

18034 - Haigh, Norman L. and Lila J. (Stuntz)
Right of Way
Option expires November 26, 1952

46173 sq. ft. at $0.05+ per sq. ft.	$ 2,500.00	
House - 1335 sq. ft.	10,680.00	
9 Trees, flowers & Shrubs	320.00	
Amount to be paid owner - chrg to Right of Way		$13,500.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

19083 - Carter, Charles F. (Stuntz)
Right of Way
Option expires December 12, 1952

0.95 acre Lump Sum	$ 1,750.00	
Shop - 600 sq. ft.	1,800.00	
Trees, garden and flowers	200.00	
Amount to be paid owner - chrg to Right of Way		$ 3,750.00

Takes all -

17777 - George, Clifton and Bonnie Bell (Stuntz)
Right of Way
Option expires December 9, 1952

5.05 acres at $1,000 per acre	$ 5,050.00	
Barn - 1920 sq. ft. machine shed, hog house, and chicken house	3,520.00	
Well house, well and pipe line	680.00	
160 rods of fence at $3.50 per rod	560.00	
Severance damage	1,000.00	
Amount to be paid owner - chrg to Right of Way		$10,810.00

THINGS TO BE DONE BY THE STATE:

Grantors permitted to use 12 x 12 box to be constructed under highway at Station 155+70. State to construct fencing to wing walls. Est.	$ 150.00	
Place a 4 inch conduit under highway for water pipe at Station 155+00. Est. Cost.	125.00	
Amount to be charged to Right of Way (Est.)		$ 150.00
Amount to be charged to Construction (Est.)		125.00
GRAND TOTAL (Estimate)		$11,085.00

Access controlled - no access allowed

18063 - Harper, J. Howard and Louise K. (Stuntz)
Right of Way
Option expires December 17, 1952

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HWY (cont.)

18063 - Harper, J. Howard and Louise K. (cont.)

0.67 acre at $750 per acre	$ 502.50	
Allowance - to move and reset 30 posts	97.50	
Amount to be paid owner - chrg to Right of Way		$ 600.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing commercial approach at Station 247+80, and cover with asphalt
Grantor may remove any trees he desires, before contractors begin clearing right of way.

Access controlled -

18054 - Cook, Earl H. and Ida M. (Stuntz)
Right of Way
Option expires December 19, 1952

4.67 acres at $500 per acre	$ 2,335.00	
House - 504 sq. ft.	2,016.00	
33 rods of fence at $3.50 per rod	115.50	
Well	200.00	
Allowance - to move chicken house	117.50	
Amount to be paid owner - chrg to Right of Way		$ 4,784.00

THINGS TO BE DONE BY THE STATE:

State will construct approach from frontage road to South property line, right side at Station 126

Access controlled -

19334 - Cook, Earl H. and Ida M. Ernest H. and Irene M. Cooper (Stuntz)
Right of Way
Option expires December 19, 1952

2.3 acres at $390 per acre	$ 897.00	
Severance damages	328.00	
Amount to be paid owner - chrg to Right of Way		$ 1,225.00

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HWY (cont.)

19334 - Cook, Earl H. and Ida M. (cont.)

Construct approach at Station 122+50, south side, to connect with frontage road.

Access controlled -

18031 - Trueblood, Randall K. and Bettie P. (Stuntz)
Right of Way
Option expires November 26, 1952

0.41 acre Lump Sum	$ 1,500.00	
House - 534 sq. ft.	1,600.00	
Pump house - well and elect. pump	700.00	
Amount to be paid owner - chrg to Right of Way		$ 3,800.00

Takes all -

19080 - Blinka, C. F. and Mary (Stuntz)
Right of Way
Option expires November 26, 1952

67082 sq. ft. at $0.03- per sq. ft.	$ 1,960.00	
2 houses - 818 sq. ft.	5,200.00	
garage, with concrete floor & rear wall - 332 sq. ft.	330.00	
Laundry and well house - 170 sq. ft.	510.00	
Well, elect. pump and tank	500.00	
Amount to be paid owner - chrg to Right of Way		$ 8,500.00

Takes all -

18048 - Kunz, Luticia P. (Stuntz)
Right of Way
Option expires December 19, 1952

0.50 acre at $2,000 per acre	$ 1,000.00	
Amount to be paid owner - chrg to Right of Way		$ 1,000.00

Takes all -

19082 - Carter, J. Frank and Henrietta (Stuntz)
Right of Way
Option expires December 16, 1952

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HWY (cont.)

19082 - Carter, J. Frank and Henrietta (cont.)

2 acres at $1250 per acre	$ 2,500.00	
House - 1200 sq. ft.	10,080.00	
Barn - 780 sq. ft.	1,560.00	
Chicken house, smoke house and garage	422.50	
Well, pump, tank and well house	500.00	
Suspension bridge and ½ interest in water wheel	300.00	
Lawn, shrubs, fruit trees, fish pond and fireplace	702.50	
87 ft. woven wire fence at $5 per ft.	435.00	
Amount to be paid owner - chrg to Right of Way		$16,500.00

Takes all -

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18378 - Dubuque, Myrtle (Gemmell)
Right of Way
Option expires December 12, 1952

153 sq. ft. Lump Sum	$ 10.00	
Amount to be paid owner - chrg to Right of Way		$ 10.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 331+70
16' wide, east side
Reconstruct irrigation pipe line if necessary

Access controlled -

19142 - Waltermire, Herbert H. and Norma A. (Gemmell)
Right of Way
Option expires December 12, 1952

5663 sq. ft. at $0.04- per sq. ft.	$ 215.00	
Fencing allowance	75.00	
Amount to be paid owner - chrg to Right of Way		$ 290.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19142 - Waltermire, Herbert H. and Norma A. (cont.)

Reconstruct approaches at Stations 329+00 and 329+80, 16' wide, west side. (Comm.)
State to do necessary moving of Foster & Kleiser signs.
Grantor reserves right to construct approach at Station 326+00, west side. (Comm.)

Access controlled -

18373 - Parker, E. A. and Jessie (Gemmell)
Slope Easement
Option expires December 11, 1952

0.04 acre	Lump Sum	$ 50.00
Trees, and Rockery		300.00
Amount to be paid owner - chrg to Right of Way		$ 350.00

THINGS TO BE DONE BY THE STATE:

State to reconstruct commercial approach at Station 322+70, east side, 16' wide.

Access controlled -

18501 - Hartley, George L. and Florence I. (Gemmell)
Right of Way
Option expires December 4, 1952

0.005 acre	Gratis

Access controlled - no access allowed

19137 - Smith, Elmer and Ruby H. (Gemmell)
Right of Way and Easement
Option expires December 4, 1952

0.08 acre	Lump Sum	$ 100.00
Fencing allowance		50.00
Amount to be paid owner - chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19137 - Smith, Elmer and Ruby H. (cont.)

Construct private access, 25' wide, West side
at Station 306+00

Access controlled -

19138 - Sloper, Harold C. and Sylvia I. (Gemmell)
Right of Way
Option expires December 4, 1952

0.05 acre	Lump Sum	$ 75.00	
Amount to be paid owner - chrg to Right of Way			$ 75.00

Grantor reserves right to construct approach

Access controlled -

19140 - Bohm, Fred and Stephanie (Gemmell)
Right of Way
Option expires December 4, 1952

0.02 acres	Lump Sum	$ 25.00	
Fencing allowance		25.00	
Amount to be paid owner - chrg to Right of Way			$ 50.00

THINGS TO BE DONE BY THE STATE:

Private approach to be constructed, 16' wide, West side
at Station 309+00

Access controlled -

19158 - Prince, Harvey T. and Clarice V. (Holt)
Right of Way
Option expires December 17, 1952

75 sq. ft.	Lump Sum	$ 50.00	
Allowance - to move neon sign		125.00	
Amount to be paid owner - chrg to Right of Way			$ 175.00

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19158 - Prince, Harvey T. and Clarice V. (cont.)

Reconstruct commercial approach at Station 361+35, west side.

Access controlled -

19161 - Briscoe, Elva (Holt)
Right of Way
Option expires December 17, 1952

1800 sq. ft. at $0.10 per sq. ft.	$ 180.00	
Landscaping	100.00	
Amount to be paid owner - chrg to Right of Way		$ 280.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approach at Stations 365+00, and 365+43, west side.

Access controlled -

19164 - Goforth, Ruby Lea (Holt)
Right of Way
Option expires December 18, 1952

84 sq. ft. Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 367+16, east side, to existing width.

Access controlled -

18380 - Anderson, Dean S. and Ester (Gemmell)
Right of Way
Option expires December 17, 1952

0.04 acre Lump Sum	$ 100.00
Driveway, etc.	100.00
Allowance - to move sign	81.00

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18380 - Anderson, Dean S. and Ester (cont.)

Amount to be paid owner - chrg to Right of Way $ 281.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approaches at Stations 332+40 and 333+70, 25' wide, east side.

Access controlled -

19132 - Dougherty, Lowell M. and Marcella M. (Gemmell)
Right of Way
Option expires December 11, 1952

0.03 acre	Lump Sum	$ 75.00
0.03 acre (easement)	Lump Sum	75.00
Shrubs and encroachment		100.00

Amount to be paid owner - chrg to Right of Way $ 250.00

THINGS TO BE DONE BY THE STATE:

Reconstruct circular driveway and approach at Station 286+70, 16' wide, west side. (Comm)

Access controlled -

19136 - Munroe, Andrew J. and Rose George (Gemmell)
Right of Way
Option expires December 17, 1952

0.02 acre	Lump Sum	$ 50.00
Shade trees		200.00

Amount to be paid owner - chrg to Right of Way $ 250.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach, west side, 16' wide, at Station 308+30

Access controlled -

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19146 - Haynie, Earl and Alma I. (Gemmell)
Right of Way
Option expires December 16, 1952

0.03 acre	Lump Sum	$ 75.00	
Peach tree		25.00	
Amount to be paid owner - chrg to Right of Way			$ 100.00

THINGS TO BE DONE BY THE STATE:

Replace drainage tile
Reconstruct commercial approach at Station 333+50, 16' wide, west side

Access controlled -

19148 - Peebler, Cleveland G. and Gladys (Gemmell)
Right of Way
Option expires December 17, 1952

255 sq. ft.	Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way			$ 25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach

Access controlled -

19150 - Reames, Harry W. (Gemmell)
Right of Way
Option expires December 16, 1952

0.13 acre	Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way			$ 50.00

Access controlled - no access allowed

19152 - Barnes, Mrs. C. W. (Gemmell)
Right of Way
Option expires December 16, 1952

0.08 acre	Lump Sum	$ 25.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19152 - Barnes, Mrs. C. W. (cont.)

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - no access allowed

19153 - Furry, Milo F. and Josephine (Gemmell)
Right of Way and Easement
Option expires December 17, 1952

0.05 acre	Lump Sum	$ 25.00
0.03 acre	(Easement) Gratis	

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - no access allowed

19157 - Caster, Labon O. and Enid E. (Holt)
Right of Way
Option expires December 17, 1952

.05 acre, plus permit to relocate irrig. ditch	$ 150.00
Berries, tree and garden	150.00

Amount to be paid owner - chrg to Right of Way $ 300.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 363+78, east side, to existing width

Access controlled -

18322 - Hartley, Cecil C. and Gertrude (Gemmell)
Right of Way
Option expires December 4, 1952

0.11 acres	Lump Sum	$ 150.00
2 cherry trees		50.00
Well		200.00

Amount to be paid owner - chrg to Right of Way $ 400.00

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18322 - Hartley, Cecil C. and Gertrude (cont.)

Construct 3 unrestricted accesses at Stations 280+60, 281+90 and 284+00, west side, not to exceed 16' in width

Access controlled -

18327 - Staub, William N. and May (Gemmell)
Easement
Option expires December 5, 1952

0.04 acre	Lump Sum	$ 25.00	
Fencing allowance		60.00	
Amount to be paid owner - chrg to Right of Way			$ 85.00

Access controlled - no access allowed

18328 - Ostlund, Oscar M. and Charlotte L. (Gemmell)
Easement
Option expires December 5, 1952

0.01 acre	Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way			$ 25.00

Access controlled - no access allowed

19144 - Colver, Eldred R. and Eunice T. (Gemmell)
Right of Way
Option expires December 12, 1952

0.03 acre	Lump Sum	$ 75.00	
Amount to be paid owner - chrg to Right of Way			$ 75.00

THINGS TO BE DONE BY THE STATE:

Reconstruct any damage done to septic and drainage system.
Reconstruct commercial approach at Station 331+40, West side, 16' wide.

Access controlled -

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19145 - Colver, Minnie D. (Gemmell)
Right of Way
Option expires December 12, 1952

0.02 acre Lump Sum	$ 50.00	
Amount to be paid owner - charge to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 332+30, west side.

Access controlled -

19165 - Laporte, Annie L. (Holt)
Right of Way
Option expires December 17, 1952

577 sq. ft. Lump Sum	$ 100.00	
Trees, hedge and lawn	150.00	
Amount to be paid owner - chrg to Right of Way		$ 250.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 367+10, east side, to existing width.

Access controlled -

19154 - Haggard, Warren and Ethel E. (Holt)
Right of Way
Option expires December 18, 1952

65 x 300 Lot	$ 1,500.00	
9160 sq. ft. at $0.05 per sq. ft.	458.00	
House - 912 sq. ft.	5,472.00	
Well	200.00	
Trees, lawn and shrubs	120.00	
Amount to be paid owner - chrg to Right of Way		$ 7,750.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

TALENT-ASHLAND SECTION - PACIFIC HIGHWAY

18305 - Wyers, Clifford C. and Virginia G. (Holt)
Right of Way
Option expires December 4, 1952

5662 sq. ft. at $0.08 per sq. ft. $ 452.96

Amount to be paid owner - chrg to Right of Way $ 452.96

THINGS TO BE DONE BY THE STATE:

State agrees to convey its one-half interest in pump and well located on remaining Wyers property.
State to grade and gravel a triangular-shaped parcel, south of Restaurant building.
Construct a 30 foot approach on the west side at Stations 49+10 and 50+40. (Comm)

Access controlled -

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18353 - Hackenbruck, Jessie, et al (Landon)
Right of Way
Option expires August 7, 1952

1.72 acres at $10 per acre $ 17.20

Amount to be paid owner - chrg to Right of Way $ 17.20

Access controlled - no access allowed

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18125 - Adams, Richard (Cozad)
Right of Way
Option expires November 9, 1952

3 acres, more or less at $50 per acre $ 150.00
Damages 850.00

Amount to be paid owner - chrg to Right of Way $ 1,000.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

EAST UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY

18845 - Small, Harold (Brainerd)
Right of Way and Gravel Pit
Option expires November 25, 1952

3.57 acres at $100 per acre	$ 357.00	
327 rods of fence at $2.50 per rod	817.50	
8.71 acres (Gravel Pit Lease)	Gratis	
Amount to be paid owner - chrg to Right of Way		$ 1,174.50

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 695+00, south side State to install 72 inch tube for cattle pass at Station 703+70. Estimated cost	$ 1,120.00	
Amount to be charged to construction Estimate		$ 1,120.00
GRAND TOTAL (Estimate)		$ 2,294.50

Access not controlled -

18853 - Buckley, W. L. and Edna (Brainerd)
T. W. and Evelyn C. Broadwater
Right of Way
Option expires November 27, 1952

1.21 acres Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access not controlled -

18850 - Logsdon, Glen W. and Gladys (Brainerd)
Right of Way
Option expires December 23, 1952

0.50 acre Lump Sum	$ 50.00	
22 rods barbed wire fence at $2.50 per rod	55.00	
Amount to be paid owner - chrg to Right of Way		$ 105.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

EAST UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY (cont.)

18850 - Logsdon, Glen W. and Gladys (cont.)

Protect and re-establish irrigation system where disturbed.

Access not controlled -

PRINEVILLE-EAGLE ROCK SECTION - PAULINA SECONDARY HIGHWAY

19239 - Aschbacher, Jake (Brainerd)
Right of Way
Option expires November 27, 1952

0.57 acre Lump Sum $ 150.00

Amount to be paid owner - chrg to Right of Way $ 150.00

Access not controlled -

SANTIAM HIGHWAY - DESCHUTES COUNTY

19323 - U. S. Forest Service (Porter)
Stockpile Site

2.27 acres (permit) Gratis
5550 board feet merchantable timber to be removed $ 99.90

Amount to be paid owner - chrg to Stockpile Site $ 99.90

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

18015 - Eade, Harold J. and Marie M. (Brainerd)
Right of Way
Option expires October 1, 1952

16.47 acres at $50 per acre $ 823.50

Amount to be paid owner - chrg to Right o f Way $ 823.50

THINGS TO BE DONE BY THE STATE:

Private accesses granted at Stations 1088+00, east and west sides, and at Station 1069+65, east and west sides.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

18019 - Fry, William C. and Margaret (Brainerd)
Edward A. and Alice Peterson

Right of Way
Option expires October 29, 1952

0.025 acres of land, exchange property.

THINGS TO BE DONE BY THE STATE:

Convey to the grantors above that parcel of land lying North of the $NW\frac{1}{4}$ $NW\frac{1}{4}$ $NW\frac{1}{4}$ $NW\frac{1}{4}$ of Section 19, and the $NE\frac{1}{4}$ $NE\frac{1}{4}$ $NE\frac{1}{4}$ $NE\frac{1}{4}$ of Section 24, T. 23 S, R. 10 E, W. M., Klamath Co. acquired under File #18018, containing 0.037 acres, more or less, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required or useful for highway purposes.

Private access granted, east side, at Station 1101+40

Access controlled -

16781 - Great Northern Railway Co. (DeSouza)
Cinder Pit
Bargain and Sale Deed Signed 5/27/52

5.85 acres Lump Sum $ 292.50

Amount to be paid owner - chrg to Cinder Pit $ 292.50

Grantor Reserves all mineral, gas and petroleum rights, except coal, volcanic cinder, sand, rock and gravel materials valuable and useable for highway construction.

PELICAN CITY-SOUTH 6TH STREET SECTION - KLAMATH FALLS - MALIN HIGHWAY

11385 - Enterprise Land and Investment Company (Cozad)
Right of Way
Option expires November 16, 1952

68 acres at $222+ per acre $15,200.00

Amount to be paid owner - chrg to Right of Way $15,200.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

19174 - Payne, Charles L. and Nellie (Brainerd)
Right of Way
Option expires December 3, 1952

3.19 acres Gratis

THINGS TO BE DONE BY THE STATE:

State to re-establish any fencing disturbed

Access controlled - no access allowed

19109 - Mitchell IOOF Lodge No. 141 (Brainerd)
Right of Way
Option expires November 16, 1952

0.21 acre Lump Sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE:

Construct guard rail across front of cemetery.
Reconstruct private access at Station 697+60, south side.

Access controlled -

19333 - Payne, Charles and Nellie (Brainerd)
Quarry Site
Option expires December 18, 1952

8.41 acres at $10 per acre $ 84.10

Amount to be paid owner - chrg to Quarry Site $ 84.10

JUNTURA SECTION - CENTRAL OREGON HIGHWAY

19188 - Juntura Investment Co. (Cozad)
Maintenance Site

1 lot (Quitclaim deed) $ 1.00

Amount to be paid owner - chrg to Maintenance Site $ 1.00

Takes all -
State to pay current and delinquent taxes. Est. $ 60.00

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

18183 - Kalafata, Mary and Vincent (Johnson)
Right of Way
Option expires August 11, 1952

1.173 acres at $1275+ per acre	$ 1,500.00
Amount to be paid owner - chrg to Right of Way	$ 1,500.00

Access controlled - no access allowed

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HWY East

18201 - LaFollette, Luella M. Ohmart & Calaba, Cont. Pur. (Witt)
Right of Way
Option expires November 22, 1952

52.69 acres at $400 per acre	$21,076.00
145 rods of fence at $4 per rod	580.00
Damages - due to loss of crop	3,550.00
Severance damages	7,680.00
Amount to be paid owner - chrg to Right of Way	$32,886.00
If grantor is able to harvest crop West of creek, before construction begins. Amt. to be deducted from consideration.	1,000.00
Total consideration	$31,886.00

THINGS TO BE DONE BY THE STATE

Construct road approach 30' wide, from airport road to land north of relocated Santiam Hwy.
Construct 24" C.M.P. riser at Station 283+50.
Construct a 12" culvert pipe at appropriate location on N. Santiam Hwy, for irrigation.
Secure necessary connection for power service for Grantor's irrigation systems.

Access controlled -

LOW PASS SECTION - SIUSLAW HIGHWAY

19228 - Andrews D. D. (Benner)
Right of Way
Option expires December 29, 1952

(cont.)

EXHIBIT "A" (cont.)

LOW PASS SECTION - SIUSLAW HIGHWAY (cont.)

19228 - Andrews, D. D. (cont.)

1¼ acres at $250 per acre	$ 312.50	
5.75 acres at $50 per acre	287.50	
160 rods of fence at $4 per rod	640.00	
Amount to be paid owner - chrg to Right of Way		$ 1,240.00

THINGS TO BE DONE BY THE STATE:

Access to be allowed, south side, 25' wide at Station 25+50. (private)

Access controlled -

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18281 - Ryan, W. C. and Madeleine (Witt)
Right of Way
Option expires December 29, 1952

7.355 acres at $400 per acre	$ 2,942.00	
47 rods of fence at $4 per rod	188.00	
Loss of 20 walnut trees at $30 each	600.00	
Loss of 3 large fir	70.00	
Damages	500.00	
Amount to be paid owner - chrg to Right of Way		$ 4,300.00

Access controlled - no access allowed

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19096 - Perini, William and Lela (Byrum)
Right of Way
Option expires December 15, 1952

45 acres at $45 per acre	$ 2,025.00
.86 acre (homesite, yard, etc.)	500.00
House - 1000 sq. ft.	2,500.00
Fence - 900 rods at $4 per rod	3,600.00
Damages	500.00
Allowance - for timber that cannot be removed	375.00

(cont.)

EXHIBIT "A" (cont.)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19096 - Perini, William and Leia (cont.)

Amount to be paid owner - chrg to Right of Way $ 9,500.00

Grantor given until Aug. 1, 1952 to remove timber from right of way

Access controlled - no access allowed

OAKLAND JUNCTION - DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

18939 - Henderson, Effie (Reeder)
Right of Way
Option expires December 26, 1952

76.88 acres at $78.04- per acre $ 6,000.00

Amount to be paid owner - chrg to Right of Way $ 6,000.00

Takes all -

18974 - Goff, Lloyal N. (Holt)
Right of Way
Option expires December 26, 1952

8.2 acres at $158+ per acre $ 1,300.00

Amount to be paid owner - chrg to Right of Way $ 1,300.00

Takes all -

19339 - Osborne, Ted and Bertha O. (Reeder)
Right of Way
Option expires December 23, 1952

0.56 acre at $450 per acre $ 252.00
13 rods of fence at $5 per rod 65.00

Amount to be paid owner - chrg to Right of Way $ 317.00

Access controlled - no access allowed

18933 - Norman, R. B. and Juanita E. (Reeder)
Warren & Margaret P. Coleman
Right of Way
Option expires December 22, 1952

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (cont.)

18933 - Norman, R. B. and Juanita E. (cont.)

16.11 acres at $150- per acre	$ 2,416.50	
4.0 acre at $250 per acre	1,000.00	
4.0 acres at $400 per acre	1,600.00	
Amount to be paid R. B. and Juanita E. Norman		$ 5,016.50
98 rods of woven wire fence at $4 per rod	$ 392.00	
Release of lease on acquired property	200.00	
Amount to be paid Lessee - Warren & Margaret P. Coleman		$ 592.00
Amount to be charged to Right of Way		$ 5,608.50

Access controlled - no access allowed
Lessee to harvest 1952 crops easterly of right of way

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18397 - Bolz, R. J. (Holt)
Right of Way
Option expires September 25, 1952

2178 sq. ft. Lump Sum	$ 200.00	
Damage - due to loss of area	300.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial apprpaches east side, at Stations 378+25, 378+75, and 379+25, and 379.75 to existing widths.

Access not controlled -

18385 - Hutchins, Clifford W. and Barbara E. (Holt)
Right of Way
Option expires December 25, 1952

9150 sq. ft. at $0.11- per sq. ft.	$ 1,000.00
House - 1036 sq. ft.	5,700.00
Trees and shrubs	200.00
Patio	300.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18385 - Hutchins, Clifford W. and Barbara E. (cont.)

Amount to be paid owner - chrg to Right of Way $ 7,200.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 360+06, east side

Access controlled -

18381 - Ingram, Alva A. and Elsie M. (Holt)
Right of Way
Option expires December 25, 1952

17,000 sq. ft. at $0.20 per sq. ft.	$ 3,400.00	
House - 1300 sq. ft. at $6.50 per sq. ft.	8,450.00	
Damages - encroachment & loss of garage and Storage	2,350.00	
Trees and landscaping	100.00	
Amount to be paid owner - chrg to Right of Way		$14,300.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approaches at Stations 334+33, and 336+57, east side.

Access controlled -

18317 - Davis, Gilbert H. and Edith M. (Gemmell)
Right of Way
Option expires December 17, 1952

0.04 acre Lump Sum	$ 10.00	
Amount to be paid owner - chrg to Right of Way		$ 10.00

Access controlled - no access allowed

19118 - Stevens, Edward and Edith (Gemmell)
Right of Way
Option expires December 25, 1952

0.05 acre Lump Sum	$ 125.00
Trees and shrubs	50.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19118 - Stevens, Edward and Edith (cont.)

Amount to be paid owner - chrg to Right of Way $ 175.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach, 16' wide, west side, at Station 408+10

Access controlled -

19156 - Gobble, H. T. and Annie (Holt)
Right of Way
Option expires December 23, 1952

9583 sq. ft. at $0.10- per sq. ft.	$ 950.00
House - 1080 sq. ft.	5,400.00
Barbarque pit	50.00
Well	300.00

Amount to be paid owner - chrg to Right of Way $ 6,700.00

THINGS TO BE DONE BY THE STATE:

Construct private approach 12' wide, at Station 360+88, east side.

Access controlled -

18387 - Smith, Walter L. and Cora M. (Holt)
Right of Way
Option expires December 23, 1952

2½ city lots at $1,000 per lot	$ 2,500.00
2 acres at $200 per acre	400.00
House - 1248 sq. ft.	6,870.00
Barn and shop - 576 sq. ft.	400.00
Garage and chicken house - 800 sq. ft.	250.00
Fruit house - 81 sq. ft.	80.00

Amount to be paid owner - chrg to Right of Way $10,500.00

Takes all -

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

18051 - City of Gold Hill (Stuntz)
Right of Way
Option expires December 15, 1952

0.45 acre, more or less Gratis

Access controlled - no access allowed, via frontage road only

19084 - Stadelman, Christian and Jennie (Stuntz)
Right of Way
Option expires December 24, 1952

0.35 acre	Lump Sum	$ 500.00
Allowance - to move barn and chicken house		250.00
- to remove 20 rods of fence at $3.50 per rod		70.00
- to lay 350' of ½" pipe		100.00
½ interest in water wheel		100.00
Amount to be paid owner - chrg to Right of Way		$ 1,020.00

Access controlled - no access allowed

19074 - Dusenberry, Donald C. and Joan Lee (Stuntz)
Right of Way
Option expires December 25, 1952

1.4 acre at $1250 per acre	$1,750.00
30 rods of fence to be removed, 3.50 per rod	105.00
Allowance - to move septic tank drain field	145.00
Amount to be paid owner - chrg to Right of Way	$ 2,000.00

THINGS TO BE DONE BY THE STATE:

Construct a ditch 5 ft. north of new property line.

Access controlled - no access allowed

18041 - Lockwood, Frank B. and Edythe W. (Stuntz)
Right of Way
Option expires December 24, 1952

(cont.)

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

18041 - Lockwood, Frank B. and Edythe W. (cont.)

1.68 acres at $1,000 per acre	$ 1,680.00
1.29 acres at $1,000 per acre	1,290.00
Approx. 3.63 acres at $268 per acre	900.00
Hay barn, chicken house & milk barn	1,512.00
Allowance - to move 43 rods of fence at $3.50	150.50
260 ft. 12" concrete irrigation pipe	267.50
Damages	2,200.00

Amount to be paid owner - chrg to Right of Way $ 8,000.00

THINGS TO BE DONE BY THE STATE:

Install a 4" metal pipe under highway and connect with grantor's existing 4" line

Access controlled - no access allowed

EAST UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY

18851 - Davenport, LeRoy L. and Fern (Brainerd)
Right of Way
Option expires November 25, 1952

0.015 acre Lump Sum	$ 10.00
24 rods of fence at $2.50 per rod	60.00

Amount to be paid owner - chrg to Right of Way $ 70.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 897+88, south side

Access not controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18128 - Dietrich, Fanchon Riggs and Frank M. (Landon)
Right of Way
Option expires December 24, 1952

(cont.)

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

18128 - Dietrich, Fanchon Riggs and Frank M. (cont.)

2.75 acres at $500 per acre	$ 1,375.00	
22.38 acres at $16.30+ per acre	364.00	
Store building - 2064 sq. ft.	8,256.00	
Oil storage building - 288 sq. ft.	432.00	
Repair garage building - 960 sq. ft.	960.00	
Cabin, chicken house and wood shed	726.00	
Concrete block cellar	512.00	
Gas pump, 550 gal. tank and pump canopy	500.00	
Spring and water system	400.00	
Walk-in Cooler with electric motors	1,400.00	
Electric hot water tank	75.00	
Amount to be paid owner - chrg to Right of Way		$15,000.00

Takes all -

18179 - White, Josephine (Landon)
Right of Way
Option expires December 23, 1952

1 acre, more or less	$ 300.00	
House - (unfinished) 672 sq. ft.	400.00	
Amount to be paid owner - chrg to Right of Way		$ 700.00
State to assume 1952-53 taxes. Est. Cost	$ 15.00	
GRAND TOTAL (Estimate) Charged to Right of Way		$ 715.00

Takes all -

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

19338 - Schassen, Lillian (Landon)
Waiver of Access

Waiver of access at Station 1869+30	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

MIST-VERNONIA SECTION - NEHALEM SECONDARY HIGHWAY

18872 - Crown-Zellerbach Corporation (Benson)
Right of Way
Option expires January 2, 1952

0.87 acre	Lump Sum	$ 50.00
Amount to be paid owner - chrg to Right of Way		$ 50.00

Subject to title check

Access not controlled -

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19099 - Hardy, Gertrude E. (Benner)
Right of Way
Option expires January 1, 1953

10.74 acres at $250 per acre	$ 2,685.00	
12.50 acres at $50 per acre	625.00	
176 rods of fence at $4 per rod	704.00	
Severance damages	150.00	
Amount to be paid owner - chrg to Right of Way		$ 4,164.00
State to assume 1952-53 taxes. Est. cost	$ 40.00	
GRAND TOTAL (Estimated) Charged to Right of Way		$ 4,204.00

Access controlled - no access allowed

19102 - Lee, Winfred and Mamie E. (Benner)
Right of Way
Option expires January 2, 1953

8.5 acres at $250 per acre	$ 2,125.00	
7.0 acres at $100 per acre	700.00	
30.78 acres at $50 per acre	1,539.00	
340 rods of fence at $4 per rod	1,360.00	
Allowance - construct bridge	500.00	
Amount to be paid owner - chrg to Right of Way		$ 6,224.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

18971 - Wilson, Leo S. and Margarete C. (Holt)
Right of Way
Option expires December 31, 1952

15 acres at $200 per acre	$ 3,000.00	
268 acres at $35 per acre entire farm acreage approx.	9,380.00	
House - 1320 sq. ft.	6,600.00	
Shack and fruit stand	1,660.00	
3 chicken houses and barn	1,360.00	
Water system	1,000.00	
Amount to be paid owner - chrg to Right of Way		$23,000.00
State to assume 1952-53 taxes Estimated	300.00	
GRAND TOTAL (Estimated) Charged to Right of Way		$23,300.00

Takes all -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18129 - Lewis, Wayne O. and Nina (Landon)
Right of Way
Option expires December 2, 1952

11.15 acres at $867+ per acre	$ 9,670.00	
House - 720 sq. ft.	3,600.00	
Barn and Chicken house	350.00	
52 ft. well and "Homart" water pump	770.00	
20 fruit trees	250.00	
90 rods of fence at $4 per rod	360.00	
Amount to be paid owner - chrg to Right of Way		$15,000.00

Takes all -

UNIT #5 - T. H. BANFIELD EXPRESSWAY

19199 - Schmidt, J. Frank, Jr., and Evelyen Louise (Johnson)
Right of Way
Option expires December 23, 1952

(cont.)

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

19199 - Schmidt, J. Frank, Jr., and Evelyen Louise (cont.)

0.07 acre	Lump Sum	$ 300.00	
Amount to be paid owner - chrg to Right of Way			$ 300.00

THINGS TO BE DONE BY THE STATE:

Grade a driveway entrance, 15' wide, East side of 181st Ave., 100' north of RR R/W line

Access not controlled -
State to assume 1952-53 taxes. Estimated $5.00

18855 - Canning, Francis E. and Margaret I. (Johnson)
Right of Way
Option expires December 29, 1952

.895 acres at $3000 per acre	$ 2,685.00	
House - 800 sq. ft.	6,400.00	
Rockery - about 100'	70.00	
13 fruit trees	325.00	
Chicken house	20.00	
Amount to be paid owner - chrg to Right of Way		$ 9,500.00

Takes all -

WEST PORTLAND HARBOR DRIVE EXPRESSWAY

19324 - Johnson, Leslie B. and Ida (Johnson)
Right of Way
Option expires December 24, 1952

12,500 sq. ft. at $0.06 per sq. ft.	$ 750.00	
Allowance - large lawn, 350' of hedge, 15 nut and fruit trees and garden	710.00	
House - 746 sq. ft.	4,676.00	
Utility house and garage	864.00	
Amount to be paid owner - chrg to Right of Way		$ 7,000.00
State to assume last half of 1952-53 taxes Estimated	$ 30.00	
GRAND TOTAL (Estimated) Charged to Right of Way		$ 7,030.00

Takes all-

(cont.)

EXHIBIT "A" (cont.)

WEST PORTLAND HARBOR DRIVE EXPRESSWAY

19350 - Ginnakos, George and Idella J. (Johnson)
Right of Way
Option expires December 29, 1952

5000 sq. ft. at $0.20 per sq. ft.	$ 1,000.00	
House - 1000 sq. ft.	8,000.00	
Attached garage - 216 sq. ft.	536.00	
Concrete driveway	140.00	
Allowance - lawn, shrubs and fence	400.00	
Amount to be paid owner - chrg to Right of Way		$10,076.00
State to assume 1952-53 taxes. Est.	90.00	
GRAND TOTAL (Estimated) Charged to Right of Way		$10,166.00

Takes all -

19351 - Bray, Ira L. and Marie J. (Johnson)
Right of Way
Option expires December 30, 1952

Approx. 1/3 of an acre Lump Sum	$ 1,000.00	
Allowance - 2 fruit trees	50.00	
1½ story house - 990 sq. ft.	9,900.00	
Double garage	800.00	
Amount to be paid owner - chrg to Right of Way		$11,750.00
State to assume 1952-53 taxes. Estimated	$ 110.00	
GRAND TOTAL (Estimated) Charged to Right of Way		$11,860.00

Takes all -

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

19170 - Barnum, W. B. and Helen L. (Gemmell)
Right of Way
Option expires December 24, 1952

0.10 acre Lump Sum	$ 150.00	
16 trees	100.00	
Allowance to move sign	50.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19170 - Barnum, W. B. and Helen L. (cont.)

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial accesses at Stations 387+70 and 381+00, west side

Grantor reserves right to construct an approach at Station 385+50, west side

Access controlled -

19171 - Boyd, Earl and Eva (Gemmell)
Right of Way
Option expires December 24, 1952

0.06 acre Lump Sum	$ 150.00	
Tree and shrubs	50.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approaches at Stations 388+50, 389+00, 389+80, 390+70, west side, 16' wide.
Re-establish existing 12" tile culvert and catch basins

Access controlled -

19122 - Mandlin, Roy H. and Frances E. (Jones)
Right of Way
Option expires January 1, 1953

680 sq. ft. Lump Sum	$ 50.00	
Remove and replace sign	5.00	
Amount to be paid owner - chrg to Right of Way		$ 55.00

THINGS TO BE DONE BY THE STATE:

Replace 50' cement tile sewer across west frontage on Grantor's property.
Replace existing driveway, Station 413+12, 18' wide, west side. (Private)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19124 - Watson, Cecil E. and Frances R. (Jones)
Right of Way
Option expires January 1, 1953

725 sq. ft. Lump Sum	$ 50.00	
Allowance - to replace gravel, build new parking area, and move sign	100.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE:

Replace existing approaches at Stations 416+25, and 416+45, west side (comm)

Access controlled -

19117 - Rasmassen, Oliver B. and Joy (Gemmell)
Fred F. and Erma V. Milledge
Right of Way
Option expires December 31, 1952

0.05 acre (2000 sq. ft. at $0.10) per sq. ft.	$ 200.00	
1 tree	50.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00
Amount to be paid Fred F. and Erma V. Milledge		100.00
Total consideration - chrg to Right of Way		$ 250.00

THINGS TO BE DONE BY THE STATE:

Construct two commercial approaches, west side, 50' wide at Station 405+30, and 25' wide at Station 404+30

Access controlled -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18997 - Menegat, P. J. and Freda (Gemmell)
Right of Way
Option expires November 1, 1952

0.78 acre Lump Sum	$ 286.00	

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HWY (cont.)

18997 - Menegat, P. J. and Freda (cont.)

Amount to be paid owner - chrg to Right of Way $ 286.00

THINGS TO BE DONE BY THE STATE:

Reconstruct an approach to old highway at Station 338+00
State to construct fence and gate along new right of way, for access under new highway

Access controlled - no access allowed, except under new highway

WEST PORTLAND-HUBBARD SECTION - PACIFIC HIGHWAY EAST

19240 - Martindale, Dean and Iliene (Witt)
Right of Way
Option expires January 2, 1953

1.423 acres at $1250+ per acre	$ 1,796.00
Damages	1,000.00

Amount to be paid owner - chrg to Right of Way $ 2,796.00

Access controlled - no access allowed

OAKLAND JUNCTION - DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

18960 - Cornish, Leighton M. and Margarite (Stunts)
Henry and Etta Rosemeyer
Right of Way
Option expires February 1953

1.58 acres at $500+ per acre	$ 800.00
House - 785 sq. ft.	4,710.00
Shop - 960 sq. ft.	2,990.00

Amount to be paid owner - chrg to Right of Way $ 8,500.00

Takes all -

MAINTENANCE SITE HEADQUARTERS - SEASIDE

19352 - Mauser, Fred and Irene M. (Landon)
Maintenance Site
Option expires January 7, 1953

(cont.)

EXHIBIT "A" (cont.)

MAINTENANCE SITE HEADQUARTERS - SEASIDE (cont.)

19352 - Mauser, Fred and Irene M. (cont.)

Approx. 6 city lots	$ 60.00	
Amount to be paid owner - chrg to Maintenance Site		$ 60.00
State to assume all unpaid taxes. Estimated		100.00
GRAND TOTAL (Est.) Charged to Maintenance Site		$ 160.00

Subject to title approval

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

18068 - Bennett, Edwin and Esther (Stunts)
Right of Way
Option expires January 4, 1953

1.5 acre at $500 per acre	$ 750.00	
3.5 acre at $350 per acre	1,225.00	
House - 1033 sq. ft.	3,600.00	
Garage, chicken house and 2 sheds	970.00	
Well house and wash house	210.00	
Well, electric pump & tank	200.00	
75 rods of fence at $3.60 per rod	270.00	
Amount to be paid owner chrg to Right of Way		$ 7,225.00
State to assume 1952-53 taxes. Est. Cost.	$ 100.00	
GRAND TOTAL (Estimate) Charged to Right of Way		$ 7,325.00

Takes all -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18251 - State Game Commission (Mayhew)
Right of Way

19.34 acres Gratis

THINGS TO BE DONE BY THE STATE:

Build but maintained at the Game Commission expense that certain roadway and parking area shown on proposed

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HWY (cont.)

18251 - State Game Commission (cont.)

park plan of Eel Lake Development.

Access controlled -

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18352 - Salisbury, Ella G. (Landon)
Right of Way
Option expires January 9, 1953

6.65 acres at $50 per acre	$ 332.50	
5.36 acres (homesite-half under Bonneville pool)	3,000.00	
Amount to be paid owner - chrg to Right of Way		$ 3,332.50

Subject to title to Bonneville Flowage Easement

Access controlled - no access allowed, by county road only.

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

17539 - Scheckla, Mary Norman and Sadie Taylor and (Johnson)
Change in Plans Ida Myers

Settlement due to closing of Boeckman Road $ 2,000.00

Convey to the grantors above two parcels of land, 1 lying on the Northerly side of Boeckman Road and Easterly from the East right of way of the West Portland-Hubbard Highway, and the other parcel lying on the Northerly side of Boeckman Road and Westerly from the West right of way to the West Portland-Hubbard Highway and containing 0.23 acre and 1.26 acres, acquired under File No. 17539, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled - no access allowed

EXHIBIT "B"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes, and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission, and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section	Highway
BAKER	
Baker-Huntington (Stockpile site)	Old Oregon Trail
CLACKAMAS	
Quarry Site	Cascade & Woodburn-Estacada
CLATSOP	
Seaside Maint. Headquarters Site	Oregon Coast
Seaside-Hug Point	Oregon Coast
COOS	
Coquille-Curry Co. Line (scale site)	Oregon Coast

(cont.)

EXHIBIT "B" (cont.)

DOUGLAS	
Reedsport-Dean Creek	Umpqua
HOOD RIVER	
Whiskey Creek	Mt. Hood
JACKSON	
County Farm-Ashland	Pacific
LANE	
Benton County Line-Cheshire	Territorial
LINCOLN	
Fogarty Creek-Miner Creek (Silets Bay-Newport)	Oregon Coast
MARION	
Jct. 1E-West Portland-Hubbard	Pacific & W. Portland Hubbard
MORROW	
Boardman Oasis-Irrigon (Park)	Columbia River
POLK	
West Salem-Brunks Corner	Salem-Dallas
Burns Corner-Fern Corner	King Valley # 191
WALLOWA	
Rock Creek (Stockpile site)	Wallowa Lake

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this resolution be entered in the minutes and records of the Commission as of July 10, 1952, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

EXHIBIT "C"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, the Seven Devils Road leading from the City of Prosper in a Northerly direction across the Coquille River to the City of Charleston in Coos County, Oregon, is a county road under the control and jurisdiction of Coos County; and

WHEREAS, heretofore at its meeting held April 3, 1950, the State Highway Commission agreed to assist Coos County in the construction of a bridge upon said Highway across said River by paying one-half of the cost of said bridge up to the maximum of $300,000 and

WHEREAS, in reliance upon said action of the State Highway Commission and in reliance upon estimates that the cost of constructing said bridge would not exceed $600,000, Coos County placed upon the ballot at the primary election held in May 1950, a measure authorizing the issuance of bonds in the amount of $300,000 for the construction of said bridge which measure was approved by the voters of Coos County: and

WHEREAS, since the time when the cost of constructing said bridge was estimated at $600,000 said estimated cost has increased due to the increased cost of labor and materials: and

WHEREAS, the State Highway Commission has given due and careful consideration to the matter based upon the reports and recommendations of the Chief Highway Engineer, and based upon knowledge of the needs of the traveling public and the State as a whole:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission all its members being present and voting affirmatively as follows:

1. That the welfare of the State and the traveling public will be best served by the construction of a bridge together with necessary approaches, to be known as and designated as the Bullards Ferry Bridge, across the Coquille River upon the Seven Devils County Road according to plans and specifications heretofore made and presently on file in the offices of the State Highway Commission in Salem.

2. That upon the condition that Coos County shall pay to the State toward the cost of constructing said bridge and approaches the sum of $300,000, the State Highway Commission shall in the usual and ordinary manner call for competitive bids, let a contract or contracts, and supervise the construction of said Bullards Ferry Bridge and the approaches thereto, and shall pay all costs thereof in excess of $300,000 out of the State Highway Fund and such Federal funds as may be available.

(cont.)

EXHIBIT "C" (cont.)

3. That Coos County shall deposit with the State Highway Commission the sum of $300,000 as its share of the cost of said project before the Highway Commission shall call for bids or let contracts therefore.

4. That the construction of said bridge and approaches as above set forth shall not be deemed or considered a commitment or obligation on the part of the Commission to designate or construct a State Highway leading to the said Bridge.

5. That the Secretary be and hereby is instructed to furnish the County Court of Coos County with a duly certified copy of this Resolution.

6. That this Resolution be entered in the Minutes and Records of the Commission as of the 10th day of July, 1952.

EXHIBIT "D"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Amity	$2,109.66	Antelope	$ 188.36
Aumsville	882.16	Aurora	759.73
Barlow	235.45	Coburg	2,175.58
Condon	3,038.91	Cornelius	3,133.09
Cove	885.30	Creswell	2,078.26
Dayville	897.86	Echo	1,434.69
Estacada	2,982.40	Fairview	1,375.04
Gaston	1,155.29	Gervais	1,434.69
Glendale	2,734.39	Gold Beach	2,125.35
Gold Hill	1,943.27	Halfway	979.48
Helix	571.37	Hines	2,881.94
Hubbard	1,547.71	Huntington	2,301.16
Idanha	1,387.60	Ione	822.51
Jefferson	1,996.64	Monroe	1,136.45
Mosier	813.10	North Powder	1,265.17
Oakland	2,602.54	Oceanlake	2,197.56
Prairie City	2,580.56	Sherwood	1,805.14
Sodaville	492.88	Summerville	229.17
Talent	2,319.99	Wasco	957.51

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectiveby by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed

(cont.)

EXHIBIT "D" (cont.)

an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 10th day of July, 1952.

EXHIBIT "E"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County and also authorized and directed the Engineer to make a complete and final survey of the route and location of the Canyonville-East Section of the Tiller-Trail Secondary Highway in Douglas County, and in connection therewith to prepare maps showing the route and location of each of the said highway sections and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1-a. That the survey of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, beginning at Engineer's Station 416+00, a short distance south of Bear Trap Creek, near Humbug Mountain State Park, and extending southerly to Engineer's Station 595+00 north of Myrtle Creek, together with the map, which for identification purposes bears Map File No. 5B-1-19 and the date of June, 1952, field notes and other engineering data submitted by the Engineer, hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

1-b. That the survey of the Canyonville-East Section of the Tiller-Trail Secondary Highway in Douglas County, beginning at Engineer's Station 0+00 at the intersection of Third Street and Main Street in the City of Canyonville and extending in an easterly direction to Engineer's Station 58+26.8, a distance of approximately one mile, together with the map, which for identification purposes bears Map File No. 7B-13-18 and the date of June, 1952, field notes, and other engineering data submitted by the Engineer hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

(cont.)

EXHIBIT "E" (cont.)

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data or real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said surveys, said approval and adoption shall also be deemed and constituted as notice to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 10th day of July, 1952.

EXHIBIT "F"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3437 with J. F. Johnston for constructing a bridge over the North Yamhill River near Carlton on the Moores Valley County Road in Yamhill County, completed May 31, 1952.

Contract No. 3501 with City Electric, Inc., for installing traffic signals at Second and Third Avenues in the City of Tillamook on the Oregon Coast Highway, in Tillamook County, completed May 27, 1952.

Contract No. 3503 with the Valley Construction Company for constructing 2 bridges over the Grande Ronde River on the Starkey Secondary Highway in Union County, completed May 5, 1952.

Contract No. 3542 with McKel Incorporated for constructing employees houses and sand storage shed at Timberline Junction on the Mt. Hood Highway in Clackamas County, completed June 6, 1952.

Contract No. 3544 with Robert C. Wilson for constructing maintenance building at Delake in Lincoln County, completed May 31, 1952.

Contract No. 3557 with Babler and Rogers for paving on the Ontario (East 1st Street South), Ontario City Streets in Malheur County, completed May 27, 1952.

Contract No. 3564 with Babler and Rogers for grading and paving on the Nyssa (Locust Avenue-Bauer Avenue) Section of the Oregon Trail Highway in Malheur County, completed May 26, 1952.

Contract No. 3577 with the Central Heating Company for paving on the Franklin Boulevard (University Avenue-Walnut Street) section of the Pacific Highway in Lane County, completed May 23, 1952.

Contract No. 3589 with Birkemeier and Saremal for constructing the McGill undercrossing on the T. H. Banfield Expressway in Multnomah County, completed June 6, 1952.

Contract No. 3590 with McKel, Inc., for constructing a dormitory at Timberline Junction in Clackamas County, completed June 30, 1952.

Contract No. 3596 with Rogers Construction Company for surfacing

(cont.)

EXHIBIT "F" (cont.)

and oiling on the Gerking Corner-North Section of the Gerking and Inness Market Roads in Deschutes County, completed May 28, 1952.

Contract No. 3604 with Orlando C. Bennard for constructing the Jaymar overcrossing on the Columbia River Highway in Hood River County, completed May 31, 1952.

Contract No. 3630 with Babler and Rogers for grading and oil mat surfacing on the Powell Butte-Deschutes County Line Section of the Powell Butte Secondary Highway in Crook County, completed May 29, 1952.

Contract No. 3633 with M. C. Lininger and Sons for furnishing crushed rock in stockpiles on the Siskiyou Junction-Long Prairie Creek Section of the Green Springs Highway in Jackson and Klamath Counties, completed May 23, 1952.

Contract No. 3634 with Barney B. Helser for furnishing crushed rock in stockpiles on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow County, completed May 14, 1952

Contract No. 3671 with Victor Johnston for constructing latrine in Devils Elbow Park in Lane County, completed June 13, 1952.

Contract No. 3673 with John Helstrom for constructing latrine in the Short Sand Beach Park in Tillamook County, completed June 18, 1952.

Contract No. 3685 with J. C. Compton Company for reoiling on Buchanan-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties, completed June 28, 1952.

Contract No. 3687 with Babler and Rogers for grading and paving on the Ontario-Evans Corner Section of the Ontario-Lincoln School County Road in Malheur County, completed July 1, 1952.

Contract No. 3688 with Warren Northwest Inc., for paving on Marion and Summer Streets (Salem) Section in Marion County, completed May 27, 1952.

THEREFORE, BE IT RESOLVED that the work covered by said State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "G"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

AND, WHEREAS, by said law it is further provided that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, by section 3 of said act it is provided that:

"Funds accrued and payable to cities under this act shall be remitted semiannually by the secretary of state to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the state highway commission who shall certify such apportion-

(cont.)

EXHIBIT "G" (cont.)

ment to the secretary of state. Upon receipt of such certificate the secretary of state shall issue his warrants therefor payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of January 1 to June 30, inclusive, of the year 1952, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of Section 115-135, O. C. L. A. (motor vehicle licence fees)	$ 5,759,019.54
Funds resulting under the provisions of Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947 (gasoline tax)	12,423,250.14
Funds resulting under the provisions of Section 29, Chapter 467, Oregon Laws 1947, (motor carrier fees)	2,878,042.75
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws	181,465,13
	$21,241,777.56

AND, WHEREAS, the statutory ten percent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,124,177.76, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period January 1 to June 30, 1952, the sum of $1,999,177.76, and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws 1949, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below;

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

(cont.)

EXHIBIT "G" (cont.)

I. Cities of Populations 1,000 or more

City	Population	Amount
Albany	10,115	$ 27,378.58
Ashland	7,739	20,947.39
Astoria	12,331	33,376.70
Baker	9,471	25,635.45
Bandon	1,251	3,386.12
Beaverton	2,512	6,799.31
Bend	11,409	30,881.09
Brookings	1,525*	4,127.76
Brownsville	1,175	3,180.41
Burns	3,093	8,371.92
Canby	1,671	4,522.95
Carlton	1,081	2,925.98
Central Point	1,667	4,512.12
Coos Bay	6,223	16,843.99
Coquille	3,964*	10,729.48
Corvallis	16,207	43,867.98
Cottage Grove	3,536	9,571.00
Dallas	4,793	12,973.36
Drain	1,150	3,112.74
Elgin	1,223	3,310.33
Empire	2,261	6,119.92
Enterprise	1,718	4,650.16
Eugene	35,879	97,114.79
Florence	1,562	4,227.91
Forest Grove	4,343	11,755.33
Garibaldi	1,249	3,380.71
Gladstone	2,434	6,588.18
Grants Pass	8,116	21,967.83
Gresham	3,049	8,252.82
Heppner	1,648	4,460.69
Hermiston	3,804	10,296.40
Hillsboro	5,142	13,918.01
Hood River	3,701	10,017.61
Independence	1,987	5,378.27
Jacksonville	1,193	3,229.13
John Day	1,597	4,322.65
Junction City	1,475	3,992.43
Klamath Falls	15,875	42,969.35
La Grande	8,635	23,372.62
Lakeview	2,831	7,662.75

EXHIBIT "G" (cont.)

City	Population	Amount
Lebanon	5,873	$ 15,896.63
Madras	1,258	3,405.07
McMinnville	6,635	17,959.16
Medford	17,305	46,839.97
Mill City	1,792	4,850.46
Milton-Freewater	3,851	10,423.62
Milwaukie	5,253	14,218.46
Molalla	1,497	4,051.98
Monmouth	1,956	5,294.37
Mount Angel	1,315	3,559.35
Myrtle Creek	1,781	4,820.69
Myrtle Point	2,033	5.502.78
Newberg	3,946	10,680.76
Newport	3,241	8,772.51
North Bend	6,099	16,508.35
Nyssa	2,525	6,834.50
Oakridge	1,562	4,227.91
Ontario	4,465	12,085.55
Oregon City	7,682	20,793.11
Oswego	3,316	8,975.52
Pendleton	12,291*	33,268.43
Philomath	1,289	3,488.98
Portland	249,085**	674,206.02
Prineville	3,317	8,978.23
Rainier	1,285	3,478.15
Redmond	2,956	8,001.10
Reedsport	2,288	6,193.00
Rockaway	1,100*	2,977.40
Roseburg	8,390	22.709.47
St. Helens	4,711	12.751.41
Salem	43,140	116,768.36
Sandy	1,003	2,714.85
Seaside	3,886	10,518.35
Sheridan	1,922	5,202.34
Silverton	3,146	8,515.37
Springfield	10,807	29,251.64
Stayton	1,507	4,079.04
Sutherlin	2,203	6,036.01
Sweet Home	3,603	9,752.35
The Dalles	7,933*	21,472.49

(cont.)

EXHIBIT "G" (cont.)

City	Population	Amount
Tillamook	3,685	$ 9,974.30
Toledo	2,323	6,287.73
Union	1,307	3,537.70
Vale	1,518	4,108.82
Vernonia	1,521	4,116.94
Wallowa	1,055	2,855.60
Warrenton	1,896	5,131.96
West Linn	2,945	7,971.32
Willamina	1,082	2,928.68
Woodburn	2,395	6,482.62
Wood Village	1,202*	3,253.49
Totals	680,838	$1,842,845.12

* Population as determined by actual count made under supervision of Secretary of State.

** 2/3 of 1950 census, as provided in Chapter 425, Oregon Laws 1947.

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	154	$ 416.84
Amity	672	1,818.92
Antelope	60	162.40
Arlington	686	1,856.82
Athena	750	2,030.05
Aumsville	281	760.59
Aurora	242	655.03
Banks	376	1,017.73
Barlow	75	203.00
Bay City	761	2,059.82
Boardman	120	324.81
Bonanza	259	701.04
Butte Falls	372	1,006.90
Canyon City	508	1,375.02
Canyonville	861	2,330.50

(cont.)

EXHIBIT "G" (cont.)

City	Population	Amount
Cascade Locks	733	$ 1,984.03
Cave Junction	283	766.00
Chiloquin	668	1,808.10
Clatskanie	901	2,438.76
Coburg	693	1,875.76
Columbia City	405	1,096.22
Condon	968	2,620.12
Cornelius	998	2,701.32
Cove	282	763.30
Creswell	662	1,791.86
Culver	301	814.73
Dayton	719	1,946.14
Dayville	286	774.13
Delake	644	1,743.13
Donald	187	506.16
Dufur	422	1,142.24
Dundee	308	833.67
Eagle Point	607	1,642.99
Eastside	890	2,408.99
Echo	457	1,236.98
Elkton	201	544.05
Estacada	950	2,571.39
Fairview	438	1,185.55
Falls City	853	2,308.84
Fossil	645	1,745.84
Gaston	368	996.08
Gates	422	1,142.24
Gearhart	568	1,537.42
Gervais	457	1,236.98
Glendale	871	2,357.56
Gold Beach	677	1,832.46
Gold Hill	619	1,675.47
Granite	40	108.27
Grass Valley	195	527.81
Haines	321	868.86
Halfway	312	844.50
Halsey	388	1,050.21
Hammond	522	1,412.91
Harrisburg	862	2,333.20
Helix	182	492.62

(cont.)

EXHIBIT "G" (cont.)

City	Population	Amount
Hines	918	$ 2,484.78
Hubbard	493	1,334.42
Huntington	733	1,984.03
Idanha	442	1,196.37
Imbler	149	403.30
Ione	262	709.16
Island City	138	373.53
Jefferson	636	1,721.48
Jordan Valley	236	638.79
Joseph	666	1,802.68
Juntura	107	289.62
Lafayette	662	1,791.86
Lexington	237	641.50
Lonerock	38	102.86
Long Creek	288	779.54
Lostine	178	481.80
Malin	592	1,602.38
Manzanita	339	917.58
Maupin	312	844.50
Merrill	835	2,260.12
Metolius	157	424.96
Mitchell	415	1,123.29
Monroe	362	979.84
Monument	228	617.13
Moro	359	971.72
Mosier	259	701.04
Mount Vernon	451	1,220.74
Nehalem	270	730.82
North Powder	403	1,090.81
Oakland	829	2,243.88
Oceanlake	700	1,894.71
Paisley	214	579.24
Phoenix	746	2,019.22
Pilot Rock	847	2,292.60
Port Orford	674	1,824.34
Powers	895	2,422.52
Prairie City	822	2,224.93
Prescott	119	322.10
Richland	220	595.48
Riddle	634	1,716.07

(cont.)

EXHIBIT "G" (cont.)

City	Population	Amount
Rogue River	590	$ 1,596.97
St. Paul	226	611.72
Scappoose	659	1,783.74
Scio	448	1,212.62
Scotts Mills	217	587.36
Shaniko	61	165.11
Sherwood	575	1,556.37
Siletz	570	1,542.84
Sisters	723	1,956.97
Sodaville	157	424.96
Stanfield	845	2,287.19
Sublimity	367	993.37
Summerville	73	197.59
Sumpter	146	395.18
Taft	450	1,218.03
Talent	739	2,000.27
Troutdale	514	1,391.26
Tualatin	248	671.27
Turner	610	1,651.11
Umatilla	883	2,390.04
Waldport	689	1,864.94
Wasco	305	825.55
Waterloo	180	487.21
Weston	679	1,837.87
Wheeler	291	787.66
Yamhill	539	1,458.93
Yoncalla	626	1,694.41
Totals	57,757	$156,332.64

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of July 10, 1952.

EXHIBIT "H"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, the West Diamond Lake Secondary Highway No. 233, Oregon Route 230, has been duly designated and declared to be a state secondary highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state secondary highway; and,

WHEREAS, said highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highway during the present period of melting snow, and in order to protect said highway against such damage and injury, it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interest of said highway that the maximum weights permitted and authorized by law be reduced during such period; and,

WHEREAS, the State Highway Commission has, after due investigation, determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highway during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above-stated and the State Highway Commission being of the opinion that said highway was not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highway that the maximum total weight of load and vehicle which shall be permitted upon said highway during said period commencing on the date hereinafter specified shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described highway shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles.

Name of Highway and	No.	County	Section Restricted	Date Effective 1952
West Diamond Lake	233	Douglas	M.P. 8.00 (approx. 2 mi N. of Jackson County line) to M.P. 23.89 (jct. with Crater Lake North Hwy.)	May 28 8:00 a.m.

(cont.)

EXHIBIT "H" (cont.)

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 15, Chapter 405, Oregon Laws 1951, shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above highway and at important crossroads on said highway so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county affected by this order and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 10th day of July, 1952.

EXHIBIT "I"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, on the 31st day of January, on the 13th day of March, on the 21st day of April and on the 10th day of July, 1952, the Commission passed and adopted resolutions reducing the maximum load limits on certain state highways; and,

WHEREAS, subsequent to the effective dates contained in said resolutions, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolutions.

NOW, THEREFORE, BE IT RESOLVED, that the action of the State Highway Commission reducing the maximum permissible load limits as set forth in the said resolutions of January 31st, March 13th, April 21st, and July 10th, 1952, on certain state highways and sections of highways to wit:

Name of Highway and No.		County	Section Restricted	Date Effective 1952
Weston-Elgin	330	Umatilla & Union	M.P. 8.00 (E. of Weston) to M.P. 41.39 (Jct. Wallowa Lake Hwy.)	June 2 8:00 a.m.
West Diamond Lake	233	Douglas	M.P. 8.00 (approx. 2 mi N. of Jackson County line) to M.P. 23.89 (Jct. Crater Lake North Highway)	June 20 8:00 a.m.
Warner	431	Lake	M.P. 0.00 (Jct. Fremont Hwy.) to M.P. 21.4 (end of new construction)	May 31 8:00 p.m.
Frenchglen	440	Harney	M.P. 0.00 (Jct. Burns-Crane Hwy.) to M.P. 10.00 (Near summit of Wrights Point Grade)	June 2 8:00 a.m.

be and the same hereby is rescinded and cancelled insofar as it pertains to the highways and sections of highways listed hereinabove, and the maximum load limits permissible on such highways subsequent to the dates shown shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located and a like copy be furnished to the Superintendent of the Department of State Police for his information.

Dated this 10th day of July, 1952.

July 10, 1952

EXHIBIT "J"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by the provisions of O. C. L. A., 115-351 as amended by Chapter 428, Oregon Laws 1941, the State Highway Commission with respect to state highways, is authorized to designate main-traveled or through highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and,

WHEREAS, the Commission heretofore on the 21st day of September, 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as throughways, and the State Highway Engineer was instructed to properly mark the same; and,

WHEREAS, by said resolution of September 21, 1949, the Highway Commission declared the Crown Point Secondary Highway No. 125 between its junction with the Columbia River Highway at a point approximately one mile west of Troutdale (M. P. 0.00) and its junction with the Columbia River Highway at a point approximately 24 miles east of Troutdale (M. P. 23.93), to be a through highway, and ordered that all traffic entering said highway from intersecting streets, roads and highways shall come to a stop before entering said highway; and,

WHEREAS, since adoption of said resolution of September 21, 1949, by this Commission, a traffic engineering investigation has been made that reveals changed conditions at the intersection of said Crown Point Secondary Highway with N. E. Halsey Street, Portland, within the City of Troutdale, and that the volume of traffic which now enters the intersection from N. E. Halsey is far greater than that which enters the intersection from the west over Crown Point Secondary Highway; and

WHEREAS, based upon the results of said investigation, the State Highway Engineer has recommended to this commission a modification of the order contained in the aforementioned resolution of September 21, 1949, so as to allow traffic from N. E. Halsey Street to enter the intersection without stopping, and to require eastbound traffic on Crown Point Secondary Highway to stop before entering the intersection;

NOW, THEREFORE, based upon the results of said traffic engineering investigation made by its employees and upon the recommen-

(cont.)

EXHIBIT "J" (cont.)

dation of the State Highway Engineer, this Commission, all members being present and voting affirmatively, does hereby find, declare, resolve and order as follows:

1. That so much of said resolution of September 21, 1949, requiring that vehicles traveling on N. E. Halsey Street shall come to a stop before entering upon said Crown Point Secondary Highway at its intersection with said highway near the west city limits of Troutdale be and the same hereby is repealed but in all other respects the provisions of said resolution of September 21, 1949, are hereby reaffirmed and shall remain in full force and effect.

2. That hereafter all eastbound vehicles on said Crown Point Secondary Highway shall come to a stop before entering upon the intersection of said state highway with N. E. Halsey Street in the western part of the City of Troutdale.

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersections shall conform to the types and standards heretofore approved by the Commission.

4. This resolution shall be entered in the minutes and records of the Commission as of the 10th day of July, 1952, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads and a like copy to each of the following: Board of County Commissioners of Multnomah County, Common Council of the City of Troutdale, and Superintendent of the Department of State Police, for their information.

EXHIBIT "K"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, the Pacific Highway West, otherwise known as US Route No. 99W, is one of the major state primary highways and likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and,

WHEREAS, it appears that at a location just south of its junction with the Salmon River Highway, there is located an establishment known as "Mack Kiddie Land" and that a hazardous condition is created at and near said "Mack Kiddie Land" by the parking of vehicles on either shoulder of said Pacific Highway West in front of and near said "Mack Kiddie Land"; and,

WHEREAS, the parking of vehicles on said highway right of way creates a hazard not only to the traveling public using said highway but to parked vehicles and occupants thereof by reason of their parking and unparking maneuvers; and,

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and permit the parking of vehicles; and,

WHEREAS, in the opinion of this Commission, public welfare and public safety require that parking should be prohibited within said area.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:,

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation by members of its staff, that the parking of vehicles on either side of the Pacific Highway West, (US 99W) between M. P. 40.17, approximately one hundred feet south of the south city limits of McMinnville, and M. P. 40.32, approximately 0.17 mile south of the south city limits of McMinnville, creates a hazard not only to traffic but to persons owning and using said parked vehicles.

2. That this Commission does hereby find and declare that the parking of vehicles on both sides of the right of way of said highway within said termini should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared on which signs

EXHIBIT "K" (cont.)

shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

4. That a certified copy of this resolution be sent to the owner and operator of "Mack Kiddie Land" and a like copy be mailed to the Superintendent of the Department of State Police.

5. That this resolution be entered in the minutes and records of the State Highway Commission as of the 10th day of July, 1952.

EXHIBIT "L"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: COLUMBIA RIVER HIGHWAY

Highway Number 2 Route Number US 30

Location of Termini		Established Speed
M.P. 5.50 (East city Limits of Portland)	to M. P. 6.49 (Columbia Boulevard)	35 miles per hour
M.P. 6.49 (Columbia Blvd)	to M.P. 7.22 (NE 112th Avenue)	30 miles per hour
M.P. 7.22 (NE 112th Avenue)	to M.P. 7.45 (NE 122d Avenue)	35 miles per hour

EXHIBIT "L" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 10th day of July, 1952.

EXHIBIT "M"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: COLUMBIA RIVER HIGHWAY

Highway Number 2 Route Number US 30

Location of Termini		Established Speed
M.P. 12.62 (0.15 mile south of Main St. in Burlington)	to M. P. 12.94 (0.17 mile north of Main St.)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient

EXHIBIT "M" (cont.)

number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 10th day of July, 1952.

EXHIBIT "N"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, it is desirable and in the best public interest to facilitate the movement on the highways of all types of vehicles, equipment, commodities, materials, and articles where such movement is proposed over sections of highways that will permit such movements and where the hazard to the motoring public is at the minimum; and,

WHEREAS, on July 16, 1951, the State Highway Commission adopted a resolution authorizing the issuance of permits pursuant to the provisions of Section 12, Chapter 405, Oregon Laws 1951, for the movement over state highways of any vehicle or combination of vehicles, article, property or things having any gross weight or dimension or of any description not otherwise permitted to move over state highways, and in Paragraphs 4 and 5 of said resolution designated the persons authorized to sign and issue valid permits by and for the State Highway Commission; and,

WHEREAS, on July 16, 1951, the State Highway Commission adopted a resolution authorizing the issuance of permits pursuant to the provisions of Section 13, Chapter 405, Oregon Laws 1951, for the movement over state highways of any vehicle or combination of vehicles, article, property, or thing having any gross weight or dimension or of any description not otherwise permitted to move over state highways, and in Paragraphs 10 and 11 of said resolution the Commission delegated to certain designated persons the authority to sign and issue such permits; and,

WHEREAS, it is desirable and to the best public interest to make locations at which permits may be obtained more convenient and accessible, and in the opinion of the Commission it is feasible and proper to authorize additional persons to issue permits under the provisions of Sections 12 and 13, Chapter 405, Oregon Laws, 1951.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Commission, all members being present and voting affirmatively as follows:

1. In addition to those persons now authorized to sign and issue permits, the Director of Permits, with the written approval of the State Highway Engineer, is authorized to designate qualified persons in any field office to sign and issue permits pursuant to the provisions of Sections 12 and 13, Chapte 405, Oregon Laws 1951, for the movement over state highways of any vehicle or combination of vehicles, article, property or thing having any gross weight or dimension or of a description not otherwise permitted to move over state highways.

(cont.)

EXHIBIT "N" (cont.)

2. All permits issued by persons so designated by the Director of Permits shall be within the limits and under the conditions set forth in the resolution of the Commission adopted July 16, 1951, relating to the issuance of permits pursuant to Section 12, Chapter 405, Oregon Laws 1951, and the resolution of the Commission adopted July 16, 1951, as amended by a resolution adopted October 11, 1951, relating to the issuance of permits pursuant to Section 13, Chapter 405, Oregon Laws 1951.

3. The Director of Permits shall furnish to the Superintendent of the State Police and the Public Utilities Commissioner a current list of all State Highway Department officials and employees who are authorized to sigh and issue permits pursuant to Section 12 and 13, Chapter 405, Oregon Laws 1951.

4. That this resolution be entered in the minutes and records of the Commission as of the 11th day of July, 1952, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission and that a copy of this resolution be furnished to each the Superintendent of the State Police, Public Utilities Commissioner and the Secretary of the State.

EXHIBIT "O"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the 1st and 2nd six-month period of 1947 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Culver.....$773.97

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of July, 1952.

July 11, 1952

20329

EXHIBIT "P-1"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes; and,

WHEREAS, the said Pacific Highway is a major highway of the state and as such carries large volumes of traffic,both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, the following described real property, located in Jackson County, Oregon, to wit:

R-19163
Owner: A. H. Dudley, et ux

A parcel of land lying in 7th Street (vacated), and in Lots 1 and 2, Block 7, Original Town Site of Phoenix, situated in Section 9, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of that property described in that deed to A. H. Dudley and Frances Marie Dudley, recorded in Book 210, Page 213, of Jackson County Records of Deeds, the said parcel being that portion of said

(cont.)

EXHIBIT "P-1" (cont.)

property included in a strip of land 35 feet in width, lying on the Westerly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 365+97.40, said Station being 589.06 feet North and 3762.07 feet West of the Southwest corner of Donation Land Claim No. 82, Township 38 South, Range 1 West, W. M., thence North 36° 01' 25" West 110.92 feet; thence on a spiral curve left (the long chord of which bears North 36° 36' 25" West) 100 feet; thence on a 1637.02 foot radius curve left (the long chord of which bears North 38° 56' 55" West) 67.14 feet to Station 368+75.46. The Westerly line of said strip of land intersects the Southerly and Northerly lines of said property approximately opposite Stations 366+50 and 368+29 respectively.

The bearings used in this description are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 1,332 square feet.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway of a width of 15 feet on the West side of said Pacific Highway opposite Highway Engineer's center line Station 366+58.

b. A right of access to the Pacific Highway of a width of 100 feet on the West side of the said Pacific Highway opposite Highway Engineer's center line Station 367+60.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease; but the owners, their heirs and assigns, shall have access to the frongage road at such places as will afford

(cont.)

EXHIBIT "P-1" (cont.)

reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

EXHIBIT "P-2"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this

(cont.)

EXHIBIT "P-2" (cont.)

Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way for the proper construction and maintenance of the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway as a throughway, the following described real property, to wit:

R-19105
Owner: Elton L. Grass, et al

A parcel of land lying in Section 31, Township 22 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to Elton L. Grass and Lucile G. Grass, recorded in Book 185, Page 320, of Douglas County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 682+84.35, said Station being 2509.1 feet South and 129.7 feet East of the Northwest corner of the Northeast quarter ($NE\frac{1}{4}$) of said Section 31: thence on a decreasing spiral curve right (the long chord of which bears South 35° 19' 15" East) 350 feet; thence South 36° 20' 30" West 865.65 feet to Station 695+00. Said center line crossing the North line of the South half ($S\frac{1}{2}$) of said Section 31 and the North line of the John M. Scott Donation Land Claim No. 37 approximately at Stations 684+44 and 692+63 respectively.

The widths in feet of the strip of land above referred to are as follows.

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
683+00	690+00	125 feet	125 feet
690+00	691+00	125 feet on a straight line to 200 feet	100 feet
691+00	695+00	200 feet	100 feet

The bearings used in this description are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 4.52 acres.

(cont.)

EXHIBIT "P-2" (cont.)

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

20335

EXHIBIT "P-3"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from said highway should be controlled; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the said Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, and in connection therewith, to change and relocate the channel of Curtis Creek; to provide a frontage road connection with the Cox County Road, also known as County Road No. 196, Douglas County, Oregon; to relocate and realign the said Cox

(cont.)

EXHIBIT "P-3" (cont.)

County Road and the Anlauf-Scotts Valley Road, also known as County Road No. 25, Douglas County, Oregon, where the said roads intersect, and for such purposes and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the relocation, construction, improvement and maintenance of the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, a parcel of real property, located in Douglas County, Oregon, and described as follows, to wit:

R-19101
Owner: Robert Roy Booth, Jr., et al

Parcel No. 1:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 17; the East half ($E\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 18; Section 19; and the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 30, Township 22 South, Range 4 West, W. M., Douglas County, Oregon, the said parcel being a strip of land extending from the Southerly line of that tract of land conveyed to William B. and Gertrude E. Hardy by deed recorded in Book 161, Page 588, Douglas County Deed Records, to the South line of said Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 30, said strip of land being of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 515+24.18, said Station being 66.00 feet North and 247.07 feet East of the West quarter ($W\frac{1}{4}$) corner of said Section 17; thence South 28° 42' 30" West 2351.57 feet; thence on a spiral curve left (the long chord of which bears South 28° 02' 30" West 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears South 24° 26' 30" West) 453.33 feet; thence on a spiral curve left (the long chord of which bears South 20° 50' 30" West) 400 feet; thence South 20° 10' 30" West 5880.25 feet; thence on a spiral curve left (the long chord of which bears South 18° 29' 15" West) 450 feet; thence on a 2546.48 foot radius

(cont.)

EXHIBIT "P-3" (cont.)

curve left (the long chord of which bears South 1° 50' 45" East) 1507.41 feet to Station 629+66.74, said center line intersecting the North line of the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of said Section 17, and the South line of the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of said Section 30 approximately at Stations 516+07 and 615+16 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
516+00	533+80	125 feet	to County Road right of way
533+80	544+00	125 feet	180 feet
544+00	546+50	100 feet	180 feet
546+50	592+70	125 feet	to County Road right of way
592+70	596+50	125 feet	125 feet
596+50	599+00	125 feet on a straight line to 300 feet	125 feet
599+00	616+00	125 feet	125 feet

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 68.35 acres, of which 2.29 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 66.06 acres lie outside of the existing right of way.

2. The Commission does hereby find and declare that there is needed and required for right of way for the relocation, construction, improvement and maintenance of the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, and in connection therewith, for the relocation and realignment of the Cox County Road, also known as County Road No. 196, Douglas County, Oregon, and to provide a connection between a frontage road to be constructed on the hereinabove described real property, designated as Parcel No. 1, and the said Cox County Road, a parcel of real property located in Douglas County, Oregon, and described as follows, to wit:

Parcel No. 2:

A parcel of land lying in the Southeast quarter (SE¼) of the Southwest quarter (SW¼), and in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 19, Township 22 South, Range 4 West, W. M. Douglas County, Oregon, the said parcel being described as follows:

(cont.)

EXHIBIT "P-3" (cont.)

Beginning at a point on the Easterly line of Parcel No. 1, above; said point being opposite and 125 feet Easterly of Engineer's center line Station 599+00 as described in Parcel No. 1 above; thence South 69° 49' 30" East 600 feet, more or less, to the Northerly right of way line of the Cox Creek County Road; thence Westerly along said county road right of way line to the Easterly line of Parcel No. 1 above; thence along said Easterly line North 20° 10' 30" East 146 feet, more or less, to the point of beginning, containing 1 acre, more or less.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

3. The Commission does hereby find and declare that there is needed and required for right of way for the relocation, construction, improvement and maintenance of the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, and in connection therewith, the relocation and realignment of the intersection between the Anlauf-Scotts Valley Road, also known as County Road No. 25, Douglas County, Oregon and the Cox County Road, also known as County Road No. 196, Douglas County, Oregon, a parcel of real property located in Douglas County, Oregon, and described as follows, to wit:

Parcel No. 3:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 19, and in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 30, Township 22 South, Range 4 West, W. M., Douglas County, Oregon, the said parcel being described as follows:

Beginning at a point on the Westerly line of Parcel No. 1 above; said point being opposite and 125 feet Westerly of Engineer's center line Station 596+00 as described in Parcel No. 1 above; thence North 69° 49' 30" West 85 feet; thence parallel to said Westerly line South 20° 10' 30" West 300 feet; thence South 33° 18' 30" West 775 feet, more or less to the Southeasterly right of way line of the Scotts Valley County Road; thence Northeasterly along said Southeasterly right of way line to said Westerly line of Parcel No. 1 above; thence along said Westerly line North 20° 10' 30" East 590 feet more or less, to the point of beginning, containing 1.1 acres, more or less outside of the existing right of way.

4. The Commission further finds and declares that in addition to the acquisition of fee simple title to the aforesaid parcels of real property, it is necessary that there be acquired, for the proper relocation, con-

EXHIBIT "P-3" (cont.)

struction and maintenance of the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, certain easements across the following described tracts of real property, for the purpose of changing the channel of a certain stream, commonly known as Curtis Creek, located upon the Easterly and Westerly sides of the aforesaid right of way, hereinabove defined as Parcel No. 1, said easements across said tracts being described as follows, to wit.

Tract A:

A strip of land 120 feet in width, lying Easterly of and adjoining said Parcel No. 1, between Highway Engineer's center line Stations 529+00 and 537+00, containing 2.20 acres.

Tract B:

A strip of land 100 feet in width, lying Easterly of and adjoining said Parcel No. 1, between Highway Engineer's center line Stations 559+00 and 562+50, containing 0.80 acre.

Tract C:

A strip of land 100 feet in width, lying Easterly of and adjoining said Parcel No. 1, between Highway Engineer's center line Stations 604+00 and 608+50, containing 1.03 acres.

Tract D:

A strip of land 300 feet in width, lying Westerly of and adjoining said Parcel No. 1, between Highway Engineer's center line Stations 607+00 and 610+09.33, containing 2.13 acres.

5. That in addition to the acquisition of the above described real property and the easements across the hereinabove described tracts, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of and easements across the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, the following:

a. A right of access to a frontage road to be constructed by the State upon the hereinabove described real property, designated as Parcel No. 1, and Easterly of the main relocated Pacific Highway, said frontage road to be connecte . to the said main highway or other public ways only at such point or points as are designated by the State of Oregon.

(cont.)

EXHIBIT "P-3" (cont.)

b. A right to cross the relocated Pacific Highway through an underpass to be constructed by the State of Oregon under the relocated Pacific Highway for farm purposes only, said underpass to be located at Highway Engineer's center line Station 532+50, provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Pacific Highway, this right of underpass shall be forfeited and shall cease, and if the said owners, their heirs or assigns, shall commit, suffer or permit any use of the said underpass for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the Highway Commission shall have the power to close and barricade said underpass for all purposes.

c. Right of access to the Anlauf-Scotts Valley Road, also known as County Road No. 25, Douglas County, Oregon, and the Cox County Road, also known as County Road No. 196, Douglas County, Oregon, where said roads lie within the hereinabove described right of way of the said relocated Pacific Highway.

6. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

7. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid parcels of real property.

8. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or bythe exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved , which increase or decrease shall be justified by reason of said revised description.

9. That upon the trial of any suit or action instituted to acquire

EXHIBIT "P-3" (cont.)

the said parcels of real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

10. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

EXHIBIT "P-4"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, deemed by the Highway Commission necessary for highways purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, if by so doing the interest of the owner and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from said highway should be controlled; and,

(cont.)

EXHIBIT "P-4" (cont.)

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the said Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, and, in connection therewith, to change the channel of Curtis Creek and relocate a portion of the Anlauf-Scotts Valley Road, also known as County Road Number 25, in Douglas County, and for such purposes and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the relocation, construction, improvement and maintenance of the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway, and, in connection therewith, a channel change of Curtis Creek, and the relocation and realignment of the Anlauf-Scotts Valley Road, also known as County Road Number 25, Douglas County, Oregon, a parcel of real property located in Douglas County, Oregon, and described as follows, to wit:

R-19098
Owner: L. L. Bewley, et ux

Parcel No. 1:

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 8, Township 22 South, Range 4 West, W. M., Douglas County, Oregon, the said parcel being that portion of said West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) included in a strip of land 150 feet in width on the Easterly side and of variable width on the Westerly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 460+07.30, said Station being 2654.44 feet North and 1432.84 feet East of the Southwest corner of said Section 8; thence South 22° 09' West 147.82 feet; thence on a spiral curve left (the long chord of which bears South 20° 49' West) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears South 8° 25' 15" West) 972.92 feet; thence on a spiral curve left (the long chord of which bears South 3° 58' 30" East) 400 feet; thence South 5° 18' 30" East 266.21 feet; thence on a spiral curve right (the long chord of which bears

(cont.)

EXHIBIT "P-4" (cont.)

South 4° 06' 18" East) 380 feet; thence on a 3015.57 foot radius curve right (the long chord of which bears South 11° 42' West) 1410.35 feet to Station 449+84.60. Said center line intersecting the North and South lines of said West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) approximately at Stations 460+80 and 487+58 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Westerly Side of Center Line
460+50	464+00	To West line of existing county road right of way
464+00	472+00	150 feet
472+00	473+00	150 feet on a straight line to 100 feet
473+00	475+50	100 feet
475+50	487+60	To West line of county road right of way.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 19.0 acres, of which 3.65 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 15.35 acres lie outside of the existing right of way.

2. The Commission does hereby find and declare that the acquisition of the real property hereinabove described and the denial of access thereto, as hereinafter set forth, will result in depriving the owner of all means of access from that portion of his real property lying Easterly of and adjacent to the real property hereinabove described to any public highway and to his remaining real property, and, therefore, that it is in the best interest of both the State and the owner for the Highway Commission to acquire fee simple title to the owner's entire tract of real property lying Easterly of the West boundary of the real property hereinabove described, which said tract includes that portion of the real property described in paragraph 1, above, and the real property described as follows, to wit:

Parcel No. 2:

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 8, Township 22 South, Range 4 West, W.M., Douglas County, Oregon, the said parcel being that portion of said West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) lying East-

(cont.)

EXHIBIT "P-4" (cont.)

erly of a line which is parallel to and 150 feet Easterly of the relocated center line of the Pacific Highway, containing 3.15 acres.

3. That in addition to the acquisition of all of the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining real property, their heirs and assigns, right of access to the Anlauf-Scotts Valley Road, also known as County Road Number 25, Douglas County, Oregon, to be constructed by the State and maintained by Douglas County upon the above described real property described as Parcel No. 1 and Westerly of the main relocated Pacific Highway; said Anlauf-Scotts Valley Road to be connected to the said main highway or to other public ways only at such point or points as are designated by the State of Oregon.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such

EXHIBIT "P-4" (cont.)

stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 10th day of July, 1952.

20347

EXHIBIT "P-5"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Clackamas Secondary Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Eagle Creek Section of the said Clackamas Secondary Highway, and to construct and maintain a frontage road adjacent to said highway, and for such purposes and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way of the Eagle Creek Section of the Clackamas Secondary Highway, for use in connection with the construction and maintenance of a frontage road, the following described real property, located in Clackamas County, Oregon, and described as follows, to wit:

R-19257
Owner: Scott Chandler, et al

A parcel of land lying in the John Chiles Donation Land Claim, also in the West half ($W\frac{1}{2}$) of Section 5, Township 3 South, Range 4 East, W.M., Clackamas County, Oregon, and being a portion of that property described in that deed to Scott Chandler and Verda A. Chandler, recorded in Book 435, Page 296 of Clackamas County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on the Easterly side of the center line of the Clackamas Highway as said highway has been

(cont.)

EXHIBIT "P-5" (cont.)

relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1032+00, said Station being 2317.6 feet South and 1865.3 feet East of the Northwest corner of said Section 5; thence South 4° 50' West 1151.23 feet to Station 1052+25, through an equation in which Station 1034+38.18 back equals Station 1043+11.95 ahead; said strip of land extends from the Northerly line of said property to a line at right angles to said center line at Station 1052+25. Excepting therefrom that portion of said strip of land conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 456, Page 653, of the Clackamas County Deed Records.

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Width on Easterly Side of Center Line
Northerly line of said Chandler property to 1033+10	120 feet
1033+10 to 1033+50	Taper from 120 feet to 95 feet
1033+50 to 1034+38.18 back equals 1043+11.95 ahead	95 feet
1034+38.18 back equals 1043+11.95 ahead to 1050+00	Taper from 95 feet to 55 feet
1050+00 to 1052+25	55 feet

The parcel of land to which this description applies contains 1.925 acres, of which 1.500 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.425 acres lie outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said property.

EXHIBIT "P-5" (cont.)

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of July, 1952.

EXHIBIT "P-6"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes; and,

WHEREAS, the said Pacific Highway is a major highway of the state and, as such, carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement, and maintenance of the Medford-County Farm Section of the Pacific Highway, the following described real property, located in Jackson County, Oregon, to wit:

R-19166
Owner: Dan H. Adams, et al.

A parcel of land lying in D. L. C. No. 42, situated in Section 9, Township 38 South, Range 1 West, W. M., Jackson, County, Oregon, and being a portion of that property described in that deed to Dan H. and Regina E. Adams, recorded in Book 279, page 421, of Jackson County Records of Deeds, the said parcel being that portion of said property included in a strip of land 35 feet

(cont.)

EXHIBIT "P-6" (cont.)

in width, lying on the southwesterly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 365+97.40, said station being 589.06 feet North and 3762.07 feet West of the southwest corner of D. L. C. No. 82, Township 38 South, Range 1 West, W. M.; thence North 36° 01' 25" West 110.92 feet; thence on a spiral curve left (the long chord of which bears North 36° 36' 25" West) 100 feet; thence on a 1637.02 foot radius curve left (the long chord of which bears North 38° 56' 55" West) 67.14 feet; thence on a spiral curve left (the long chord of which bears North 41° 17' 25" West) 100 feet to Station 369+75.46.

The southwesterly line of said strip of land intersects the southerly and northerly lines of said property approximately opposite Stations 368+29 and 369+60, respectively.

The parcel of land to which this description applies contains 186 square feet. (Bearings based on Oregon Coordinate System, South Zone).

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

(a) A right of access to the Pacific Highway of a width of 25 feet on the west side of the said Pacific Highway opposite Highway Engineer's Centerline Station 368+56.

(b) A right of access to the Pacific Highway of a width of 25 feet on the west side of the said Pacific Highway opposite Highway Engineer's Centerline Station 369+06.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease; but the owners; their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

(cont.)

EXHIBIT "P-6" (cont.)

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

20353

EXHIBIT "P-7"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes; and

WHEREAS, the said Pacific Highway is a major highway of the state, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, the following-described real property located in Jackson County, Oregon, to-wit:

R 19133
Owner: John C. Kesler, et ux.

Parcel No. 1:

A parcel of land lying in Donation Land Claim No. 43, situated in Section 15, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of that property described in that deed to John C. Kesler and Rosemary B. Kesler,

(cont.)

EXHIBIT "P-7" (cont.)

recorded in Book 310, Page 283, of Jackson County Records of Deeds; the said parcel being that portion of said property included in a strip of land 35 feet in width, lying on the westerly side of the center line of the Pacific Highway, as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 279+22.94, said Station being 3035.58 feet south and 3629.88 feet east of the Northwest corner of said Donation Land Claim No. 43; thence North 32° 40' 35" West 897.39 feet; thence on a spiral curve left (the long chord of which bears North 33° 00' 35" West) 200 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears North 34° 06' 00" West) 84.72 feet; thence on a spiral curve left (the long chord of which bears North 35° 11' 25" West) 200 feet; thence North 35° 31' 25" West 200.68 feet to Station 295+05.73. The westerly line of said strip of land intersects the southerly and northerly lines of said property approximately opposite Station 287+07 and Station 294+37, respectively, containing 0.17 acre outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired an easement across the owners' real property for the purpose of realigning the channel of an irrigation ditch, and to provide for proper highway slopes so that the said ditch and slopes will coincide with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, said easement being described as Parcel No. 2, as follows:

Parcel No. 2:

A parcel of real property contained in a strip of land being 45 feet in width, lying adjacent to and westerly of the above-described Parcel No. 1, said strip of land extending from the southerly line to the northerly line of said property, and containing 0.76 acre, more or less, lying in Section 15, Township 38 South, Range 1 West, W. M., Jackson County, Oregon.

3. That in addition to the acquisition of fee simple title to and an easement across the above-described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners' remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for

EXHIBIT "P-7" (cont.)

service of the said remaining land, the following:

A right of access to the Pacific Highway of a width of 25 feet on the west side of said Pacific Highway, opposite Highway Engineer's center line Station 292+40.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

EXHIBIT "P-7" (cont.)

8. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

20357

EXHIBIT "P-8"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes; and,

WHEREAS, the said Pacific Highway is a major highway of the state and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement, and maintenance of the Medford-County Farm Section of the Pacific Highway, the following described real property, located in Jackson County, Oregon, to wit:

Owner: David E. McClurg, et al
R-19141

A parcel of land lying in D. L. C. No. 42, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of that property described in those deeds to D. E. and Gladys Pauline McClurg, recorded in Book 27 , page 47, and Book 362, page 100, of Jackson County Records of Deeds, the said parcel being that portion of said property lying northwesterly of that property conveyed to L. C.

(cont.)

EXHIBIT "P-8" (cont.)

Taylor and Doris A. Taylor by deed recorded in Book 233, page 451, Jackson County Deed Records and included in a strip of land 35 feet in width, lying on the westerly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 317+00, said station being 3.82 feet South and 2734.46 feet East of the southwest corner of said Donation Land Claim No. 42; thence North 36° 50' 50" West, 182.80 feet; thence on a spiral curve left (the long chord of which bears North 37° 00' 50" West) 200 feet; thence on a 11459.16 foot radius curve left (the long chord of which bears North 37° 26' 38" West) 38.61 feet; thence on a spiral curve left (the long chord of which bears North 37° 52' 25" West) 200 feet; thence North 38° 02' 25" West, 178.59 feet to Station 325+00. The westerly line of said strip of land intersects the northerly line of said Taylor property and the northerly line of said McClurg property approximately opposite Stations 317+69 and 324+36, respectively. Subject to the rights of the Medford Irrigation District for canal purposes.

(Bearings used herein are based upon the Oregon Coordinate System, South Zone.)

The parcel of land to which this description applies contains 0.15 acre, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

(a) A right of access to the Pacific Highway of a width of 25 feet on the west side of said Pacific Highway opposite Highway Engineer's Center Line Station 324+00.

(b) A right of access to the Pacific Highway of a width of 25 feet on the west side of said Pacific Highway opposite Highway Engineer's Center Line Station 323+40.

(c) A right of access to the Pacific Highway of a width of 25 feet on the west side of said Pacific Highway opposite Highway Engineer's Center Line Station 322+70.

EXHIBIT "P-8" (cont.)

(d) A right of access to the Pacific Highway of a width of 25 feet on the west side of said Pacific Highway opposite Highway Engineer's Center Line Station 320+00.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease; but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

EXHIBIT "P-9"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as the Hayesville School-State Street Unit of the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that said unit and section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from said highway should be controlled; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, improve and maintain the Hayesville School-State Street Unit of the Salem By-Pass Section of the Pacific Highway East, and to construct and maintain a connecting or frontage road between the Silverton Road, also known as Marion County Market Road No. 26, Marion County, Oregon, and Hollywood Avenue, also known as Marion County Road No. 710, Marion County, Oregon, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

(cont.)

EXHIBIT "P-9" (cont.)

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the construction, improvement and maintenance of the Hayesville School-State Street Unit of the Salem By-Pass Section of the Pacific Highway East, and the construction and maintenance of a connecting or frontage road between Silverton Road, also known as Marion County Market Road No. 26, Marion County, Oregon, and Hollywood Avenue, also known as Marion County Road No. 710, Marion County, Oregon, a parcel of real property located in Marion County, Oregon, and described as follows, to wit:

R-19225
Owner: Ezra Lowell Keubler, et ux

Lot 9, West Hollywood, Marion County, Oregon (See Volume 7, Page 68, Record of Town Plats for said county and state).

SAVE AND EXCEPT therefrom the following:

Beginning at the Northwest corner of Lot 10, West Hollywood, Marion County, Oregon (See Volume 7, Page 68, Record of Town Plats for said county and state); and running thence Southerly along the West line of said lot 1.905 chains; thence Easterly parallel with the North line of said Lot 10, 7.88 chains to the East line of Lot 9, thence Northerly along the East line of said Lot, 1.905 chains to the Northeast corner of said Lot; thence Westerly along the North line of Lots 9 and 10, 7.88 chains to the place of beginning.

ALSO SAVE AND EXCEPT that part of land described in deed from The United States National Bank of Portland (Oregon) to Irene Brant, recorded November 27, 1935, in Volume 223, at Page 205, Deed Records for Marion County, Oregon, which lies within Lot 9.

ALSO SAVE AND EXCEPT that portion of the above described real property heretofore conveyed by Ezra Lowell Keubler and Elizabeth Frances Keubler, husband and wife, to the State of Oregon, by and through its State Highway Commission, in Volume 435, Page 799, Deed Records for Marion County, Oregon, which lies within Lot 9.

EXHIBIT "P-9" (cont.)

The parcel of land to which this description applies contains 1.045 acres, more or less.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property , or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 10th day of July, 1952.

20363

EXHIBIT "P-10"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes; and

WHEREAS, the said Pacific Highway is a major highway of the State and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, the following-described real property located in Jackson County, Oregon, to-wit:

R 18436
Owner: I. W. Houschild, et ux

A parcel of land lying in Donation Land Claim No. 44, also in the Northeast quarter ($NE\frac{1}{4}$) of Section 31, Township 37 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of that property described in that deed to I. W. Houschild and Marian Houschild, recorded in Book 222, Page 224, of Jackson County Records of Deeds; the said parcel being that portion of

(cont.)

EXHIBIT "P-10" (cont.)

said property included in a strip of land 35 feet in width, lying on the easterly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 535+45.90, said Station being 104.27 feet north and 735.86 feet west of the Southeast corner of said Donation Land Claim No. 44; thence North 24° 51' 50" West 1554.10 feet to Engineer's center line Station 551+00. The Easterly line of said strip of land intersects the Southerly and Northerly lines of said property approximately opposite Station 543+71 and Station 545+66, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.05 acre, more or less, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above-described real property it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners, remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway of a width of 40 feet on the east side of said Pacific Highway, opposite Highway Engineer's center line Station 544+16.

b. A right of access to the Pacific Highway of a width of 45 feet on the east side of said Pacific Highway, opposite Highway Engineer's center line Station 544+87.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease; but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

EXHIBIT "P-10" (cont.)

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

EXHIBIT "P-11"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes; and

WHEREAS, the said Pacific Highway is a major highway of the state, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, the following-described real property located in Jackson County, Oregon, to-wit:

R 19115
Owner: William Meredith Luse

Parcel No. 1:

A parcel of land lying in Donation Land Claim No. 41, also in Section 9, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of that property described in that deed to William Meredith Luse, recorded in Book 333,

(cont.)

EXHIBIT "P-11" (cont.)

Page 438, of Jackson County Records of Deeds, the said parcel being that portion of said property included in a strip of land 35 feet in width, lying on the southwesterly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 391+57.16, said Station being 4929.75 feet South and 4952.71 feet East of the Southwest corner of Donation Land Claim No. 38, Township 38 South, Range 1 West, W. M.; thence North 43° 59' 50" West 1342.84 feet to Engineer's center line Station 405+00. The Southwesterly line of said strip of land intersects the Southerly and Northwesterly lines of said property approximately opposite Station 401+06 and Station 403+05, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.05 acre, more or less.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired an easement across the owner's real property for the purpose of realigning the channel of an irrigation ditch so that the said ditch will coincide with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, said easement being described as Parcel No. 2, as follows:

Parcel No. 2:

A strip of land 20 feet in width, extending Northwesterly 35 feet, more or less, from the South line of said Luse property, the Northeasterly and Southwesterly lines of said strip being 35 feet and 55 feet, respectively, Southwesterly of and parallel to the relocated center line of the Pacific Highway.

3. That in addition to the acquisition of fee simple title to and an easement across the above-described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners, remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owner of the said remaining land, his heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway of a width of

EXHIBIT "P-11" (cont.)

25 feet on the West side of said Pacific Highway, opposite Highway Engineer's center line Station 401+50.

b. A right of access to the Pacific Highway of a width of 25 feet on the West side of said Pacific Highway, opposite Highway Engineer's center line Station 402+52.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owner, his heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for

EXHIBIT "P-11" (cont.)

the best interests of the State, the State Highway Commission, or the property owner.

8. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

EXHIBIT "P-12"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments there of or additions thereto, the State Highway Commission is authorized and empowered by acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes; and

WHEREAS, the said Pacific Highway is a major highway of the state, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, the following described real property, located in Jackson County, Oregon, to wit:

R-18669
Owner: L. C. Taylor, et ux

Parcel No. 1:

A parcel of land lying in Donation Land Claim No. 42 and Donation Land Claim No. 43, and situated in Section 15, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of that property described in that deed to

(cont.)

EXHIBIT "P-12" (cont.)

L. C. Taylor and Doris A. Taylor, recorded in Book 233, Pages 451 and 452, of Jackson County Records of Deeds, the said parcel being that portion of said property included in a strip of land 35 feet in width, lying on the Westerly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 305+00, said Station being 1027.72 feet South and 2244.39 feet East of the Northwest corner of said Donation Land Claim No. 43; thence North 36° 50' 50" West 1300 feet to Station 318+00. The Westerly line of said strip of land intersects the Southerly and Northerly lines of said property approximately opposite Stations 309+75 and 317+69 respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.18 acre, more or less, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway of a width of 25 feet on the West side of the said Pacific Highway, opposite Highway Engineer's center line Station 316+20.

b. A right of access to the Pacific Highway of a width of 25 feet on the West side of the said Pacific Highway, opposite Highway Engineer's center line Station 317+24.

c. A right of access to the Pacific Highway of a width of 25 feet on the West side of the said Pacific Highway, opposite Highway Engineer's center line Station 313+50.

d. A right of access to the Pacific Highway of a width of 25 feet on the West side of the said Pacific Highway opposite Highway Engineer's center line Station 310+50.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired

(cont.)

EXHIBIT "P-12" (cont.)

right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired an easement across the owner's real property for the purpose of constructing and relocating the channel of a certain irrigation ditch so that said ditch will coincide with the widening of the said highway, said easement being hereinafter described as follows:

Parcel No. 2:

A parcel of land lying in Donation Land Claim No. 42 and Donation Land Claim No. 43, and situated in Section 15, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of the following described property: That tract of land which was described in that certain deed to L. C. Taylor and Doris A. Taylor, recorded in Book 233, Pages 451 and 452 of Jackson County Record of Deeds, the said parcel being described as follows:

Beginning at a point on the Westerly line of Parcel No. 1 above, said point being opposite and 35 feet Westerly from Engineer's center line Station 310+85, as said center line is described in Parcel No. 1 above, and also being 481.57 feet South and 1770.32 feet East of the Northwest corner of said Donation Land Claim No. 43; thence North 36° 50' 50" West 30 feet along said Westerly line; thence South 53° 09' 10" West 20 feet; thence South 36° 50' 50" East 30 feet; thence North 53° 09' 10" East 20 feet to the point of beginning.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 600 square feet, more or less.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

(cont.)

EXHIBIT "P-12" (cont.)

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property or easement, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

EXHIBIT "P-13"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes; and,

WHEREAS, the said Pacific Highway is a major highway of the state, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, the following described real property, located in Jackson County, Oregon, to wit:

R-18418
Owner: W. H. Leverette, et al

Parcel No. 1:

A parcel of land lying in Lots 9 to 12, inclusive, of Pepper and Taylor Subdivision, situated in Sections 4 and 5, Township 38 South, Range 1 West, W. M., Jackson County,

(cont.)

EXHIBIT "P-13" (cont.)

Oregon, the said parcel being that portion of said Lots 9 to 12, inclusive, included in a strip of land 35 feet in width, lying on the Northeasterly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 420+02.89, said Station being 2882.61 feet South and 2976 feet East of the Southwest corner of Donation Land Claim No. 38, situated in Township 38 South, Range 1 West, W. M., thence on a spiral curve right (the long chord of which bears North 43° 39' 50" West) 200 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears North 42° 37' 35" West) 74.17 feet; thence on a spiral curve right (the long chord of which bears North 41° 35' 20" West) 200 feet; thence North 41° 15' 20" West 2038.24 feet; thence on a spiral curve right (the long chord of which bears North 40° 35' 20" West) 200 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 38° 44' 28" West) 51.42 feet; thence on a spiral curve right (the long chord of which bears North 36° 53' 38" West) 200 feet; thence North 36° 13' 37½" West 333.28 feet to Engineer's center line Station 453+00. The Northeasterly line of said strip of land intersects the Southeasterly line of said Lot 12 and the Westerly line of said Lot 9 approximately opposite Station 424+75 and Station 452+34, respectively, containing 0.63 acre.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

Parcel No. 2:

A parcel of land lying in Lot 2, Pepper and Taylor Subdivision, situated in Sections 4 and 5, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, the said parcel being that portion of said Lot 2 included in a strip of land 35 feet in width, lying on the Southwesterly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 420+02.89, said Station being 2882.61 feet South and 2976 feet East of the Southwest corner of Donation Land Claim No. 38, Township 38 South, Range 1 West, W. M., thence on a spiral curve right (the long chord of which bears North 43° 39' 50" West) 200 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears North 42° 37' 35" West) 74.17 feet; thence on a spiral curve right (the long chord of which bears North 41° 35" 20"

(cont.)

EXHIBIT "P-13" (cont.)

West) 200 feet to Station 424+77.06. The Southwesterly line of said strip of land intersects the Southerly line of said Lot 2 and the Westerly right of way line of the existing highway approximately opposite Stations 422+35 and 424+05, respectively, containing 0.02 acre.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway of a width of 25 feet on the West side of said highway opposite Highway Engineer's center line Station 446+25.

b. A right of access to the Pacific Highway of a width of 25 feet on the West side of said highway opposite Highway Engineer's center line Station 445+50.

c. A right of access to the Pacific Highway of a width of 25 feet on the West side of said highway opposite Highway Engineer's center line Station 439+85.

d. A right of access to the Pacific Highway of a width of 25 feet on the West side of said highway opposite Highway Engineer's center line Station 437+20.

e. A right of access to the Pacific Highway of a width of 25 feet on the West side of said highway opposite Highway Engineer's center line Station 431+45.

f. A right of access to the Pacific Highway of a width of 25 feet on the West side of said highway opposite Highway Enfineer's center line Station 424+00.

g. A right of access to the Pacific Highway of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 448+73.

h. A right of access to the Pacific Highway of a width of

25 feet on the East side of said highway opposite Highway Engineer's center line Station 447+65.

i. A right of access to the Pacific Highway of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 446+25.

j. A right of access to the Pacific Highway of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 445+40

k. A right of access to the Pacific Highway of a width of 25 feet on the east side of said highway opposite Highway Engineer's center line Station 444+22.

l. A right of access to the Pacific Highway of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 435+00.

m. A right of access to the Pacific Highway of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 425+00.

3. That in addition to the acquisition of fee simple title to the real property above described, it is necessary that there be acquired easements across the owners' real property for the purpose of maintaining the slopes for said highway, and to construct and relocate the channel of a certain irrigation ditch sothat said ditch will coincide with the widening of the said highway, said easements being described as Tract A and Tract B, as follows:

Tract A:

A strip of land adjacent to and Northeasterly of the above described Parcel No. 1, said strip of land being 15 feet in width, extending from a line at right angles to the center line of the Pacific Highway at Engineer's center line Station 443+00 to a line at right angles to said center line at Station 440+00; and 10 feet in width from Station 440+00 to the Southerly line of Lot 12, Pepper and Taylor Subdivision, in Section 5, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and containing 0.45 acre.

Tract B:

A strip of land 15 feet in width adjacent to and Northeasterly of the above described Parcel No. 1, said strip of land extending from a line at right angles to the Engineer's

(cont.)

EXHIBIT "P-13" (cont.)

center line at Station 451+00 to the West line of Lot 9 of the Pepper and Taylor Subdivision, in Section 5, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and containing 0.05 acre.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property and easements, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property and easements, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property and easements, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

20379

EXHIBIT "P-14"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes; and,

WHEREAS, said Pacific Highway is a major highway of the state, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, the following described real property, located in Jackson County, Oregon, to wit:

R-18374
Owner: Medford Irrigation District, et al

A parcel of land lying in Donation Land Claim No. 42, situated in Section 15, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of that property conveyed by that deed to Medford Irrigation District, recorded in Book 136, Page 176, of Jackson County Records of Deeds, the said parcel being that portion of

(cont.)

EXHIBIT "P-14" (cont.)

said property included in a strip of land 35 feet in width, lying on the Westerly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 323+21.41, said Station being 490.68 feet North and 2840.46 feet East of the Southwest corner of said Donation Land Claim No. 42; thence North 38° 02' 25" West 178.59 feet to Station 325+00. The Westerly line of said strip of land intersects the Southerly and Northerly lines of said property approximately opposite Stations 323+26 and 324+45 respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

2. That in addition to the acquisition of fee simple title to the above described real property it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Pacific Highway of a width of 25 feet on the West side of said highway opposite Highway Engineer's center line Station 324+00.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized,

EXHIBIT "P-14" (cont.)

then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

EXHIBIT "P-15"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the County Farm-Ashland Section of the said Pacific Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes; and

WHEREAS, the said Pacific Highway is a major highway of the state, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement and maintenance of the County Farm-Ashland Section of the Pacific Highway, the following described real property, located in Jackson County, Oregon, to wit:

R-19265
Owner: Vetabelle Carter, et al

A parcel of land lying in Government Lot No. 7, situated in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, the said parcel being that portion of said Lot 7 lying Southerly of the existing highway right of way and Westerly of that tract of land conveyed to Ormae

(cont.)

EXHIBIT "P-15" (cont.)

Terry Coffee Bergren by deed recorded in Book 349, Page 359, of Jackson County Deed Records, and included in a strip of land of variable widths, lying on the Southwesterly side of the center line of the Pacific Highway, which center line is described as follows:

Beginning at Engineer's center line Station 79+00, said Station being 1252.0 feet South and 433.8 feet West of the North quarter ($N\frac{1}{4}$) corner of said Section 31; thence North 52° 46' West 400 feet to Station 83+00 at which point the Northwesterly line of said strip of land lies at right angles to said center line and also at which point said strip of land is coincident with the existing right of way. The Southerly line of said strip intersects the Westerly line of said Bergren tract approximately opposite Station 80+52.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Southerly Side of Center Line
79+00	83+00	Taper 120 to 75 feet

The parcel of land to which this description applies contains 0.17 acre outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said County Farm-Ashland Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Pacific Highway of a width of 25 feet on the West side of said highway opposite Highway Engineer's center line Station 81+20.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to at-

EXHIBIT "P-15" (cont.)

tempt to agree with the owners and other persons in interest of said parcel or property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 10th day of July, 1952.

20385

EXHIBIT "P-16"

Minutes of July 10 and 11, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any right or interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, if by so doing the interest of the owner and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the County Farm-Ashland Section of the Pacific Highway; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title

(cont.)

EXHIBIT "P-16" (cont.)

to real property for the acquisition of a gravel pit site; and,

WHEREAS, the said Highway Commission is authorized to take fee simple title to said real property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right of way purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement and maintenance of the County Farm-Ashland Section of the Pacific Highway, the following-described real property, to-wit:

R 16543
Owner: Charles W. Koyl, et al

Parcel No. 1:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Sections 31 and 32, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, and being a strip of land lying on each side of the center line of the Pacific Highway, which center line is described as follows:

Beginning at Engineer's center line Station 28+00, said Station being 921.7 feet North and 1661.1 feet West of the South quarter ($S\frac{1}{4}$) corner of said Section 32; thence on a 3819.72 foot radius curve left (the long chord of which bears North 50° 59' 30" West) 236.7 feet to Station 30+36.7; thence North 52° 46' West 4463.3 feet to Station 75+00, said center line crossing the South line of said Donation Land Claim No. 48 approximately at Station 30+49.

Said parcel is further described as follows: Beginning on the South line of said Donation Land Claim No. 48 at a point which is 90 feet Southwesterly of (when measured at right angles to) said center line; thence North 52° 46' West parallel to said center line, 232 feet, more or less, to a point opposite Station 34+00; thence North 37° 14' East, 30 feet; thence North 52° 46' West, 1430 feet, more or less, to the South line of that tract of land conveyed to Clifford C. Wyers and Virginia G. Wyers by deed recorded in Book 336, Page 387 of Jackson County Deed Records; thence Easterly along said South line to the most Easterly corner of said tract which corner lies in the Southwesterly right of way line of the existing

(cont.)

EXHIBIT "P-16" (cont.)

highway; thence North 52° 46' West, 820 feet, more or less, along said right of way line to the Easterly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records; thence Northerly along said Easterly line to a line which is parallel to and 80 feet Northeasterly of said highway center line; thence South 52° 46' East along said parallel line 625 feet, more or less, to the center line of Antelope Road (Valley View Road); thence Southerly along the center line of Antelope Road to a line which is parallel to and 60 feet Northeasterly of said highway center line; thence South 52° 46' East along said parallel line, 1620 feet, more or less, to a point opposite Engineer's center line Station 34+00; thence North 37° 14' East, 20 feet; thence Southeasterly parallel to and 80 feet Northeasterly of said center line, 450 feet, more or less, to the South line of said Donation Land Claim No. 48; thence West along said Donation Land Claim line to the point of beginning.

The parcel of land to which this description applies contains 7.31 acres, of which 5.16 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 2.15 acres lie outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, and being a strip of land 80 feet in width, lying on the Southwesterly side of the center line of the Pacific Highway, which center line is described in Parcel No. 1 above. Said strip of land extends Northwesterly from the Northerly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records, to the West line of said Donation Land Claim No. 48.

The parcel of land to which this description applies contains 0.46 acre, outside of the existing right of way.

Parcel No. 3:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, and being a strip of land 60 feet in width, lying on the Northeasterly side of the center line of the Pacific Highway, which center line is described in Parcel No. 1 above. Said strip of land extends Northwesterly

(cont.)

EXHIBIT "P-16" (cont.)

from the Northerly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records, to the West line of said Donation Land Claim No. 48.

The parcel of land to which this description applies contains 0.32 acre, outside of the existing right of way.

2. The Commission does hereby find and declare that the acquisition of the real property hereinabove described as Parcels No. 1, 2 and 3, and the denial of access to the owners' remaining land from the said County Farm-Ashland Section of the Pacific Highway will result in depriving the owners of all means of access from that portion of their real property hereinabove described lying Southwesterly of and adjacent to the real property hereinabove described as Parcel No. 2, to any public highway and to the owners' remaining real property, and, therefore, that it is to the best interest of both the owners and the State of Oregon for the Highway Commission to acquire fee simple title to the defendants' entire tract of land lying Southwesterly of the Northeast boundary of the real property hereinabove described as Parcel No. 2, which said tract, in addition to that portion thereof described as Parcel No. 2, is described as follows, to wit:

Parcel No. 6:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, the said parcel being bounded on the West by the West line of said Donation Land Claim No. 48, bounded on the Southwesterly and Southerly sides by the Northerly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records, and bounded on the Northeasterly side by a line which is parallel to and 80 feet Southwesterly of the center line of the Pacific Highway, containing 0.82 acre.

3. That in addition to the acquisition of fee simple title to the aforesaid described real property, the Commission does hereby find that the following described real property is necessary and required for the acquisition of a gravel pit to be used in connection with the proper construction and maintenance of state highways, which said real property is described as follows, to wit:

Parcel No. 5:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Section 31, Township 38 South, Range 1

East, W. M., Jackson County, Oregon, the said parcel being bounded on the Northeasterly side by the center line of Bear Creek, bounded on the East by Antelope Road (Valley View Road), bounded on the Southwesterly side by a line which is parallel to and 80 feet Northeasterly of the center line of the Pacific Highway, and bounded on the West by the Easterly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records, containing 1.03 acres.

4. That the Commission does further find and declare that it is necessary to acquire an easement across the following described parcel of real property for the purpose of realigning the channel of a certain creek, commonly known as Bear Creek, so that said creek will coincide with the widening, improvement and maintenance of the County Farm-Ashland Section of the Pacific Highway. The real property over which this easement is required is described as follows, to wit:

Parcel No. 4:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, the said parcel being described as follows:

Beginning on the West line of said Donation Land Claim No. 48 at a point which is 180 feet Northeasterly of (when measured at right angles to) the center line of the Pacific Highway; thence South 52° 46' East, parallel to said center line, 500 feet, more or less, to a point opposite Engineer's center line Station 65+00; thence in a straight line to a point which is opposite and 250 feet Northeasterly of Station 61+00; thence South 27° 14' West, 180 feet, more or less, to the Northerly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records; thence Southwesterly 15 feet, more or less, along the Northerly line of said Ottinger tract to a line which is parallel to and 60 feet Northeasterly of said highway center line; thence North 52° 46' West, 800 feet, more or less, to the West line of said Donation Land Claim No. 48; thence North along said Donation Land Claim line to the point of beginning, containing 2.8 acres.

5. That in addition to the acquisition of fee simple title to the hereinabove described real property and the easement across the real property hereinabove described as Parcel No. 4, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said County Farm-Ashland Section

(cont.)

EXHIBIT "P-16" (cont.)

of the Pacific Highway, and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway of a width of 25 feet on the North and South sides of the said Pacific Highway, opposite Highway Engineer's center line Station 38+90.

b. A right of access to the Pacific Highway of a width of 25 feet on the South side of the said Pacific Highway, opposite Highway Engineer's center line Station 39+84.

c. A right of access to the Pacific Highway of a width of 25 feet on the South side of the said Pacific Highway, opposite Highway Engineer's center line Station 41+00.

d. A right of access to the Pacific Highway of a width of 25 feet on the South side of the said Pacific Highway, opposite Highway Engineer's center line Station 43+22.

e. A right of access to the Pacific Highway of a width of 25 feet on the North side of the said Pacific Highway, opposite Highway Engineer's center line Station 42+00.

6. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

7. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

8. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property and easement, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description hereby is authorized to use such revised description in connection with the acquisition of said real property and easement, either by

agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of offer herein approved, which increase or decrease shall be justified be reason of said revised description.

9. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

10. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 10th day of July, 1952.

Portland, Oregon
August 18, 1952

The State Highway Commission met in regular session at 9:00 a.m., Pacific Standard Time in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistand State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which it was announced that the awarding of contracts would be made at 3:00 p.m., Pacific Standard Time, in the same room:

BAKER COUNTY
BAKER MAINTENANCE BUILDING

Loree Building Service, La Grande	$ 10,817.00
Witham Bros., Baker	11,886.73
Jensen & Mayes, Haines	13,571.00

BEAVER AMMUNITION STORAGE POINT IN COLUMBIA COUNTY
GRADING AND OIL MAT SURFACING PROJECT

John R. Saxton, Clatskanie	$ 32,110.50

COOS COUNTY
NORTH SLOUGH CULVERT

Tom Lillebo, Reedsport	$ 24,915.00
Valley Construction Company, Portland	34,640.00
VaDare Construction Company, Portland	39,030.00

20393

DOUGLAS COUNTY
GRADE SEPARATION STRUCTURES

Hannan Bros. Company, Portland	$ 60,080.00
VaDare Construction Company, Portland	60,170.00
Erick Enquist, Troutdale	60,660.00
Hamilton and Thoms, Eugene	61,950.00
Orlando C. Bennard, Portland	65,390.00
Todd Building Company, Roseburg	66,210.00
C. J Eldon, Portland	69,100.00
Fred J. Stubbert, Springfield	69,970.00

JACKSON COUNTY
MEDFORD TRAFFIC SIGNALS

Trowbridge & Flynn Electric Co., Medford	$ 3,875.00

LANE COUNTY
EUGENE TRAFFIC SIGNALS

C & S Electric, Eugene	$ 8,315.00
L. H. Morris Electric Company, Eugene	9,335.00
Trowbridge & Flynn Electric Co., Medford	10,265.00

OREGON COAST HIGHWAY IN LINCOLN COUNTY
GRADING AND PAVING DEPOE BAY-MINER CREEK UNIT

Funderburk & Stoen Construction Company, Sutherlin	$1,245.874.00
Carl M. Halvorson, Inc., Portland	1,276,920.00
McNutt Bros. Eugene	1,393.650.50
Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., Portland	1,473,845.50
C. J. Eldon, Portland	1,479,244.00
Manson-Osberg Company, Seattle, Washington	1,685,478.00
Guy F. Atkinson Co., Portland	1,730,928.20
Kuckenberg Construction Co., Portland	1,776.028.00
Peter Kiewit Sons' Co., Longview, Washington	1,848,335.00

MARION COUNTY
SALEM MAINTENANCE BUILDING

Enoch I. Maers, Salem	$ 13,990.00
Wayne Barham, Salem	14,204.00
C. W. Hill & Son, Salem	14,910.00
Mills Construction Co., Salem	15,324.00
T. J. Patzer Salem	15,745.00
United Builders, Inc. Beaverton	16,979.00
Parker-Johnson Company, Portland	18,892.00

August 18, 1952

POLK COUNTY
WEST APPROACHES TO SALEM BRIDGE

Warren Northwest Inc., Portland	$ 44,965.50
Central Paving Company, Dallas *	52,527.50

* Lump sum reduction of $1,000.00 if also awarded Glen Creek Road-S. P. Railroad Section.

SALEM-DAYTON SECONDARY HIGHWAY IN POLK COUNTY
GRADING AND PAVING

Warren Northwest Inc., Portland	$ 25,860.00
Central Paving Company, Dallas	30,606.00

UMATILLA COUNTY
PENDLETON BUILDING

Loree Building Service, La Grande	$ 10,512.80
McCormack Construction Co., Pendleton	12,372.00
Frank P. Sargent Construction Co., Hermiston	15,975.00

UNION COUNTY
LA GRANDE TRAFFIC SIGNALS

Zephyr Electric, Pendleton	$ 15,579.56
Trowbridge & Flynn Electric Co., Medford	16,689.00
W. R. Grasle Company Portland	17,900.00

WASCO COUNTY
MAUPIN COW CANYON-SHANIKO ROCK PRODUCTION PROJECT

Barney B. Helser, Union	$ 37,290.00
Rogers Construction Company, Portland	41,100.00

WASHINGTON COUNTY
GRADE WIDENING AND PAVEMENT RESURFACING

Porter W. Yett, Portland	$ 9,394.00
Oregon Asphaltic Paving Co., Portland	10,492.00

The Commission unanimously approved the minutes of its meeting held on July 10 and 11, 1952.

August 18, 1952

The State Parks Superintendent reported on the following park matters:

1. Attendance in State Parks: The Parks Superintendent reported that the parks are becoming increasingly popular. The attendance records up to the last of July of this year were 3,468,979 people compared with an attendance last year of 2,473,000 people during the same period.

2. Proposed park at Bandon Beach: The Parks Superintendent submitted a comprehensive written report on this subject, including pictures and maps, and he recommended acquisition of two areas, one being a four-acre tract at Grave Point from which a splendid view of the ocean may be obtained, and the other being a 45-acre tract fronting on a beach at Crooked Creek, which is desirable for picnic and other recreational purposes. He particularly recommended acquisition of the Crooked Creek tract because of its suitability for general recreational purposes, and he advised that both areas will fit in nicely in the State Parks System. He requested authority for the Right of Way Department to negotiate options to acquire them. The Commission unanimously approved the recommendation, and thereupon authorized the Right of Way Engineer to negotiate options for purchase of both tracts.

3. Proposed purchase of Wilhoit Springs, Clackamas County, for State Park purposes: The Parks Superintendent recalled that the owners of this property appeared before the Commission at its previous meeting and offered to sell the property to the State for the sum of $35,000, but the offer was refused by the Commission as being too high. Since that time, he said, the owners have reduced their price to $31,000 and will reduce it an additional $1,000 if they are allowed to retain four small cabins located on the property. He suggested an investigation of the roadway leading to the property before the Commission takes definite action. The Commission decided definitely not to purchase the property at this time.

4. Proposed enlargement of Honeyman State Park: The Parks Superintendent reported an offer from Mr. James W. Ford, Jr., Gardiner, Oregon, to sell to the State 70 acres of timber land adjoining the present park, the price being $7,500. He said that the area lies on the west side of the Oregon Coast Highway and on the south side of the present park, that it contains a stand of approximately 1,000,000 feet of timber, the value of which he estimated is considerably in excess of the amount Mr. Ford is asking for the property. He recommended acceptance of the offer. Chairman Chandler stated his wish to inspect the property again before deciding. Accordingly, the Commission deferred action in the matter until its next meeting.

5. Proposal of the City of Gold Hill for establishment of a state park on the Rogue River at Gold Hill to be known as "Ben Hur Lampman" State Park: The Parks Superintendent recalled that this matter was discussed by the Commission at a previous meeting in connection with a right of way settlement, and that he was instructed to investigate the possibilities and desirability of establishing a state park at this location. The proposed site, he said, lies across the river from the City of Gold Hill and adjoins an existing city park, a portion of which is needed as right of way for the improvement of US 99 at this place.

He recalled the city's offer to deed to the State the city park which fronts on the Rogue River for about 1,700 feet, if the State will acquire the adjoining tract from the owner, Mr. Irwin Granger. He gave as his feeling that the Granger property can be purchased for about $3,500 and he recommended acceptance of the city's offer because there are no state park areas accessible to the river along this highway between Gold Hill and Grants Pass, and because the area will make a fine addition to the state park system. He also recommended that the park be named "Ben Hur Lampman" State Park in honor of a former newspaperman by that name who once edited the newspaper in Gold Hill and who endeared himself to the people of this vicinity by his writings, many of which related to outdoor life and to fishing in the Rogue River. The Commission unanimously approved both recommendations and thereupon authorized the Right of Way Engineer to negotiate the purchase of the Granger property.

6. Termination of the U. S. Government lease on one acre of land acquired by the State from Crown-Zellerback Corporation on Tillamook Head: The Parks Superintendent advised that the Federal Government several years ago in the establishment of a radar station at Tillamook Head obtained a lease from the Crown-Zellerback Corporation for one acre of land on which a pumping plant was installed. Since that time, he said, the State has acquired 50 acres of land at this location including the one-acre tract leased by the Government, but the Government is willing to give up its lease and has submitted a form of "release" for this purpose. He presented the "release" and recommended approval of the same. The Commission approved the recommendation. (The lease agreement was signed by the Commission later in the session.)

7. Status report on proposed state park at Eel Lake: The Parks Superintendent advised that he contacted the State Game Commission as instructed by the Commission at the previous meeting and ascertained that instructions had been given to the State Game Administrator to proceed with the salvaging of logs in this lake, and that the work is to be done as rapidly asppossible. although, in his estimation, it is going to take a considerable length of time to complete the operation. The Commission took no action in the matter however, in the discussion Chairman Chandler pointed out that there is a strong movement pending for establishment of a summer camp for crippled children at this place. The Parks Superintendent advised that he had some knowledge of this proposal and will keep in touch with the situation.

8. Offer of Mountain States Power Company to furnish electrical energy in Cape Lookout State Park: The Parks Superintendent advised that the company has agreed to extend its power line to this park at a cost of about $4,200, of which amount $1,000 will be assumed by a rancher in the vicinity, the balance to be paid by the State either in a lump sum or on a contractual basis at the rate of $335.76 per year for a period of five years, as a minimum charge, after which time, payments to the company shall be for power used only. He recommended approval of the second arrangement. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed by the Commission later in the session.)

9. Construction of a wading pool at Sunset Bay State Park for the benefit of children: Chairman Chandler brought this matter up for discussion and suggested that it would be a convenience if such a wading pool were provided. The Parks Superintendent was instructed to investigate the matter.

The Right of Way Engineer presented for the Commission's consideration options that he has obtained for acquisition of real property that is needed as right of way for various highway improvements throughout the State and for other purposes. As a result of careful consideration, the Commission approved the options as presented and authorized the Right of Way Engineer to close them at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

The following footnotes have reference to items appearing in EXHIBIT "A" mentioned in the foregoing paragraph:

FOOTNOTE 1: Purchase of right of way for the West Portland-Harbor Drive Expressway: The Commission approved the closing of all of the options listed for this section of highway, notwithstanding that the survey of this section is not yet completed, it being understood that the purchase of properties shall be limited to such properties that are void of buildings and where there is no doubt about the location of the highway.

FOOTNOTE 2: Acquisition of gravel site for use in connection with construction of the Benton County Line-Cheshire Section of the Territorial Highway--Item No. 19206: The Commission approved the securing of a two-year lease for use of this gravel site at a consideration of 10 cents per cubic yard for materials taken therefrom. In the discussion the Commission questioned the advisability of paying 10 cents per cubic yard for the material, but approved the same upon the recommendation of the Right of Way Engineer and the State Highway Engineer who advised that the price of 10 cents has been established in commercial plants operating in this vicinity and that it would cost more than the price of gravel to ship it in from outside points. (A ground lease agreement was signed by the Commission later in the session.)

The Right of Way Engineer requested authority to negotiate purchase of right of way for the following projects for which, he said, no specific authority previously has been granted.

County and Section	Highway
COLUMBIA Inglis-Beaver	Beaver Access Road

COOS
Coquille Maintenance Shops

MORROW
Morgan-Heppner (Maint. Site) Heppner

POLK
Brunks Corner Salem-Dallas No. 30

The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission unanimously confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For a list of the properties sold, see copy of report prepared by Mr. C. W. Parker, Property Manager, dated August 18 and 19, 1952, on file in the Secretary's office under the heading "Miscellaneous Sales".)

The Right of Way Engineer recommended payment of an additional amount of $111.77 to Mr. C. D. Burt, house moving contractor, in connection with his moving of a maintenance shed owned by Clatsop County in order to make a highway improvement. He explained that the arrangement with Mr. Burt called for a payment of $2,115, but after the shed was moved, it was discovered that additional pipe and trenching across the highway would be needed in order to provide water service which work Mr. Burt performed as an extra item at a cost of $111.77. The Commission unanimously approved the payment of such sum.

The Right of Way Engineer requested authority from the Commission to renew a certain ground lease acquired from Mr. and Mrs. Frank Oliver in the Northwest Quarter (NW$\frac{1}{4}$) of Section 30, Township 13 South, Range 32 East, W. M., Grant County. He explained that the present lease expired on July 20, 1952, and it is proposed to renew it for a one-year period ending July 20, 1953, on the basis of the original lease. The Commission approved the request unanimously. (A lease agreement covering the subject was signed by the Commission later in the session.)

The Commission also considered, and upon recommendation of the Right of Way Engineer, unanimously approved renewal of a lease with the City of Tualatin providing for a maintenance stock pile site on the Beaverton-Aurora Highway at this place. (The lease was signed by the Commission later in the session.)

The Commission considered purchase of 3.95 acres of land from the Northern Pacific Railroad Company as an addition to the Boardman Oasis in Morrow County. The Right of Way Engineer explained that it recently has been discovered that this small park encroaches on non-operating railroad property and in order to correct the situation, the Railroad Company has agreed to deed this small tract to the State for the sum

of $50 provided payment of the purchase price is made in full prior to delivery of the deed. He recommended approval of the purchase of the property on the basis of the Railroad Company's requirements. The Commission approved the recommendation unanimously.

The Right of Way Engineer brought up for discussion a claim presented by Mr. J. A. Robbins for damages that occurred to his property by reason of the cutting of timber located thereon during construction of the Hood River-Mosier Section of the Upper Columbia River Highway. He explained that the highway construction required the temporary rerouting of the Union Pacific Railroad tracks and the pole line of the Western Union Telegraph Company, and when the work was done, it was believed that the property on which these facilities were moved belonged to the Railroad Company; however, it subsequently developed that much of the land on which the temporary facilities were placed was privately owned by Mr. Robbins who has submitted a claim for damages on account of trespass. As a result of negotiations, he said, Mr. Robbins has agreed to waive all claims if paid the sum of $500. The Right of Way Engineer recommended settlement on such basis. The Commission approved the recommendation.

The Commission had under discussion the bid received in Salem on August 4, 1952 from Mr. Forrest L. Meuret for purchase of property located in the Cove State Park, Jefferson County, which was the only bid received. Mr. Meuret offered a total price of $271 for the 23.8 acres involved, whereas the advertisement calling for the bids stated specifically that no bid would be considered for an amount less than $2,816.00. The Parks Superintendent and Right of Way Engineer both recommended that Mr. Meuret's proposal be denied and that the property be withdrawn from sale. The Commission approved the recommendation unanimously and so ordered.

The Commission discussed and upon recommendation of the Right of Way Engineer, unanimously approved a change in the point of access heretofore granted Oscar and Evelyn Jones on the Forest Grove Section of the Wilson River Highway Connection, in Forest Grove. (An "Indenture of Access" covering the matter was signed by the Commission later in the session.)

The Right of Way Engineer brought up for discussion the sale of an old maintenance site on the Oregon Coast Highway at Port Orford, Curry County, described as the North Half ($N\frac{1}{2}$) of Lot 3, Block 66, plat of Port Orford. He explained that the property is of no further value for State Highway purposes and that the building located on this property is badly in need of repairs. He gave as his feeling that the property could be sold at a minimum price of $2,500 and requested authority to advertise it for sale at not less than such amount. The Commission approved the request and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer requested authority to advertise the sale of a small parcel of Highway Department property located in the City of Florence, described as that part of Lots 9 and 10 in Block 9 of the original Town of Florence, lying easterly of a line parallel to and 70 feet easterly of the center line of the Oregon Coast Highway. He explained that the Elks Lodge of Florence owns adjacent property on which it plans to erect a building and that the State's property is desired for landscaping and parking purposes only, in connection with the activities of the Elks Lodge. He recommended that the property be sold as a result of competitive bidding for a sum not less than $4,000 with complete restriction of access to the Oregon Coast Highway. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported receipt of an offer from Mr. E. J. Johnson, Florence, to purchase for the sum of $125, a parcel of State-owned land in Florence, described as Lot 12, Block 43, Gallagher's Addition to the City of Florence. He recommended sale of the property at such figure with complete restriction of access to the highway. The Engineer concurred. The Commission approved the recommendation unanimously.

The Right of Way Engineer presented for the Commission's consideration a "Memorandum of Agreement" with the First National Bank of Portland, Oregon, trustee, in which provision is made for encroachment of a State Highway building on certain property belonging to a Doctor Hendricke, Portland situate adjacent to Unit No. 2 of the T. H. Banfield Expressway, as a temporary proposition until such time as the construction of this highway unit is undertaken, but in no event longer than December 31, 1955. The Commission approved the arrangement unanimously. (The "Memorandum of Agreement" was signed by the Commission later in the session.)

The Commission had under discussion a request from the City of Coos Bay to lease excess right of way along the water front in the City of Coos Bay between Market Avenue and Ferry Street, which property is desired by the City in connection with the operation of a floating dock along the harbor line in this area. The Right of Way Engineer exhibited a map showing the location of the property, and he advised that the City wants to use it for a period of four years. He explained further details. In the discussion of the matter, Chairman Chandler recalled negotiations with the City several years ago when right of way was being acquired for the improvement of the Oregon Coast Highway through this City, and he mentioned particularly that the City at that time agreed to pay the State for the excess property at the same rate that the State paid for it; however, he said, it now appears that the City's attitude has changed. He expressed himself as being opposed to granting a lease for use of the property, and gave as his thought that, if the City wants it, it should pay for it in accordance with the original understanding. Commissioners Reynolds and McIver concurred in the view-

point of Chairman Chandler, and thereupon the matter was referred back to the Right of Way Engineer with instructions to negotiate further with the City on such basis.

The Engineer requested authority for the Right of Way Department to negotiate the purchase of 1.3 acres of land lying adjacent to and immediately south of the Maintenance Headquarters in Baker, Oregon, so as to provide additional space for storage purposes. He explained that because of the expansion of the Department over a period of years, the storage facilities at Baker are being over-taxed, the building and grounds being inadequate for the storage of materials, supplies, and equipment. He estimated the value of the property desired at $700. The Commission approved the request unanimously and so ordered.

The Engineer also brought up for discussion the advisability of acquiring additional property from the State Board of Control as an addition to the Highway Shop property in Salem. He recalled that sometime ago the Commission acquired 12 acres at this place and that during the negotiations for the purchase of this tract, the Board was asked to give the Highway Department first consideration for the purchase of an additional 4.9 acre tract which is surrounded by other Highway property, the 4.9 acre tract being under lease to the U. S. Army until 1962. It appears now, he said, that the property is not being used by the Army and, in view thereof, he recommended that authority be granted to the Right of Way Department to negotiate the purchase of the property from the Board of Control, subject to the Army's lease, at an estimated cost of $2,000. The Commission approved the request unanimously.

The Commission discussed a complaint received from a Mr. and Mrs. Earl R. Marsh who allege that when the Portland-Estacada Highway was constructed, a portion of their land adjacent thereto was taken by the State as right of way, and that they have received no compensation for this land. The Right of Way Engineer explained that, because of a mistake in an old land survey at this place, a question has arisen as to the property lines. If an encroachment exists, he said it is a very small one, and because of its minor nature, he suggested that the Commission deny any claim that the Marshes may present and let the courts decide the issue unless perchance a reasonable settlement can be reached out of court. The Commission reserved its decision in the matter pending discussion with Mr. and Mrs. Marsh who are scheduled to be present on the following day. (See additional paragraph ahead.)

The Right of Way Engineer reported a request from the U. S. Bureau of Public Roads for a change in the access point heretofore granted Mr. and Mrs. W. K. Deal on the Forest Boundary-Hauser Section of the Oregon Coast Highway, Coos County, from Station 149.00 to Station 148.80 where the approach to the highway will be much safer because of longer sight distance. He recommended approval of the request. The Commission approved the recommendation. (An "Indenture of Access" was signed by the Commission later in the session.)

The Right of Way Engineer recommended additional changes in access points as follows

(1) Change in access to the Pacific Highway from property owned by Mr. Robert E. Rice on the Calapooya Creek-Sutherlin Section, Douglas County, Right of Way File No. 18874.

(2) Change in access to the Forest Boundary-Hauser Section of the Oregon Coast Highway, Coos County, from property owned by a Mr. Dodds, Right of Way File No. 18211

He recommended approval of the changes. The Commission approved the recommendation unanimously.

The Right of Way Engineer reported a proposed settlement with a man by the name of Moss concerning construction of a well in connection with a right of way settlement on the Milton-Freewater Section of the Oregon-Washington Highway, Umatilla County, Right of Way File No. 10578. He explained that sometime ago when this section of highway was constructed, right of way was acquired from Mr. Moss, and as partial consideration, it was agreed that the State would replace a well that was located on the right of way. It now appears that to fulfil this part of the agreement, it will be necessary to purchase a special type pump, which is very costly. However, Mr. Moss has agreed to relieve the State of further obligation if paid the sum of $1,635 He recommended approval of such settlement. The Commission approved the recommendation.

The Commission discussed and, upon recommendation of the Right of Way Engineer, approved a settlement with the Union Pacific Railroad Company for acquisition of right of way needed for the Boardman-Irrigon Section of the Old Oregon Trail, Morrow County. Consideration $730.

The Right of Way Engineer reported a compromised settlement with the City of Corvallis as follows for right of way needed for the North Corvallis Section of US 99W: The City is to deed to the State 7.5 acres of land valued at $3,750 across the westerly part of a tract that the City proposes to use as a sewage disposal and shop area. The City is also to deed to the State its present used shop area which is valued at $15,000, representing a total value of $18,750. The State is to reimburse the City in an amount of $9,000 for acquisition of a tract situate northerly from the City's sewage disposal and maintenance site, and the State is also to give the City a bill of sale gratis for a house that the State now owns on the highway right of way easterly from Third Street, which house is valued at $3,000. In other words, by this transaction, the State acquires from the City certain property valued at $18,750, and the City receives from the State property valued at $12,000. The Commission unanimously approved the settlement.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way or for other purposes, in connection with various highway improvements, and to tender offers for the same in conformity with instructions given him in the resolution that was adopted by the Commission at its meeting on December 20, 1951.

Unit No. 2 Section of the T. H. Banfield Expressway		Recommended Offer
R 15872 - Walnut Park Company (A Fred Meyer Ownership) Right of Way (Multnomah) 1305 square feet		$ 900.00
R 15873 - Yamhill Street Corporation (A Fred Meyer Ownership) Right of Way (Multnomah) 2.319 acres at $25,291.82 per acre, or 101,016 square feet at $0.50 per square foot	$50,508.00	
Allowance for damage to remainder by reduction of the plottage from 130,591 sq. ft. to 29,575 sq. ft. 1/2 value of 29,575 sq. ft. at $0.50 per foot	7,393.75	
Allowance for store rental buildings	750.00	
	$58,651.75	$58,700.00
Unit No. 3 Section of the T. H. Banfield Expressway		
R 14887 - Emery B. Kelley (Right of Way) (Multnomah County) Land: 5,000 sq. ft. at $0.12 per sq. ft.	$ 600.00	$ 800.00
Unit No. 5 Section of the T. H. Banfield Expressway		
R 19176 - Anton Bergsvick, et ux. Right of Way (Multnomah) 0.27 acre		
Value before taking	$24,000.00	
Value after taking	19,000.00	
Value of taking	5,000.00	$ 5,000.00
R 19177 - Melvin E. Abbott, et al. Right of Way (Multnomah) 0.273 acre		
Before taking	$12,600.00	
After taking	11,072.40	
The taking	$ 1,527.60	$ 1,530.00
R 19179 - Steve Calcagano et ux. Right of Way (Multnomah) 0.417 acre		*

Unit No. 5 Sec. of the T. H. Banfield Expressway (cont.)		Recommended Offer
R 19209 - Michael J. Burns Heirs		
Borrow Pit (Multnomah)		
Land: 13.17 acres at $1,100	$14,487.00	
Fencing, 126 rods at $5	630.00	
Loss of land to provide for a road 0.62 acre at $1500	750.00	
450 yards of fill material for road at $2	900.00	
	$16,767.00	$16,770.00
Boones Ferry Road-Marion County Line Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway		
R 19220 - M. W. Pennington et ux.		
Right of Way (Washington)		
0.76 acre		*
R 19221 - Callie B. Heider		
Right of Way (Washington)		
5,100 square feet or 0.12 acre		*
R 19222 - Leo Schuemmer, et ux.		
Right of Way (Washington)		
0.20 acre		*
North Corvallis Section of the Pacific Highway West		
R 14621 - James G. Johnson		
Right of Way (Benton)		
0.60 acre	$ 900.00	
Cost of rerouting septic tank drain field	100.00	
Concrete parking slab	68.40	
	$1,068.40	$ 1,075.00
R 15194 - Thomas Henry Paul Ireland		
Right of Way (Benton)		
1.37 acres		$ 2,075.00
R 17978 - J. A. Gallagher, et ux.		
Right of Way (Benton)		
Parcel No. 1: 1,326 sq. ft. at 20 cents a sq. ft.	$ 265.20	
Parcel No. 2: 0.2 acre, valued as a moorage site	1,000.00	
	$ 1,265.20	$ 1,275.00
R 17987 - T. J. Starker		
Right of Way (Benton)		
77,700 sq. ft. at 12 cents sq. ft.	$ 9,324.00	$ 9,350.00

County Farm-Ashland Section of the Pacific Highway	Recommended Offer
R 17714 - J. C. Ottinger, et ux. Right of Way (Jackson) 2.61 acres	*
R 19379 - Sam K. Pollard, et ux. Right of Way (Jackson) Parcel No 1: 0.35 acre Parcel No. 2: 0.08 acre	*
R 19380 - The Federal Land Bank of Spokane Right of Way (Jackson) 0.05 acre	*
R 19381 - O. H. Adams Right of Way (Jackson) 0.06 acre	*
R 19383 - Frank D. Vetter Right of Way (Jackson) 0.06 acre	*
R 19385 - Eugene Thorndike Right of Way (Jackson) 0.10 acre	*
Miner Creek-Fogarty Creek Unit of the Siletz Bay-Newport Section of the Oregon Coast Highway	
L 1485 - Wilbur F. Badley, et ux. Right of Way (Lincoln) 29.65 acres	*
Willamette Highway, The Dalles-California Highway and the East Diamond Lake Highway	
L 1734 - St. Helens Pulp and Paper Company Klamath Parcel No. 1: 19.97 acres for cinder pit Parcel No. 2: 1.72 acres for haul road	*

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "M-1" through "M-14" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

FOOTNOTE * Offer to be made in conformity with provisions of resolution adopted by the Commission at its meeting on December 20, 1951.

State Senator Howard Belton, Clackamas County, appeared before the Commission in behalf of the Clackamas County Federation of Community Clubs and urgently requested the Commission to authorize installation of a traffic signal on S. E. 82d Avenue, Portland, (Cascade

State Secondary Highway) at Johnson Boulevard for the benefit and protection of the many school children who are obliged to cross this highway daily going to and from Battin school. He was informed that the subject is one of the items on the Agenda for discussion by the Commission at this meeting, and that he will be informed when action has been taken in the matter. (See ahead for additional paragraph and approval of installation by the Commission.)

The Chief Counsel submitted a written report on the following condemnation actions:

(1) State vs. Neoma Morton, et vir, File No. L 1487: This case involves acquisition of two lots in Klamath Falls needed as right of way for the Klamath Falls-Malin Highway. Amount of State's offer was $200. The jury in this case rendered a verdict in the sum of $200, and, in addition thereto, the court allowed interest upon the verdict at the rate of 6 percent from July 3, 1947 when the State took possession of the property, which interest amounted to $60. The Commission approved the settlement.

(2) State vs. Charles D. Harter, et ux, Legal File No. L 1771: This case involves acquisition of 0.88 acre of land needed as right of way for the T. H. Banfield Expressway, Portland. Amount of State's offer was $2,800, whereas the defendants demanded $15 350 for the property including $1,000 attorney's fees. The Chief Counsel advised that the jury in this case rendered a verdict in the amount of $5,000; however the court allowed attorney's fees in the amount of $650 additional. He predicted that the case would be appealed. The Commission approved the report.

The Chief Counsel also reported settlement of the following cases:

(1) State vs. Alfred E. Hoffmeister, et ux, Legal File No. L 1890: This case involves acquisition of 5.4 acres of land needed as right of way for the Oakland Junction-Deady Section of the Pacific Highway in Douglas County. Amount of State's offer $6,150. The owners demanded $10,000. As a result of negotiations, the owners have agreed to accept the State's offer provided the State will fence right of way adjacent to their remaining property which is estimated to cost $300. The Commission approved such settlement.

(2) State vs. Morton E. Post, et ux, Legal File No. L 1881: This case involves acquisition of 1.51 acres of land needed as right of way for the Forest Boundary-Hauser Section of the Oregon Coast Highway, Coos County. State's offer was in the amount of $400, compared with the owners' demand of $1,400. As a result of negotiations, settlement was reached for the sum of $500. The Commission approved the settlement.

(3) State vs. Violet N. Kirschner, Legal File No. 1876: This

case involves acquisition of 0.82 acre of land needed for the Tigard-Tualatin River Unit of the Tigard-Newberg Section of US 99W, Washington County. The State's offer was $550; the owners demanded $800. As a result of negotiations through the owner's attorney, settlement was effected at $600. The Commission approved the settlement.

(4) State vs. Michael Crow, Legal File No. 1883: This case involves acquisition of 0.7 acre of land needed as right of way and 2.3 acres of land needed as a gravel site in connection with construction of the Lostine Section of the Wallowa Lake Highway, Wallowa County. State's offer $510, whereas prior to commencement of condemnation action, the owners refused to sell their property at any price; however, subsequent to the starting of the condemnation proceedings, the owners accepted the State's offer on condition that they reserve the right to remove the existing fence located on the property being acquired if such removal does not interfere with highway construction. The Commission approved the settlement.

(5) State vs. City of Lostine, et al, Legal File No. L 1884: This case involves acquisition of 0.82 acre of land needed as right of way and 1.54 acres of land needed as a gravel site in connection with construction of the Lostine Section of the Wallowa Lake Highway, Wallowa County. The State's offer was $350, whereas prior to commencement of condemnation action the City refused to sell at any price; however, subsequent thereto, the City agreed to accept $620 for the property which is on the basis of $350 for the land and $270 for fencing. The Commission approved the settlement.

(6) State vs. W. P. McBee, et ux, Legal File No. L 1846: This case involves acquisition of 13.236 acres of land needed as right of way for improvement of the Newport-Toledo Section of the Corvallis-Newport Highway, also acquisition of an easement on 2.14 acres of land for changing the channel of Beaver Creek. Amount of State's offer was $6,144. Amount of the owners' demand prior to condemnation action was $10,000. As a result of negotiation, settlement was reached at $8,000. The Commission approved the settlement.

The Commission discussed and unanimously confirmed offers reported by the Chief Counsel as follows for acquisition of real property that is needed for various highway purposes which offers were tendered to the owners prior to institution of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 20, 1951:

Medford-County Farm Section of the Pacific Highway

R-19163 - Owner: A. H. Dudley, et ux. 1,332 square feet for right of way. Amount of offer $2,000. Authorized by Chairman Chandler on August 6, 1952.

R-19141 - Owner: D. E. McClurg, et ux. 0.15 acre for right of way. Amount of offer $1,700. Authorized by Commissioner McIver on August 15, 1952.

Medford-County Farm Section of the Pacific Highway (cont.)

R-19166 - Owner: Dan H. Adams, et ux. 186 square feet for right of way. Amount of offer $100. Authorized by Commissioner McIver on August 15, 1952.

R-18418 - Owner: W. H. Leverette, et ux. 0.65 acre for right of way and 0.65 acre for slope easement and channel change. Amount of offer $3,000. Authorized by Commissioner McIver on August 15, 1952.

Gold Hill (Rock Point-Blackwell Hill) Section of the Pacific Highway

R-19086 - Owner: David H. Sawyer, et al. 1.76 acres for right of way. Amount of offer $3,000. Authorized by Chairman Chandler on August 6, 1952.

Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway

R-19105 - Owner: Elton L. Grass, et al. 4.38 acres for right of way. Amount of offer $4,500. Authorized by Chairman Chandler on August 6, 1952.

R-19098 - Owner: L. L. Bewley, et ux. 15.35 acres for right of way and 3.15 acres for excess taking. Amount of offer $3,560. Authorized by Chairman Chandler on August 6, 1952.

R-19101 - Owner: Stella H. Booth, et al. 66.06 acres for right of way, 2.1 acres for approach or connecting roads, and approximately 6.16 acres for easements for channel changes. Amount of offer $30,000. Authorized by Chairman Chandler on August 6, 1952.

Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway

R-18247 - Owner: George C. Lesher. 0.08 acre for right of way. Amount of offer $1,600. Authorized by Chairman Chandler on July 21, 1952.

R-18230 - Owner: William Ruder, et ux. 3 acres for right of way. Amount of offer $300. Authorized by Commissioner Reynolds on July 18, 1952.

R-18814 - Owner: Al Peirce, et ux. 70 acres for right of way. Amount of offer $6,500 plus $10 per thousand for timber. Authorized by Chairman Chandler on June 30, 1952.

R-18245 - Owner: Laura Withrow, et al. 2.68 acres for right of way. Amount of offer $1,072. Authorized by Chairman Chandler on July 28, 1952.

The Commission discussed a written report from the Chief Counsel, dated August 13, 1952, concerning a proposed extension of the west-bound route of the Santiam Highway in the City of Lebanon through a cemetery that is now blocking the completion of this project. In his report, the Chief Counsel recalled that the Commission at its meeting on January 31, 1952 made a definite commitment to extend the highway on the proposed route if the City of Lebanon would acquire the necessary right of way through the cemetery. He also advised that subsequent to this commitment negotiations were carried on with the City officials and an arrangement was effected for the securing of the right of way through the cemetery subject to satisfactory consummation of legal features involved In his report, the Chief Counsel also outlined a procedure to be followed in order to dispose of the cemetery problem, and he recommended that the City be required to follow through with such a procedure because the City has more authority than has the State with respect thereto, and that when the City has obtained as clear a title to the cemetery as is possible and has caused the cemetery to be vacated, that the State pay the cost involved in the removal of the graves that are within the right of way which he estimated would amount to about $3,000. (For details see copy of the Chief Counsel's report in the General Files.) This matter was discussed by the Commission at considerable length, and as a result thereof, the Commission voted unanimously to proceed with the proposed improvement if and when the City of Lebanon acquires right of way through the cemetery property, and the Commission also agreed unanimously to reimburse the City for the cost of removing the graves from the right of way. The Chief Counsel was instructed to inform the City accordingly.

The Chief Counsel requested authority to conduct specific performance suits to enforce performance of options given the State by the following parties:

(1) Suit against J S and Hilda Chambers to require conveyance to the State of 1 5 acres of land needed as right of way for the Ontario Spur Section of the Old Oregon Trail. Amount involved $2,775.00.

(2) Suit against Julius and Neva Siller for acquisition of 2.66 acres of land needed as right of way for the Clear Lake-Forest Boundary Unit of the Winchester Bay-Forest Boundary Section of the ~~Old~~ Oregon Coast Highway, Douglas County

The Commission approved the request unanimously

A status report was rendered by the Chief Counsel on the Commission's proposed settlement with the Union Pacific Railroad Company of the State's claim against the company in the amount of $24,345 40, and the company's claim against the State in the amount of $41,897 87 arising out of slides that occurred on the Upper Columbia River Highway The Chief Counsel advised that the Railroad Company has accepted a compromised arrangement whereby each party is to assume 50 percent of the total amount of both claims, which will result in payment by the State to the Company of the sum of $8,776.24. The Commission approved the report

The Commission discussed and upon recommendation of the Chief

Counsel and the Engineer unanimously approved settlement of the claim of Eva M. Beale, et al, for additional damages which they allegedly suffered in the loss of business resulting from the moving of a building in which they were operating a tavern business, from right of way that was acquired by the State for the Ladd Canyon Section of the Old Oregon Trail. The amount involved in the settlement is $1,000 which the complainants have agreed to accept as settlement in full for their loss.

The Commission confirmed authority heretofore given the Chief Counsel to offer to Mr. Chester Blum, et ux, the sum of $1,700 as settlement in full for damages which they allege occurred to their property as a result of a slide on the Stout Creek-Mill City Section of the North Santiam Highway, including an easement to stabilize the slide area. (For details see copy of Chief Counsel's written report on this subject to the Commission dated August 7, 1952 in the General Files.)

The Chief Counsel brought to the Commission's attention the need for the Commission to adopt a resolution amending the resolution heretofore adopted on April 12, 1951 approving the final survey of the Mosier-The Dalles Section of the Columbia River Highway in Wasco County and of the Salem By-Pass Section of the Pacific Highway East, north of State Street in Marion County, in order to meet the requirements prescribed by the Throughway Law for establishing highways as throughways. He explained that the survey of each of these two highway sections was adopted by the Commission prior to the preparation of the standard form of throughway resolution, and in order to properly establish them as throughways, it is necessary for the Commission to adopt a new resolution amending the earlier one. He presented a form of resolution covering the matter. The Commission by unanimous vote adopted the resolution, a copy of which is attached hereto, marked EXHIBIT "E", and by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel presented for the Commission's consideration a proposed bill to be submitted to the 1953 legislature, in which authority is granted to the Oregon State Land Board to dispose of materials deposited upon the ocean beach from whatever cause, and providing a procedure to be followedin connection therewith. The Commission approved the bill and authorized the Chief Counsel to present it to the Legislative Highway Interim Committee.

The Commission confirmed telephonic authority heretofore given Mr. Frank I. Towle, of the Legal Department, to go to Walla Walla, Washington. to interview Army Engineers concerning the case of Strasbaugh vs. Chandler, et al. Expense involved $22.

The Engineer reported a compromised arrangement with the Board of County Commissioners of Multnomah County relating to the construction of an underpass at 132d Avenue on the T. H. Banfield Expressway to accomodate a future county road. He stated that the members of the Board have withdrawn the major portion of their demands relating to this structure on the condition that if and when a north and south arterial is

necessary to meet the demands of traffic at or near 132d Avenue, the State will share the cost of constructing that portion of the new road within the limits of the state highway right of way, the County to assume all costs relative to the construction of the underpass under the Union Pacific Railraod tracks. He estimated the total cost of such facility at about $190,000, of which the State's portion, he said, will be approximately $65,000, the County's share $125,000. He gave as his belief that the arrangement is a fair one, and he recommended approval of the same. The Commission approved the recommendation. (An agreement with the Board of County Commissioners covering the matter was signed by the Commission later in the session.)

The Commission discussed and denied a request from the Walla Walla Chamber of Commerce for a study and survey of the Lincton Mountain Road in Umatilla County as the permanent route of the Weston-Elgin Highway. It was the feeling of the Commission that the present route should be generally followed as a convenience for the people residing along this highway who go to Weston enroute to points south and west, and for whose benefit the present road would have to be maintained regardless of the construction of the other. It was also the considered opinion of the Commission that the expense of constructing the Lincton Mountain route is not justified by the small amount of traffic that would use it.

The Commission discussed and denied a request from the Portland City Council, Portland Housing Authority, and Portland Planning Commission for state cooperation in improving N. W. Thurman Street as the route of the Lower Columbia River Highway in connection with the City's Vaughn Street development project. The Engineer advised that according to the Housing Authority the proposed improvement will cost about $860,000. He gave as his feeling that the State will not benefit by the change, and he recommended that the request be denied. The Commission approved the recommendation. (This matter was discussed with a delegation representing the City, which was present on the following day.)

A letter was presented from Mr. J. D. McLaughlin Portland, in which he points out what he alleges is a dangerous traffic condition that exists at the junction of US 99E and US 99W at Junction City, and in which he recommends that immediate corrective measures be taken. The Engineer advised that this matter has been investigated, and it has been determined that the signs at the junction are appropriate so, if people pay proper attention to them, there should be no danger of entering the intersection with out additional warning He gave as his opinion that the junction is properly marked and requires no additional signs. The Commission approved the report.

A request was presented from the Culver Chamber of Commerce for establishment of a State Secondary Highway extending easterly from the town of Culver to a connection with the Madras-Prineville State Secondary Highway so as to provide a shorter route of travel from Culver to Prineville. The Engineer advised that the proposed road will shorten the distance from Culver to Prineville about 5.6 miles.. He gave as his considered opinion that the cost of constructing such road is not justified nor warranted by the traffic that would

use it. He mentioned also that a delegation will be present on the following day to request the road in person, and to ask the Commission to authorize a fact-finding survey which, he said, will cost approximately $2,000. He recommended that the request be denied. The Commission approved the recommendation. (See additional paragraph ahead.)

The Engineer reported the results of receiving bids in Salem on July 29, 1952 for the purchase of an assortment of used equipment and scrap materials stored at the Highway Shops in Salem. He presented a list of the high bids received for the materials offered for sale, and he pointed out that the aggregate amount of the offers exceeds the estimated value of the material by $4,229.85. He recommended acceptance of the high bid in each instance except that the bids received for the purchase of scrap steel be refused as being too low. The Commission approved the recommendation unanimously. (For details see tabulation of bids filed in the office of the Secretary under File No. 458, "Miscellaneous Proposals".)

The Engineer reported on the request of the County Court of Clackamas County for improvement of 82d Avenue (Cascade Secondary Highway) southerly from Flavel Street, Portland, to Oregon City as instructed by the Commission at the previous meeting. He stated that an investigation by the Traffic Engineer reveals that the highway between Flavel Street and King Road Junction, a distance of 1.5 miles, carries a volume of traffic far in excess of the ability of the present facility to handle without congestion and hazard. The pavement on this section, he said, is only 18 feet wide, with gravel shoulders, and the average traffic volume is in excess of 9,000 vehicles daily. He further stated that the traffic congestion is not as great between King Road and Oregon City so in his estimation improvement of that section is not essential in any immediate construction program. He pointed out the difficulty in providing funds to finance improvements on this road because, while it is a State Secondary Highway, it also has been designated a Federal Aid Primary Highway in which Federal secondary funds cannot be utilized. He also pointed out that there is an insufficiency of primary highway funds to allocate to this project until the Third Year Federal Aid Program is arranged. He recommended an allocation of about $200,000 in such program to finance this 1.5 mile improvement, the work to be done in 1955. As a result of careful study of the report, the Commission decided unanimously not to construct this improvement until the funds for the 1956 Federal Aid Program have been made available.

The Engineer also reported on a request presented by a delegation from Linn County, composed of the County Court and Members of the Albany Chamber of Commerce, at the last meeting of the Commission for State assistance in re-enforcing a county road which extends westerly from US 99E at a point near Millersburg, to the Willamette River where the Russell Towboat and Moorage Company, Portland, contemplate operating a tank farm in connection with the transportation of petroleum products from Portland for distribution by truck in the Albany area. Inspection of the existing county road, he said, reveals that it has an oil surface in very good condition, having only been recently completed with funds raised by a special 5 mill tax levied against real property; also, that it is well

constructed with good drainage on very favorable soil, and a very satisfactory base of crushed rock. He gave as his considered opinion that maintenance of the road is strictly a county problem since a new industry is being brought into the county which will provide employment for additional people of the district, and if the Towboat Company's operations are successful, it will result in the operation of additional truck terminals at Albany by larger transportation companies. He recommended that the County's request for State cooperation be denied. The Commission approved the recommendation.

The Commission discussed a report from the Engineer on the request of the Clackamas County Federation of Community Clubs for installation of a traffic signal on S. E. 82d Avenue, Portland, near Battin School. The Engineer recalled that on several occasions in the past, requests for a regular type of traffic signal have been presented to the Commission, and in each instance, the request has been denied because the operation of such type signal would interfere with the movement of traffic on the two-lane highway which is now congested by reason of an average daily traffic in excess of 9,000 vehicles. He also recalled that the Federation of Community Clubs requested that consideration be given to the installation of a pedestrian-actuated signal which would be operated only when necessary by a local control box, and that the group offered to contribute toward the cost of such a signal. He estimated the cost of the pedestrian-actuated signal at $1,400, of which the State's share would be $800 and that of the School District or the Federation of Community Clubs would be $600. He recommended installation of such a signal at State expense if it develops that local funds cannot be obtained. As a result of discussion, the Commission unanimously approved installation of a pedestrian-actuated signal at this point at State expense.

The Engineer reported on a request presented by a delegation from Troutdale at the previous meeting, for improvement of the old Columbia River Highway within the City. He said that pursuant to instructions from the Commission, this matter was investigated by Mr. W. C. Williams, Assistant State Highway Engineer, who advises that the conditions complained of by the delegation are a fact and improvements are warranted. He estimated the cost to eliminate the deep gutters along this street and to improve drainage conditions, at $12,000, and he recommended approval of the project as a Minor Betterment Project in 1953 with work to be done as early in the spring as weather will permit. The Commission approved the recommendation unanimously.

The Commission discussed with the Engineer a controversy with the City of Hood River relative to the disposal of a sawdust pile located partially on property acquired by the State for highway right of way and partially on property owned by the City of Hood River. The Engineer recalled that the Commission previously authorized the removal of the sawdust pile, but a subsequent investigation determined that there are approximately 46,000 cubic yards of material in the pile and that it will cost about $23,000 to move it. The City's principal complaint about the pile, he said, is the fire hazard and the nuisance created by the smoke arising therefrom, which hazard can be eliminated

were the pile leveled and covered with dirt; moreover, such treatment will permit the area to be seeded or made use of in some other way. In this connection, the Engineer reported a recent communication from the City requesting that the State Highway Department pave the city street which leads from the undercrossing of the new highway to an existing paved street near the Highway Department's maintenance headquarters in Hood River. It appears that the City is anxious to have this street paved but is without funds to finance the improvement. The Engineer estimated the cost of the work at approximately $4,000, and gave as his belief that the obligation to improve it is partially the State's inasmuch as the increased traffic on this street is the result of State activities. He suggested in view thereof that the Commission authorize improvement of the street on the condition that the City will pay one-half of the cost involved and will consent to the disposal of the sawdust pile controversy as mentioned, which means that the State's expenditure for the paving work and to take care of the sawdust pile would be $4,500 and that the City's expense would be about $2,500, as compared with the cost of $23,000 to truck-haul the sawdust pile to another location. The Commission approved the arrangement.

A letter was presented from Mr. Chas. V. Stitter, Chairman of Road Committee, Springwater Grange, Estacada, in which the Commission is urged to construct as the No. 1 road project on Highway No. 211 in 1952-53 a proposed revision of the Woodburn-Estacada State Secondary Highway No. 161 south of Estacada on what is known as the Dubois Creek Survey. The Engineer advised that an amount of $241,000 has been set up in the tentative program for 1955 Federal Aid Secondary Highway Funds to finance this project which is about two miles long; however, this program has not as yet been approved by the Commission. The Commission deferred a decision in the matter pending discussion of such program later on.

The Commission also discussed a letter from Mary Louise Steere, Kernville requesting the oiling of the uncompleted section of the Siletz State Secondary Highway between the towns of Siletz and Kernville. The Engineer advised that to improve this road to a modern secondary highway standard will cost in excess of $1,000,000, which amount is not available at this time. He also mentioned that consideration is being given to the improvement of a portion of the project, costing about $200,000, in the current five-year program, but it may not be possible to include the project in the final program because of changes that may be required by reason of the redistribution of secondary funds to county roads The Commission deferred its decision in the matter until later in the session. (This matter was reconsidered by the Commission on the following day when the program for the 1954 Federal Funds was discussed, at which time the Commission decided to delete the project from the tentative program and to place the amount set up therefor in reserve.)

A request was presented from the City of Hermiston for installation of traffic signals at the intersection of First Street and Gladys Avenue and at the intersection of First Street and Main Street in that city. The Commis-

sion denied both requests on recommendation of the Engineer who stated that the conditions obtaining at these intersections do not meet the warrant for signal installation. (A delegation appeared before the Commission on the following day and renewed the City's request for the signal at the First Street-Gladys Avenue intersection. On the basis of information disclosed at that time, the Commission instructed the Engineer to give the matter further study with particular reference to conditions during the peak hour traffic period. See additional paragraph ahead.)

A letter was presented from the City of Roseburg, W. A. Gilchrist, City Manager, advising that the City has in its current budget an item of $4.500 to pay the City's share of installing traffic signals at the intersections of Lane Street and Washington Street with Stephens Street (route of US 99 through Roseburg) and to pay for changing the controllers so that the signals may be coordinated. Mr. Gilchrist requests the Commission's approval of the project so that installation can be made in the near future. The Engineer advised that for several years it has been recognized that traffic signals in Roseburg at the points referred to are a necessity. He estimated the cost involved at $9.000, and he recommended approval of the installation on the basis of the city and the State each paying fifty percent of the expense, the city to maintain the signals and to furnish electrical energy with which to operate them after the installation is completed. The Commission approved the recommendation.

The Commission considered and upon recommendation of the Engineer denied a request from the City of Carlton for installation of a lighted overhead crosswalk signal in front of the U. S. Post Office on West Main Street in Carlton (route of ORE 47) and for the installation of a four-way stop signal at the intersection of Main Street with Pine Street in lieu of an existing flashing beacon.

The Commission discussed a letter from the City of Lebanon by its Chief of Police and Minicipal Judge in which request was made for installation of a stop and go light on the Santiam Highway at the intersection of Park Street and Grant Street within the City where it is alleged that accidents frequently occur The Engineer advised that this matter has been investigated by the Traffic Engineer who advises that the traffic volume at this intersection does not warrant the installation of a signal, the maximum hourly traffic count being only 524 compared with the minimum warrant of 750; however, he said, the investigation did disclose some hazard by reason of insufficient sight-distance which could be materially improved were the parking of vehicles on the east side of Park Street for a two-block section between Grant and Oak Streets prohibited. He recommended that the request for a signal be denied, but that the City be requested to adopt an appropriate order providing for a "NO PARKING" restriction on the east side of Park Street along the two-block section mentioned. The Commission approved the recommendation unanimously and so ordered.

The Engineer reported that upon completion of construction work now under way in Forest Grove and the rerouting of ORE 6 and ORE 47 at this place, a new junction of these two highways will be formed at the intersection of Pacific Avenue (ORE 6) and "B" Street (ORE 47) and that this junction is of such a nature that it will be difficult to arrange signals that will properly apprise motor-

ists of the "STOP" ahead. He recommended as a remedy for the situation installation of a flashing beacon that will display a flashing amber warning indication to the east and west on ORE 6 and a flashing red stop indication to the north and south on ORE 47. He estimated the cost of such installation at $450 and recommended approval of the project to be paid for entirely with State funds on the condition that the City will maintain the signal and will furnish electrical energy to operate it at no cost to the State when the installation is completed. The Commission approved the recommendation.

The Engineer reported a hazardous condition at the junction of US 99E with the South 12th Street truck route, Salem, where accidents frequently occur by reason of the fact that 12th Street enters the highway at a very flat angle. During the period January 1, 1946 to date, he said, 64 accidents have occured at this intersection resulting in 3 fatalities and 24 personal injuries, and it appears that more accidents are occuring each year. He recommended as a corrective measure installation of a traffic signal, overhead illumination, and some channelization which he estimated will cost about $12,500. He exhibited a map showing the proposed improvements and advised that funds are available to finance the work in the 1952 Betterment Budget. The Commission approved the project unanimously.

The Engineer reported that the following cities and towns have fulfilled the legal requirements with respect to expenditure of State Tax Street Funds that accrued to them during the first six-month period of 1952, and that the plans for the improvements proposed to be financed with such funds have been examined and found to be satisfactory:

Arlington	$1,856.82
Eagle Point	1,642.99
Gold Beach	1,832.46
Mitchell	1,123.29
Monroe	979.84
Taft	1,218.03
Troutdale	1,391.26

He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have fulfilled the legal requirements with respect to expenditure of State Tax Street Funds that accrued to them during the second six-month period of 1951 and that the plans for the improvements proposed to be financed with such funds have been examined and found to be satisfactory:

Arlington	$2,153.61
Fossil	2,024.89

Gates	$1,324.81
Mitchell	1,302.84
Monument	715.78
Moro	1,127.03
Sisters	2,269.76
Troutdale	1,613.64

He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the town of Mitchell has satisfied the legal requirements with respect to State Tax Street Funds that accrued to it during the second six-month period of 1950 and during the first six-month period of 1951 and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto, marked EXHIBIT "F-3" and EXHIBIT "F-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission conferred with representatives of the United States Bureau of Public Roads and the United States Forest Service regarding the designation as forest highways of (1) the road which extends northerly from Belknap Springs, Lane County, to a connection with the South Santiam Highway in Linn County near Clear Lake, and (2) the road which extends westerly from Starkey, Union County, to a connection with the Pendleton-John Day Highway near Ukiah, Umatilla County. Present representing the Bureau of Public Roads were W. H. Lynch, Division Engineer, C. G. Polk, District Engineer, F. E. Andrews, Principal Assistant, and R. N. Kellogg, Forest Highways Engineer; also present was W. McDonald, Assistant Regional Engineer, United States Forest Service. Mr. Lynch advised that there is no question that the Belknap Springs road qualifies as a forest highway because it is located entirely within the Willamette National Forest, but only a portion of the Starkey road so qualifies, there being an eleven-mile section at the west end and a six-mile section at the east end that are outside of the Umatilla National Forest boundaries. A suggestion was made that the Belknap Springs Road and such portions of the Starkey road that lie within the national forest boundary be designated forest highways, and that the sections of the Starkey road that lie outside of the forest boudaries be designated either a Federal Aid Secondary Highway (county road) or a State Secondary Highway. This matter was discussed at considerable length, and as a final result thereof, it was mutually agreed to recommend to the Federal authorities designation of the Belknap Springs road in its entirety as an addition to the Forest Highway System, and to recommend also that such portion of the Starkey-Ukiah road that lies within the boundaries of the national forest likewise be added to the Forest Highway System. It was also agreed that the portion of the Starkey-Ukiah road which extends easterly from the Umatilla National Forest boundary to Starkey should

be designated as a State Secondary Highway and as a Federal Aid Secondary Highway, and that the section which extends westerly from the forest boundary to a connection with the Pendleton-John Day Highway should be designated only as a Federal Aid Secondary Highway (county road) provided Umatilla County will agree to such a designation; if the county will not agree, then such section is to be designated a State Secondary Highway.

The meeting recessed for luncheon at 12:20 p.m., Standard Time, and reconvened at 1:30 p.m., Standard Time, with the same persons present and participating.

The Commission discussed and unanimously approved an agreement with the City of Salem providing for construction of a dike at the west approach to the Willamette River Bridge at Salem. The work is estimated to cost $12,000, and the City by this agreement is to assume payment of the entire amount. (The agreement was signed later in the session.)

The Commission discussed a request from the Moro Booster Club for reconstruction of the Union Pacific Railroad underpass on US 97 about one and one-half miles south of the town of Moro. The Engineer advised that the existing underpass is narrow and that the sight-distance approaching from either direction is extremely poor, rendering the underpass quite hazardous. He estimated the cost to replace the structure with a permanent type at about $50,000, and he recommended careful consideration of the project for 1953 construction as a Federal Aid Project. The Commission deferred a decision in the matter pending discussion of the Federal Aid Program. (The Commission later approved this project for 1954 Primary Federal Aid Funds which become available to finance construction during 1953.)

The Engineer requested authority for an additional expenditure of $5,000 of State funds to finance additional tests relative to flared-inlet box culverts which tests are being conducted at Oregon State College at the suggestion of the Bureau of Public Roads. He said that the tests are practically completed and the results obtained have been very successful, in fact modifications already adopted for culvert designs will provide savings greatly in excess of the cost of the tests. The Commission approved the additional expenditure.

The Engineer also requested approval of an additional expenditure of $5,000 to match a like sum provided by the United States Geological Survey to finance an investigation of run-off which might be expected from small drainage areas. He recalled that the Commission in September, 1951 entered into an agreement with the United States Geological Survey whereby each agency agreed to contribute $5,000 to finance such investigations, and he advised that the results from the work, to date, have been quite encouraging and already have had some effect on culvert design. The United States Geological Survey, he said, considers the work very important and has stated a willingness to contribute an

additional sum of $5,000 to continue the work for another year if the State will contribute a like sum. He gave as his feeling that the project is a worthy one and that the expenditure is justified. He accordingly recommended approval of the additional expenditure. In the discussion of the matter the question arose how long will the project last. The Engineer gave as his feeling it probably will require an annual expenditure of $5,000 for ten years. The Commission approved an expenditure of $5,000 for one year only.

A letter was presented by Miss Harriet Jack, Manager of "Woodcraft Home", Hood River, in which request was made for construction of a sidewalk along the Columbia River Highway (US 30) between the "Home" and the city limits, and that a traffic light be installed at a crosswalk in front of the home. The Engineer advised that this matter was investigated, and there does appear to be some hazard from the present conditions by reason of heavy truck traffic and contractors operations; however, upon completion of the new highway, traffic on the old highway will be very materially reduced, and it will be comparatively safe for the people residing in the home to walk along the old highway in going to and from Hood River, if they must walk. He pointed out that there is bus service to Hood River Heights, and he suggested that it would be possible to arrange for two or three scheduled stops daily to the "Home" which would afford opportunity for the elderly people who reside there to go to town without walking. The expense of constructing a sidewalk, he said, is not justified, neither is there warrant for the traffic light; moreover, the responsiblity for constructing the sidewalk does not rest with the State Highway Commission. He recommended that both requests be denied. The Commission approved the recommendation.

The Engineer requested authority for an expenditure of about $3,000 to plant grass seed along the fill slopes on the Barkley Springs-Algoma Section and on the Modoc Point-Barkley Springs Section of The Dalles-California Highway. He predicted that there will be considerable erosion of the slopes unless they are protected by grass growth. The Commission approved the expenditure.

The Engineer also requested authority to spend about $1,500 for landscaping at the new intersection of the Bend-Sisters Highway with US 97, north of Bend in order to correct an unsightly condition that exists at this point. The Commission approved the expenditure.

The Commission discussed a request from Mr. Paul L. Patterson, City Attorney for Gaston, for improvement of the Tualatin Valley Highway between Oak Street and Cottonwood Street in Gaston. The Engineer advised that the improvement requested consists of widening and construction of curbs with necessary drainage. He estimated the cost of such work at about $18,500 and advised that while the improvement is desirable, there are many other cities in the State that have like conditions and higher priority. He recommended that the request be denied for immediate undertaking but that it be reconsidered later on when more funds are available. The Commission approved the recommendation.

A letter was presented from Mayor J. H. Cochran of the City of Hammond, Clatsop County, in which request is made for the widening of Fort Stevens State Secondary Highway within Hammond in order to eliminate a very hazardous street junction where, he stated, many accidents occur. The Engineer advised that this matter has been investigated, and it has been determined that to do the widening work requested will cost about $2,500; however, it also has been determined that such improvement will not be satisfactory because the drainage problem would not be taken care of and existing conditions would be very little improved. He estimated the cost to provide a satisfactory improvement, including construction of curbs and a storm sewer, at about $35,000; however, he pointed out that the priority of such a project in the City of Hammond is well below that of many other cities in the State. He recommended, in view thereof, against both the complete improvement and the partial improvement at this time. The Commission approved the recommendation.

A resolution was presented from the City of Hillsboro in which the State Highway Commission is authorized to widen 10th Street from the southeast city limits to the intersection of 10th Street and Baseline Street, to a width of 58 feet between curbs; to develop Baseline Street and Oak Street into a one-way street couplet from 10th Street to the westerly city limits; to do whatever is necessary for clearing rights of way to effect the purpose desired; and to investigate the possibility and feasibility of routing traffic from a westerly point on Baseline Street to a westerly point on Main Street in order to funnel traffic into the city proper. The Engineer advised that this is a very meritorious project, but there is no money to finance it at the present time. He recommended that it be given consideration by the Commission in the formulation of future construction programs. The Commission approved the recommendation.

The Commission discussed and unanimously approved an agreement with Columbia County providing for county maintenance of the Beaver Ammunition Storage Point Access Road when the improvement thereof has been completed by the State. (The agreement was signed by the Commission later in the session.)

The Commission unanimously approved a report from the Engineer advising satisfaction of conditions governing the awards of the following contracts and also advising that forms have been prepared and forwarded to the respective contractors pursuant to the Commission's instructions:

(1) Grading and paving on Summer Street between Chemeketa Street and Center Street in Salem. Conditions of award satisfied on July 17, 1952. Warren Northwest, Inc., successful bidder.

(2) Grading and paving the Benton County Line-Cheshire Section of the Territorial Secondary Highway, Lane County. Conditions satisfied July 22, 1952. Porter W. Yett, successful bidder.

(3) Grading and paving the Rock Point-Blackwell Hill Section of the Pacific Highway near Gold Hill, Jackson County. Conditions

satisfied August 11, 1952. Central Heating Company Oregon Ltd. and F. L. Somers, successful bidder.

(4) Grading and paving on the Anlauf-Elkhead Road Unit of the Pacific Highway in Douglas County. Conditions satisfied August 15, 1952. Babler Brothers, Inc., successful bidder.

The Engineer requested authority to make a detailed location survey of an eight-mile section of the Old Oregon Trail between Hilgard and La Grande. He advised that no funds have been programmed for improvement of this highway between Deadman's Pass and La Grande, but it appears that the Hilgard-La Grande Section should be improved in the not too distant future since it has the most inferior alignment. He further stated that it is going to take considerable time to make the survey because the location is rather complicated, and the reason that he is asking for authority to conduct it at this time is to have the information available when it is needed. He advised that he would use an engineering crew that can be made available from other projects without handicapping surveys for projects that are programmed for immediate construction. The Commission approved the request unanimously.

The Engineer brought to the Commission's attention the need to increase the project authorization for construction of the hydraulic embankment on the Hood River-Mosier Section of US 30, by an amount of $230,000. He explained that in the construction of the Hydraulic embankment along this highway below Bonneville Dam no particular difficulty was encountered since the depth and swiftness of the water could be fairly well predicted; however, above Hood River where the embankment is being placed in the Bonneville pool, unanticipated and unpredictable events have materially increased the amount of the hydraulic embankment necessary to furnish a satisfactory job. The latest tabulations, he said, indicate that construction of hydraulic embankments in the deep water resulted in an overrun of 944,000 cubic yards of material which will cost about $230,000, which amount will be applied to contract No. 3532 awarded to General Construction Company for construction of a hydraulic embankment on the Hood River-Mosier Section. The Commission approved the increase unanimously

The Commission had under discussion a letter from the Association of Oregon Counties, F. L. Phipps, Executive Secretary, in which Mr. Phipps includes a formula that has been adopted by the Association for the allocation of funds made available under the 1952 Federal Aid Act to finance the improvement of county roads on the Federal Aid Secondary System, such formula being as follows:

> "That 25% of the federal funds available for county roads on the Federal Aid Secondary System in Oregon be divided equally between the counties, and that of the remaining 75% of such funds 80% be allocated to the counties on the basis of rural population and 20% on the basis of county road mileage as shown by the most recent records of the State Highway Department."

In his letter Mr. Phipps advises that the formula was submitted to a referendum vote of the county courts and resulted in approval of the formula by a majority of all of the county courts of the state. The Engineer advised that he has given this matter very careful consideration and has discussed it in considerable detail with the Committee of The Association of Oregon Counties which developed it, and it is his considered opinion that the formula is as good as can be developed. He recommended approval of the formula by the Commission. He further recommended that for the next two-year program for which Congress has appropriated monies, the matching of federal monies be made on a 50-50 basis between the counties and the state. In other words, of the total funds available, 60 percent would be federal, 20 percent state, and 20 percent county. He further recommended that the counties be required to purchase all of the necessary rights of way and material sources but that the preliminary surveys be made at the expense of the state. Chairman Chandler stated his reluctance to approve such a formula as a permanent proposition, however, he agreed to it on a trial basis for a two-year period with the understanding that the matter will be reconsidered at the end of that time. Commissioner Reynolds thereupon moved adoption of the Engineer's recommendation in connection with the two-year program for which Congress has appropriated funds. The motion was seconded by Commissioner McIver and carried by the unanimous vote of the Commission.

The Commission had under consideration the adoption of completed surveys of the following described highway sections as reported by the Engineer:

(1) North Corvallis Section of the Pacific Highway West (US 99W), Benton County

(2) Phoenix Section of the Pacific Highway (US 99), Jackson County

(3) Otter Crest Section of the Oregon Coast Highway (US 101), Lincoln County.

The Engineer exhibited maps showing the location proposed at each point. He explained details and recommended approval of the surveys by the Commission. As a result of discussion, the Commission approved all three surveys as recommended. The attached resolutions relative thereto, marked EXHIBITS "G-1" and "G-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

In the discussion of the survey at Otter Crest, the Engineer advised that the proposed revision will effect a savings of $200,000 in construction costs, and he suggested that this sum be applied to improve another section of this highway in the vicinity of Fogarty Creek. He was instructed by the Commission to render a report on the subject.

The Commission considered the following requests for extensions

of time within which to complete highway contracts:

1. Parker-Johnson Company, Contract No. 3639, for construction of Rock Creek Bridge, Mosier Overcrossing, and Mosier Creek Bridge on the Upper Columbia River Highway in Wasco County, requested an extension of time of 258 days from August 31, 1952 to May 15, 1953, within which to complete this job. They attributed their failure to complete the Mosier Creek Bridge within the specified time limit to inclement weather, and they stated they failed to complete the other structures within the specified time because they are located in a section of highway where hydraulic embankment is being constructed by another contractor whose work will not be done until about October 1, 1952. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended in view thereof that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. Lindstrom Brothers, Inc., Contract No. 3429, for construction of the Weed and Muscott Bridges on the Little Nestucca Highway in Tillamook County requested an extension of time of 60 days from June 30, 1952, to August 29, 1952, within which to complete this job. They alleged that the project overran the specified time limit because of unseasonal high water conditions which made it impractical to place the falsework necessary for the erection of the Weed Bridge, and also prevented the painting of the Muscott Bridge. The Engineer advised that the Commission already has extended the time limit on this contract two times, the last extension, from November 30, 1951 to June 30, 1952, being granted subject to the condition that the contractor would reimburse the State for all engineering costs incurred in connection with the job subsequent to November 30, 1951. He recommended that the additional extension of time now requested be granted subject to the same condition. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

3. R & M Construction Company, Contract No. 3443, for grading and surfacing the Holland Loop County Road Section of the Holland Loop Federal Aid Secondary Highway in Josephine County, requested an additional extension of time of 90 days, from July 31, 1952 to October 29, 1952, within which to complete this project. They gave as their reason for failing to complete the project within the previously extended time limit inclement weather and too much water which prevented operations during the winter season. The Engineer advised that the contract completion date was November 30, 1951 and that the time was previously extended to and including July 31, 1952 without penalty because of the accition of one span to the Lower Sucker Creek Bridge after the contract had been awarded. He further advised that the extension of time previously granted was sufficient to account for all of the extra work entailed by this addition. He recommended in view thereof that the additional extension now requested be granted subject to the condition that the contractor shall reimburse the State for all engineering costs incurred by the State on

this job subsequent to July 31, 1952. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

4. Larsen Brothers, Contract No. 3479, for painting the McCullough Bridge on the Oregon Coast Highway at Coos Bay, Coos County, requested an additional extension of time from July 31, 1952 to September 30, 1952, within which to complete this job. They gave the following reasons for overrunning the previously extended time limit: adverse weather conditions; labor trouble in 1951; and certain requirements of the State s Inspector which they are performing under protest. The Engineer advised that the specified completion date was October 31, 1951, and that it was previously extended by the Commission to July 31, 1952. Insofar as it can be determined, he said, the reason for the delay is lack of sufficient crew of workmen to do the things required. He recommended in view of the circumstances that the additional extension of time now requested by granted subject to the condition that the contractor shall reimburse the State for all engineering costs incurred by the State in connection with this job subsequent to July 31, 1952. The Commission approved the recommendation.

5. Felix Carlson Dredging Co., Inc., Contract No. 3652, for replacement of fender piling at the Coos Bay Bridge on the Oregon Coast Highway in Coos County, requested an extension of time of 60 days, from June 30, 1952 to August 29, 1952, within which to complete this job They attributed their failure to complete the project within the specified time limit to late delivery of creosoted piling and shortage of competent workmen. The Engineer advised that the contractor started work as soon as he received the treated piling from the treating company, and that he has prosecuted the work with due diligence since that time. He further stated that it was through no fault of the contractor that the work was not completed within the period specified, and accordingly he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. C. J. Eldon, Contract No. 3578, for construction of a bridge over the Little North Santiam River on the Mehama-Mill City Section of the North Santiam Highway in Marion County, requested an extension of time of 122 days, from August 31, 1952 to December 31, 1952, within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: (1) Overrun of the quantities listed under the heading "Excavation Below Elevations Shown"; (2) Extra time consumed in cutting keys in abutments No. 1 and No. 2 where no explosives were permitted, such keys being not shown on the original plans; (3) High water which flooded coffer dams; (4) Overrun of concrete in the abutments. The Engineer advised that because of foundation conditions it became necessary to change the foundations for the concrete arch which increased the amount of excavation and the concrete used in the foundations. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The

Commission approved the recommendation.

7. Tom Lillebo Contract No. 3462, for construction of a bridge over Coos River on the Coos River Secondary Highway in Coos County, requested an extension of time of 90 days, from August 1, 1952 to October 29, 1952, within which to complete this job. He attributed his failure to complete the project within the specified time limit to the delay of the suppliers in making deliveries of electric motors which were ordered promptly after the contract was awarded. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct; that the electric motors which are to operate the structure were ordered from the Westinghouse Electric Company, but manufacture of the same was delayed due to a prolonged strike in the Westinghouse plants. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

8. F. L. Somers, Contract No. 3533, for surfacing the Metolius-Culver and the North Unit of the Culver-Juniper Butte County Roads in Jefferson County, requested an extension of time of 60 days, from October 15, 1951 to December 14, 1951, within which to complete this job. He gave the following reasons for overrunning the specified time limit: "We were not cleared to work in the designated cinder pit until 70 days after award of the contract. We have not yet received delivery of the required metal pipe." The Engineer advised that the cinder pit specified for this project was obtained under permit from the U. S. Bureau of Land Management; however, at the time the contractor attempted to enter the pit, jurisdiction over the land on which the pit was located was assumed by a private party who refused to let the contractor obtain materials from this source. Several weeks time, he said, was taken up in negotiations between this private party and the government officials before the difficulties were ironed out and the contractor was allowed to enter the pit. These circumstances, he said, were responsible for overrun of the time limit. He pointed out that the contract was completed on November 17, 1951 and should be extended to that date rather than December 14, 1951, the date requested by the contractor. He recommended in view thereof that the extension of time be granted up to November 17, 1951 without penalty A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

9. Roy L. Houck & Son, Contract No. 3430, for grading and paving the Canyonville (Fifth Street) Project on a city street in the City of Canyonville, Douglas County, requested an extension of time of 243 days, from October 31, 1951 to June 30, 1952, within which to complete this job. They gave as their reason for overrunning the specified time limit financial difficulties involving the local commercial gravel plant with whom arrangements previously had been made to furnish materials for the project. The Engineer advised that the contractor was repeatedly requested to complete this project within the specified completion date, and he did place an oil mat or binder course prior to the expiration of such period; however, he was not able to

secure sufficient aggregate for the paving until the spring of 1952. He further stated that in order to provide proper service to the general public during the winter months, it was necessary for the State to do some patch work on the street which involved an expenditure of State funds in the amount of $185.27. He pointed out that the job was completed on July 18, 1952 and recommended that the extension of time be granted to that date subject to the condition that the contractor be required to reimburse the State for the cost of the maintenance work which would not have been necessary had the contract been completed on time. The Commission approved the recommendation.

10. E. H. Itschner Company, Contract No. 3586, for rock production on the Vida-Belknap Springs Section of the McKenzie Highway in Lane County, requested an extension of time of 46 days, from April 15, 1952 to May 31, 1952, within which to complete this job. He alleged that his failure to complete the project within the specified time limit was due to the quarry from which his materials were obtained being much harder to work than was anticipated. The Engineer advised that the contractor experienced considerable difficulty in working this quarry because of the demands of adjacent property owners that extreme care be taken in the use of powder. Certain precautionary measures were required by the State, he said, and were followed by the contractor to the best of his ability with the result that the job was completed without damage to any of the parties concerned. Due to the fact that the overrun of the time limit was not necessarily the fault of the contractor, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation.

11. Inter City Sand and Gravel Company, Inc., Contract No. 3253, for grading, surfacing, and oiling the Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway in Lane County, requested an extension of time of 371 days, from November 1, 1950 to November 6, 1951, within which to complete this job. The following reason was given by the contractor for overrunning the specified time limit: "Bad weather softened the grade and prevented rocking until the summer of 1951. Subcontractor for the oiling could not get on the job and we had to get another contractor to do the job, which caused additional delay." The Engineer advised that the contractor experienced some difficulty in compacting the subgrade due to excessive moisture, and that he was unable to obtain the services of an oiling subcontractor in time to complete the project earlier than he did. The State, he said, has incurred no additional engineering expense neither has the general public experienced any hardship by reason of the failure of the contractor to complete the project at an earlier date. He recommended in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

12. Rex C. Ayers Construction Company, Contract No. 3510, for grading and paving the Florence Section of the Oregon Coast Highway, Lane County, requested an extension of time of 189 days, from November 1, 1951 to June 6, 1952, within which to complete this job. They

attributed their failure to complete the project within the specified time limit to labor shortage, slow production of rock, and shortage of dump trucks for hauling. The Engineer advised that all work in connection with this job except construction of the top course of paving and some approaches was completed within the specified completion date and that the delay in completing the balance of the work was due to the inability of the contractor to secure sufficient aggregate from local rock-producing plants in the Florence area. Ultimately, he said, sufficient material to complete the project was loaned to the contractor from state stock piles but bad weather set in before the negotiations were accomplished, so it was necessary to carry the job over into the 1952 season. He recommended because of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

13. Parker and Fuhrman, Contract No. 3730, for oiling on the Prineville-Eagle Rock Section of the Paulina Secondary Highway, Crook County, requested an extension of time of 30 days, from June 30, 1952, to July 30, 1952 within which to complete this job. They attributed their failure to complete the job within the specified time limit to excessive rain which prevented oiling operations. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. The State, he said, has incurred no additional engineering expense neither has the traveling public been inconvenienced by reason of the delay. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

14. E. L. Gates and Company, Inc., Contract No. 3380, for grading and paving the Chrome Plant-Cedar Point Section of the Oregon Coast Highway, requested an extension of time of 168 days, from August 31, 1951 to February 15, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability of their subcontractor, Porter W. Yett, to finish the surfacing work because of additional work being performed by him which seemed to be more urgent. The Engineer advised that practically all of the work on this contract was completed within the specified time limit, and the only thing remaining to be done was the placement of a seal coat on the asphaltic concrete pavement. Weather conditions, he said, did not appear suitable for the application of the seal coat so such work was deferred until later; however, it was not applied because tests made during January and February indicated that it was not required, and the contractor was relieved of his obligation on February 15, 1952. He recommended in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring threin. The Commission approved the recommendation.

15. McNutt Brothers, Contract No. 3474, for grading the Judkins Point-Goshen Section of the Pacific Highway, Lane County, requested an extension of time of 45 days, from April 30, 1952 to June 14, 1952, within which to complete this job. They alleged that the general contract was

completed prior to the expiration of the specified time limit, and that the extra time was necessary in order to remove unanticipated slides that extended beyond the right of way boundaries. The Engineer advised that the contractor's statements are correct and that the overrun of time limit was not their fault. He further advised that the contract was completed on June 10, 1952 and should be extended to that date rather than June 14, 1952, the date requested by the contractor. He recommended in view of the circumstances that the extension of time be granted to June 10, 1952 without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

16. O. C. Yocom Company, Contract No. 3412, for grading and paving the South Yamhill River (McMinnville) Bridge Section of the Three Mile Lane State Secondary Highway, Yamhill County, requested an extension of time of 30 days, from September 30, 1951 to October 31, 1951, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delay by the State in acquiring right of way for road approaches. The Engineer advised that all work on this project was completed within the specified time, except for a road approach which was a right of way obligation. He further advised that the contract was completed on October 10, 1951 and should be extended to that date rather than October 31, 1951, the date requested by the contractor. He said the State has incurred no additional engineering expense nor has the traveling public been inconvenienced by the delay. He recommended in view of the circumstances that the extension of time to October 10, 1951 be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

17. Durbin Brothers, Contract No. 3528, for grading and paving Main Street in Island City and the Island City-Lone Tree County Road in Union County, requested an extension of time of 230 days, from October 31, 1951 to June 17, 1952, within which to complete this job. They alleged that the overrun of the time limit was caused by the failure of the fill materials, which were taken from under water excavation, to drain and become firm enough for a roadbed on which to construct pavement so late in the season, and it was necessary to defer the pavement work until conditions were satisfactory. The Engineer advised that for reasons stated by the contractor, he ordered postponement of the paving work until the spring of 1952 in order to provide a satisfactory job. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein The Commission approved the recommendation.

18. R. A. Heintz Construction Company, Contract No. 3303, for grading, paving, and structures on the South Unit of the Denver Avenue-Columbia Slough Section of the Pacific Highway East, Multnomah County, requested an additional extension of time of 121 days from December 31, 1951 to April 30, 1952, within which to complete this job. They attri-

buted their failure to complete the project within the previously extended time limit to additional work required by the State Highway Department. The Engineer advised that the contractor had completed all work on the traveled portion of the roadway within the specified time limit, but had extreme difficulty in securing conduit and other material required to finish roadside portions of this job; moreover, additional drainage work was required which the contractor could not perform until the State had obtained easements. He further advised that this contract was completed on April 18, 1952 and should be extended to that date rather than April 30, 1952, the date requested by the contractor. The delay, he said, was not the contractor's fault and in view thereof, he recommended that an extension of time up to April 18, 1952 be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

19. Leonard and Slate Oregon Ltd. and E. C. Hall Company, Contract No. 3456, for grading and topping the East Unit of the La Grande-Ladd Canyon Section of the Old Oregon Trail, requested an additional extension of time of 120 days, from March 15, 1952 to July 15, 1952, within which to complete this job. They advised that they were unable to complete the job within the previously extended time limit because of conditions beyond their control involving extensive slides and increased quantities. The Engineer advised that numerous slides developed on this contract and the contractor was required to move more than 100,000 additional cubic yards of material. He further advised that this contract was completed on May 23, 1952 and should be extended to that date rather than July 15, 1952, the date the contractor requested. He recommended that the additional extension of time up to May 23, 1952 be granted without penalty because the conditions obtaining were beyond the control of the contractor. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

19a. C. S. Whitcomb Company, Inc., Contract No. 3574, for landscaping the Redmond (5th Street) Section of The Dalles-California Highway, Deschutes County, requested an extension of time of 76 days, from April 30, 1952 to July 15, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inclement "growing" weather and other conditions beyond their control. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He also said that the contractor completed this contract on June 26, 1952 and that the extension of time should be extended to that date rather than July 15, 1952, the date requested by the contractor. The State, he said, has incurred no extra expense for engineering supervision, and he recommended in view thereof, that the extension of time to June 26, 1952 be granted without penalty. The Commission approved the recommendation.

20. Parker-Schram Company, Contract No. 3579, for grade

widening on the Sylvan Section of the Sunset Highway, Multnomah County, requested an additional extension of time of 60 days, from June 1, 1952 to July 30, 1952, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to unsatisfactory weather conditions. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He also advised that the contractor completed the contract on July 22, 1952, and that the extension of time should be granted to that date rather than to July 30, 1952, the date requested by the contractor. He recommended that the extension of time be granted to July 22, 1952 without penalty. The Commission approved the recommendation.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that contracts Nos. 3247, 3253, 3303, 3380, 3402, 3412, 3415, 3430, 3456, 3477, 3481, 3495, 3510, 3528, 3533, 3563, 3574, 3580, 3586, 3598, 3611, 3621, 3625, 3643, 3654, 3662, 3697, 3698, 3701, 3705, 3713, 3714, 3726, 3730 for construction of State highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration the Commission, by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Chairman Chandler brought up for discussion delays by contractors in starting work after they have been awarded contracts. He expressed the feeling, based on a study of the status of contracts, that the contractors are not commencing their work as soon as they should after the contracts have been awarded. As a result of discussion, the Engineer was instructed to direct a letter to all the contractors advising them that the Commission expects them to start work on their respective jobs just as soon as the contracts have been awarded, and to carry on their work expeditiously so that the work will be completed at the earliest possible time without extending or overrunning the time limit specified for such completion.

A letter was presented from Mr. Arthur W. Schaupp, former member of the Highway Commission, relative to the use of the "Wye" formed by the intersection of the Klamath Falls-Malin and the Klamath Falls-Lakeview Highways about four miles east of the City of Klamath Falls.

The Commission referred the letter to the Engineer with instructions to contact Mr. Schaupp and explain to him personally just what is planned by the Highway Department for public protection at this point, following which he is to render a report on the subject.

The Engineer brought up for discussion the revised Civil Service pay plan as finally approved by State Budget Director, State Emergency Board, and the Governor, providing for cost of living salary increases for about 40 percent of 50 percent of State Highway employees, effective September 1, 1952. He recommended approval of the plan which, he said, will result in an estimated total annual cost of about $338,530. The Commission approved the recommendation unanimously.

In this connection, the Engineer also asked the Commission to approve a three-step monthly pay plan for all of the 1,350 hourly paid personnel in the State Highway Department. He explained details, particularly pointing out that if the plan is adopted none of the hourly paid employees would receive a decrease in earnings, and that there will result an average increase of about $2 per person per month over and above the hourly rates established by the Civil Service Department. He recommended adoption of the proposed plan subject to approval by the Civil Service Commission. The Commission unanimously approved the recommendation.

The Commission discussed a written report from the Manager of the Accounting Division, dated August 8, 1952, on the amount of the Highway Department's contribution to the State Restoration Fund. According to the report, an appraisal of the buildings and non-expendible property must be submitted annually to the Department of Finance and Administration subsequent to June 30 of each year, and it has been past practice to exclude from the appraisal report the Highway Department's properties that are covered by commercial fire insurance; however, the question has been raised by the Division of Audits of the Secretary of State's Office as to whether or not it is proper to exclude such properties. It appears from the report that a total valuation of State Highway property as of December 31, 1951 amounted to $16,215,111.27, which will make the Highway Department's contribution to the Restoration Fund, based on 25 cents per $100, approximately $40,537.78 for the year 1952, but by excluding the properties covered by commercial fire insurance in the amount of $10,996,263.95, the contribution could be reduced to about $13,047.12. The auditor requested instructions whether or not to include in the current report to the Department of Finance and Administration appraisals of properties that are covered by commercial fire insurance. As a result of discussion, the Commission ordered that the 1952 report be based on properties not covered by commercial fire insurance only as in the past, which would result in savings to the State Highway Fund of about $27,490 66. The Chief Counsel was instructed to prepare a proposed bill for presentation to the next legislative assembly which would authorize the purchase of commercial fire insurance and would exclude properties so covered from the appraisal report and would clarify existing statutes pertaining to such matters.

In the consideration of this matter, Commissioner Reynolds pointed

out the State's insurance now furnished by the Restoration Act does not provide for "extended coverage" but is limited to loss by fire only. It was his feeling that the law should be modified to include such type of coverage. Chairman Chandler and Commissioner McIver concurred whereupon the Chief Counsel was instructed to bring the matter to the attention of the State Insurance Commissioner, with the idea in mind that he would take action to secure legislation to that end

The Engineer reported that when reconstruction of the Cedar Point-Coquille Section of US 101 was completed, the City of Coquille established a small one-way street grid system which must be formally approved by the State Highway Commission in order to become effective. He recommended appropriate action by the Commission to legalize the City's ordinance. The Commission approved the recommendation and thereupon unanimously adopted the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a proposed agreement with the County Court of Clackamas County providing for abandonment of a section of the Mt. Hood Highway at Rhododendron on completion of a revision of the highway at this place. The Commission approved the agreement unanimously. (The agreement was signed by the Commission later in the session.)

Consideration was given by the Commission to the disposal of a portion of the old right of way of the Hilgard Junction-Red Bridge Section of the Starkey Secondary Highway in Union County. The attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein was adopted by the Commission by unanimous vote

The Engineer reported that on Monday, July 7, 1952, he ordered restoration of the maximum weight limits authorized by law for the Coyote Creek Bridge located at M P 26 24 on the Territorial Secondary Highway in Lane County, repairs to the structure having been completed. He asked the Commission to confirm his action. The Commission by unanimous vote approved the action taken by the Engineer in this matter by adoption of the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein

A request was presented from the postmaster at Aloha, Oregon, for designation of a loading zone in front of the U. S. Postoffice on the Tualatin Valley Highway at this place. The Engineer advised that the matter has been investigated by the Traffic Engineer who advises that there are sufficient mail deliveries daily in the congested parking area to warrant the establishment of such a loading zone for the safety of through traffic and for the protection and convenience of the postmaster in handling mail by truck delivery. He recommended in view thereof that such a loading zone be established on the north side of the highway at M. P. 6.49, between

highway engineer's station 127+47 and 127+07, 40 feet in length. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "L-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered a request from the City of Central Point for designation of a "NO PARKING" zone on the west side of US 99 for a distance of one block in Central Point, particularly between Manzanita Street and Pine Street. The Engineer advised that from an investigation of conditions at this point, it has been determined that such a parking restriction should be established; however, it should be for a distance of two blocks rather than one, between Manzanita Street and Oak Street. He recommended, therefore, that a "NO PARKING" zone be established for either one or two blocks as may be desired by the City, and that the posting of appropriate signs be made contingent upon the city passing an ordinance covering the restriction. The Commission approved the recommendation unanimously and instructed the Secretary to inquire of the City its particular wishes in the matter and to ask the City to adopt an appropriate ordinance in conformity therewith.

A letter was presented from the El Dorodo Grange No. 817, Ironside, Oregon, Ernestine L. Howard, Secretary, in which the Highway Commission is requested to erect signs on the John Day Highway at and near Ironside to protect the children of their community. The Engineer advised that this matter was investigated by the Traffic Engineer who gives as his considered opinion that existing signs at this location are entirely adequate to take care of the situation, and who recommends that the request be denied. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously.

Requests were presented from Mapleton Community Guild, Mapleton, Oregon, and from the International Woodworkers of America, Reedsport, Oregon, for better enforcement of the 25-mile per hour speed limit on the Siuslaw Highway through the town of Mapleton. The Engineer advised that an investigation by the Traffic Engineering Department reveals that the average speed of traffic through this community is 37.5 miles per hour, and that a speed as low as 25 miles per hour is not necessary and cannot very well be enforced. He gave as his belief that conditions prevailing in Mapleton could be considerably improved were the 25 mile per hour speed limit raised to 35 miles per hour, which speed would be enforceable, and by the further establishment of "NO PARKING ON SHOULDERS" on the westerly side of the highway through the main part of town, specifically between M. P. 13.85 and M. P. 15.10. The establishment of such no parking zone, he said, would eliminate the present hazard wherein vehicles are parked on the pavement, which narrows the traveled roadway and increases hazard and congestion. In addition to such treatment, he said, instructions have been issued to trim bushes and small trees growing along shoulders of the highway in order to improve sight-distance. He recommended approval of the treatment proposed to remedy the conditions at this place. The Commission unanimously approved the recommendation by adoption of the attached resolutions relative thereto,

marked EXHIBITS "L-2" and "L-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to a request from the Oregon Coast Ad Club that the existing reduced speed zone on US 101 in the vicinity of Wecoma Beach be extended to include the point of access to the Club's "Visitors' Information Center". The Engineer advised that the information center is located on US 101 near its junction with the road leading to Road's End where sight-distance on the highway approaches is restricted by vertical and horizontal alignment of the highway, and that the establishment of the information center at this point is a traffic generator and adds to an already difficult situation from the standpoint of traffic hazard. He recommended that the 35-mile per hour speed zone now established on US 101 be extended to include this information building, particularly from M. P. 124.80 to M. P. 125.06, a distance of 0.26 miles. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "L-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and unanimously approved the following requests for out-of-state travel:

(1) R. H. Baldock to attend meetings of the Highway Research Board and of the Executive Committee of the American Association of State Highway Officials in Washington, D. C. during September 5 and 6, 1952. Estimated cost $325.00.

(2) R. H. Baldock and George Hester to attend meeting of the Western Interstate Committee on Highway Policy Problems of the Council of State Government in San Francisco on September 25 and 26. Estimated total cost $220.00.

(3) F. B. Crandall to attend annual meeting of Institute of Traffic Engineers in Chicago during September 8 to 11, 1952. Estimated cost $300.00.

(4) J. Al Head, R. C. Blensly, J. E. Gately, and J. W. Blair of the Traffic Engineering Department to attend a highway planning conference sponsered by the Western Association of State Highway Officials in Seattle, Washington, during October 9 and 10, 1952. Estimated total cost $160.00.

(5) Carl W. Jordan, Director of the Travel Department, to attend the annual convention of the Pacific Northwest Travel Association in Banff, Alberta, Canada, during September 12 and 13, 1952. Estimated cost $155.00. This item was anticipated in preparation of the Travel Department budget.

(6) R. H. Baldock to attend meeting with Washington State Highway Commission in Olympia during week commencing September 15, 1952. Expense nominal.

(7) William F. Lieske, Radio Engineer, to attend a national conference of the Association of Police Communications Officers in San Francisco during August 19-22, 1952. Estimated cost $115.00.

The Commission also considered the designation of persons who are to represent Oregon at the annual meeting of the American Association of State Highway Officials which is to be held in Kansas City, Missouri, during December 10 to 12, 1952. As a result of discussion, the following persons were authorized to attend such meeting at State expense: R. H. Baldock, State Highway Engineer; W. C. Williams, Assistant State Highway Engineer; G. S. Paxson, Bridge Engineer, E. A. Collier, Maintenance Engineer; C. W. Enfield, Chief Counsel; Forrest Cooper, Right of Way Engineer; and H. B. Glaisyer, Secretary.

The Engineer presented a claim from Floyd W. Hogoboom, Grants Pass, Oregon, in the amount of $15, representing the cost to repair his car which was damaged by the spraying of oil while it was parked near the railroad siding in Grants Pass where a State Highway crew was unloading and retorting asphalt. He advised that the claim has been investigated and it has been found a legitimate one against the State Highway Department. He recommended payment of the same. The Commission approved the recommendation on the condition that Mr. Hogoboom will sign the customary release form.

The Commission discussed the matters of unfinished business appearing on the Secretary's summary, dated July 11, 1952, and took action thereon as follows:

(1) Request for the development of Eel Lake as a recreational area: Report on this matter was rendered earlier in the session. The item is to be deleted from the list.

(2) Request of Lane County Recreation Committee that the State develop a recreational area at Dorena Dam: The Parks Superintendent advised that his investigation of this matter is still in progress, but he anticipates that his report will be ready to present to the Commission at its next meeting. The item is to be retained on the list of unfinished business.

(3) Request of Westmost Grange for a state park at Bandon Beach: This item was reported on by the State Parks Superintendent earlier in the session. The item is to be deleted from the list.

(4) Request of DeLake and Oceanlake Chambers of Commerce for establishment of a state park near the Dorchester House: The Parks Superintendent advised that his investigation is still in progress and that he expects to render a report on the subject at the next meeting of the Commission. The item is to be retained on the list of unfinished business.

(5) Request of Clackamas County Court for improvement of 82d Avenue (Cascade Secondary Highway) from Flavel Street, Portland, to Oregon City: This item was ordered deleted from the list of unfinished business in view of the fact that the Engineer had already rendered his report on the subject.

(6) Request of the City of Gold Hill for establishment of a State Park at Gold Hill: The Parks Superintendent reported on this matter earlier in the session, in view of which, the Commission ordered the item deleted from the list.

(7) Proposed rerouting of US 99W through McMinnville: The Engineer advised that his report on this subject is not yet ready. The Commission ordered the item retained on the list of unfinished business.

(8) Request of the City of Troutdale for improvement of the Old Columbia River Highway through Troutdale: This item was ordered deleted from the list of unfinished business in view of the fact that the Engineer reported on the subject earlier in the session.

(9) Request of County Court of Linn County and Albany Chamber of Commerce that the State improve a county road which extends westerly from Highway 99E near Millersburg to a point on the Willamette River where the Russell Towboat and Moorage Company proposes to establish a tank farm for distribution of petroleum products in the Albany area: The Engineer reported on this matter earlier in the session so the item was ordered deleted from the list of unfinished business.

(10) Request of the Clackamas County Federation of Community Clubs for installation of a traffic signal on S. E. 82d Avenue, Portland, near Battin School: This item is to be deleted from the list of unfinished business having been acted on by the Commission earlier in the session.

(11) Suggestion of Mr. A. B. Lambert, Portland, for publicizing Oregon attractions: The Engineer advised that Mr. Lambert was personally contacted by Mr. W. W. Stiffler, Assistant State Highway Engineer, and Mr. Carl Jordan, Director of the Travel Department, and during a lengthy discussion of the subject, Mr. Lambert failed to reveal exactly what he wants the Commission to do, and the only outstanding feature of the conversation was Mr. Lambert's request that he and the managers or owners of other attractions, such as Peterson's Gardens, Redmond, and the Sea Lions Cave on the Coast, be given permission to display descriptive literature. He recommended that Mr. Lambert and the others be given such permission in parks where a concession has been granted, and where some person is on duty to answer questions propounded by the public. The Commission approved the recommendation unanimously subject to the condition that arrangement must be agreeable to the concessionaire in each instance. The item was ordered deleted from the list of unfinished business.

The Commission discussed a date for its annual inspection of State highways located in Western Oregon but deferred a decision with

respect thereto.

Consideration was given by the Commission to the setting of a date for its next regular meeting and it was decided to hold such meeting in Portland on Monday and Tuesday, September 22 and 23, 1952, the meeting on both days to convene at 9:00 a.m., Pacific Standard Time. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel.

Commissioner Reynolds mentioned that the people of La Grande want to formally dedicate the Ladd Canyon Project when it is completed and opened for travel, and they would like for the members of the Commission to be present on such occasion to take part in the ceremonies. The Engineer gave as his belief that the highway would be opened to the public during the first week in October. In view of this information, the Commission approved dedication sometime during that week. (A definite date for the dedication was later set for Sunday, October 5, 1952.)

The Commission discussed briefly a proposed program for monies derived from the contemplated sale of $10,000,000 of Oregon Highway bonds after January 1, 1952, but deferred a decision in the matter until its next meeting.

In this connection, the Engineer pointed out that the 1953 Bond Fund Program contains an item of $675,000 to finance construction of steel trusses for the Willamette River Bridge on the West Portland-Hubbard Highway at Wilsonville. He gave as his feeling that it would be advisable to advance this project to the 1952 Bond Fund Program because of difficulties in obtaining steel allotments; accordingly he suggested the substitution of this project for the following four projects in the 1952 Bond Program with the understanding that these four projects will be included in the program for the 1953 Bond Funds:

Structures on the Salem By-Pass Section of US 99E in Marion County--$260,000.

Rock Point Bridge on the Rock Point-Blackwell Hill Section of US 99 in Jackson County--$113,000.

Reconstruction of the Columbia River Bridge Approach on the Hood River--Mosier Section of US 30 in Hood River County--$46,000.

Construction of the Union Avenue-Swift Road Junction in Multnomah County--$202,000.

The Commission unanimously approved such transfer of funds and authorized the Engineer to advertise the Wilsonville Bridge Project for bids to be received at the next meeting of the Commission.

The Commission also considered adoption of a program for the unprogrammed balance of Primary Federal Aid Funds, amountingto approxi-

mately $420,000, which are available due to underruns in the cost of Federal Aid Projects. The Engineer advised that the unprogrammed balance, together with the required State matching funds, is sufficient to finance a project costing $700,000. He recommended allocation of such amount to the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway, particularly the portion between the Willamette River crossing at Wilsonville and the junction with the Pacific Highway East near White School, which is estimated to cost such sum. He advised that if the Commission approves such allocation, it will be possible to receive bids for the project at the September meeting of the Commission. The Commission approved the recommendation unanimously and so ordered.

The Commission approved the Secretary's report on papers that he signed on behalf of the Commission during the period July 8 through August 14, 1952.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 3:00 p.m., Pacific Standard Time, Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action having been by unanimous vote:

"Construction of a highway maintenance building in the City of Baker, Baker County: Loree Building Service, La Grande, was the low bidder for this work at $10,817.00. There were two higher bids. The contract has been awarded to the Loree Building Service at its bid price.

"Grading and oil mat surfacing on the Beaver Ammunition Storage Point County Access Road, Columbia County: The Commission received only one bid for this job, being that of John R. Saxton, Clatskanie, at $32,110.50. The bid of John R. Saxton in the sum of $32,110.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads.

"Construction of a reinforced concrete box culvert at North Slough on the Hauser-Coos Bay Section of the Oregon Coast Highway, Coos County Tom Lillebo, Reedsport, was the low bidder for this work at $24,915.00. There were two higher bids received. The bid of Tom Lillebo in the sum of $24,915.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads.

"Construction of the Manning and Cemetery Road Grade Separation Structures on the Oakland Junction-Deady Unit of the Pacific Highway near Oakland, Douglas County: The Commission received eight bids for this work, the low one being that of Hannan Brothers Company, Portland, at $60,080 00. The contract has been awarded to Hannan Brothers Company at its bid price

"Installation of traffic signals at two street intersections in the City of Medford, Jackson County: Trowbridge & Flynn Electric Company, Medford,

was the only bidder for this work at $3,875.00. The contract has been awarded to Trowbridge & Flynn Electric Company at its bid price.

"Installation of automatic traffic control signals at four street intersections in the City of Eugene, Lane County: C & S Electric, Eugene, submitted the low bid for this work at $8,315.00. There were two higher bids. The contract has been awarded to the low bidder C & S Electric at its bid price.

"Grading and paving the Depoe Bay-Miner Creek Unit of the Siletz Bay-Miner Creek Section of the Oregon Coast Highway, Lincoln County: Funderburk & Stoen Construction Company, Sutherlin, was the low bidder for this work at $1,245,874.00. There were eight higher bids. The bid of Funderburk and Stoen Construction Company in the amount of $1,245,874 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of a highway maintenance building at the state highway shops in Salem, Marion County: Enoch I. Maerz, Salem, submitted the low bid for this work at $13,990.00. There were six higher bids. The contract has been awarded to the low bidder, Enoch I. Maerz at his bid price.

"Paving the West Approaches to the Salem Bridge on the Salem-Dalles Highway in West Salem, Polk County: The Commission received two bids for this work, the low one being that of Warren Northwest, Inc., Portland, at $44,965.50. The contract has been awarded to Warren Northwest, Inc. at its bid price.

"Grading and paving the Glen Creek Road-Southern Pacific Railroad Section of the Salem-Dayton Secondary Highway in West Salem, Polk County: Warren Northwest Inc., Portland, was the low bidder for this job at $25,860.00. There was one higher bid. The contract has been awarded to the low bidder, Warren Northwest, Inc. at its bid price.

"Construction of a State Highway Building in the City of Pendleton, Umatilla County: Loree Building Service, La Grande, was the low bidder for this work at $10,512.80. There were two higher bids. The contract has been awarded to the low bidder, Loree Building Service, at its bid price.

"Installation of automatic traffic control signals at six street intersections in the City of La Grande, Union County: Zephyr Electric, Pendleton, submitted the low bid at $15,579.56. There were two higher bids. The contract has been awarded to Zephyr Electric at its bid price.

"Maupin-Cow Canyon-Shaniko Rock Production Project on The Dalles-California And Sherman Highways, Wasco County: The low bid for this work was submitted by Barney B. Helser, Union, at $37,290.00. Rogers Construction Company, Portland, submitted the only other bid at $41,100.00. The contract has been awarded to Barney B. Helser at his bid price.

"Grade widening and pavement surfacing on the Beaverton (Water Street-East Street) Section of the Beaverton-Hillsdale Highway in Beaverton, Washington

County: The Commission received two bids for this work, the low one being that or Porter W. Yett, Portland, at $9,394.00. The contract has been awarded to Mr. Yett at his bid price."

The Engineer brought up for discussion construction of a shop building at the Bend Division Headquarters. He recalled that the 1952 budget contains an amount of $150,000 for this purpose; however, he said, everyone concerned is of the opinion that the building at Bend should be of the same size as the recently constructed building at Salem, which cost $175,000. To duplicate this building, he said, would cost $250,000 in Bend including state force work on the grounds, costing about $50,000. In addition to the shop building, he said, another building should be provided in which to store equipment and to be used also as a warehouse, radio repair shop, etc. The estimated cost of such structure is $50 000, making a grand total of $300,000 for both buildings. He requested approval of the project as explained, and authority to advertise it for bids to be received by the Commission at its November meeting. As to financing the project, he stated that provision will be made in the 1953 budget to take care of the excess amount over the $150,000 that is contained in the 1952 budget. In the discussion of this matter, the question arose as to the adequacy of the division office building in Bend. The Engineer advised that some of the engineering crew have been moved out of this building into rented quarters, so as a temporary proposition, the present facility is satisfactory, but a new office building definitely will be needed later on. Chairman Chandler expressed himself in favor of constructing the office building along with the others. Commissioner Reynolds and Commissioner McIver did likewise. Accordingly the Engineer was authorized and instructed to prepare plans and specifications for all three buildings and to advertise them for bids to be received at one and the same time.

The Engineer presented for the Commission's consideration a revised list of projects for the tentative Five-Year Federal Aid and Bond Fund Program as a substitution for the projects shown in previously prepared statements which have become more or less obsolete by revisions during the past few months. The Commission deferred action in this matter until its next meeting.

The Engineer brought to the Commission's attention an item contained in the tentative 1954 Federal Aid Program which provides the sum of $220,000 for construction of the Smith River Bridge-Kellogg Section of the Elkton-Sutherlin State Secondary Highway, Douglas County. He advised that since this program was prepared, the people of Sutherlin have urgently requested improvement of that portion of the Elkton-Sutherlin Secondary Highway within the city limits of Sutherlin, specifically the section which extends from the existing Pacific Highway to the west city limits. He pointed out that a traffic interchange is to be constructed on the new Pacific Highway Expressway just west of the city limits, and in connection therewith a portion of the Elkton-Sutherlin Secondary Highway will be used as a main arterial between the town and the new highway. He gave as his opinion that it would be advisable to construct this short section of the

secondary highway simultaneously with construction of the new Pacific Highway. He estimated the cost of such improvement at $95,000, and he recommended that such sum be taken from the $220,000 tentatively allocated to the Elkton-Sutherlin Highway in the 1954 Federal Aid Program, the remaining $125,000 to be held in reserve for improvement of a section of this highway to be decided later. The Commission deferred its decision in the matter pending discussion of the program later in the session. (The change was approved by the Commission on the following day. See additional paragraph ahead.)

The meeting adjourned at 4:00 p.m., Pacific Standard Time, to reconvene on the following morning in the same room.

Portland, Oregon
August 19, 1952

The meeting of the State Highway Commission reconvened at 9:00 a.m. Pacific Standard Time, in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Commissioner M. K. McIver was excused from attending this session.

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, at the conclusion of which, it was announced that the awarding of contracts would be made at 3:00 p.m., Standard Time, in the same room:

CLACKAMAS COUNTY
WILSONVILLE BRIDGE

Guy F. Atkinson Co., Portland	$1,112,370.00
Carl M. Halvorson Inc., Portland	1,113,160.00
C. J. Montag & Sons, Portland *	1,128,395.00
General Construction Company, Portland	1,311,353.00

* Bidder will accept award of only one project.

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY
PAVEMENT WIDENING ON ASTORIA SECTION

C. H. Grimstad & T. Vanderveldt, Astoria	$34,092.00

DOUGLAS COUNTY
COMSTOCK GRADE SEPARATION

Hamilton & Thoms, Eugene	$27,890.00
VaDare Construction Company, Portland *	28,990.00
Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., Portland	32,680.00
Orlando C. Bennard, Portland	39,610.00

* Bidder will accept award of only one project.

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY
FENCING ON ARLINGTON-HEPPNER JUNCTION SECTION

Carl Anderson, Walla Walla, Washington	$14,348.00
McWaters and Bartlett, Boise, Idaho	19,830.00
George E. Berry, Beaverton	22,751.00
Rogers Construction Company, Portland	33,780.00

MT. HOOD HIGHWAY IN HOOD RIVER COUNTY
GRADING AND BITUMINOUS MACADAM SURFACING

B. M. Emery Company, Portland	$47,049.00
Gibbons & Reed Co., Salt Lake City, Utah	47,853.50
Anliker & Robinson, Bend	48,761.00
A. H. Saxton & Son, Corvallis	53,041.00
Rex C. Ayers Construction Co., Portland	55,910.80
Arthur Simonsen, Baker	57,659.00
Kathman Construction Co., Estacada	66,259.00
C. J. Eldon, Portland	66,918.00
John A. Logan Portland	74,194.00

PACIFIC HIGHWAY IN JACKSON COUNTY
GRADING AND PAVING COUNTY FARM-ASHLAND SECTION

Acme Construction Company, Eugene	$378,055.25
Erland and Blickle, Portland	436,475.00
J. C. Compton Company, McMinnville	444,833.50
Fred H. Slate Co. Oreg. Ltd., Portland	456,770.00
Central Heating Co. Oregon Limited and F. L. Somers, Eugene	483,195.00

August 19, 1952

GREEN SPRINGS HIGHWAY IN JACKSON COUNTY
LINCOLN DWELLINGS

Harold W. Salter, Rogue River	$25,986.00
Ausland & Dodson, Grants Pass	28,986.00
R. E. Meade & Company, Grants Pass	31,100.00

McANDREWS ROAD IN JACKSON COUNTY
BEAR CREEK BRIDGE

Tom Lillebo, Reedsport	$58,228.00
R. E. Meade & Company, Grants Pass	58,400.00
VaDare Construction Company, Portland *	59,445.00
Ausland & Dodson, Grants Pass	63,030.00
Hamilton & Thoms, Eugene	67,810.00

* Bidder will accept award of only one project.

COLUMBIA RIVER HIGHWAY IN MORROW COUNTY
GRADING AND OIL MAT SURFACING

Leslie Harris, Pendleton	$12,924.80
Russell Olson Construction Co., Pendleton	15,615.00
Arthur Simonsen, Baker	16,192.50

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY
GRADING 92ND AVENUE-FAIRVIEW SECTION

Gibbons & Reed Co., Salt Lake City, Utah	$468,483.50
R. A. Heintz Construction Company, Portland	474,696.50
Guy F. Atkinson Co., Portland	484,273.50
Rogers Construction Company, Portland	499,227.00
Durbin Bros. Eugene	500,541.00
F. C. Scott Construction Co., Portland	549,959.90
Vernie Jarl, Gresham	550,989.00
Roy L. Houck & Son, Salem	557,782.00
Kuckenberg Construction Company, Portland	561,605.00
Parker-Schram Co., Portland	572,223.00
Fred H. Slate Oreg. Ltd. & E. C. Hall Co., Portland	575,680.00
C. J. Montag & Sons, Portland *	605,158.10
J. N. Conley, Portland	620,601.50
Peter Kiewit Sons' Co., Longview, Washington	630,901.00
McNutt Bros., Eugene	691,512.00

* Bidder will accept award of only one project

KINGS VALLEY SECONDARY HIGHWAY IN POLK COUNTY
GRADING AND PAVING

Central Paving Co., Dallas	$141,416.50
E. C. Hall Co., Portland	153,883.00
Porter W. Yett, Portland	167,002.00

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY
MOSIER CONNECTION GRADE SEPARATION

Teller Construction Co., Portland	$30,435.50
Parker-Johnson Co., Portland	33,758.50

Mr. J. P. Steiwer, Secretary of the Fossil Community Club and Mr. Van Rietmann, member of the Highway Committee, were present and renewed their request for improvement of the Butte Creek Summit Section of the John Day Highway in Wheeler County. They also asked the Commission for a copy of the Engineer's report on his economic studies of highways in this vicinity. Mr. Steiwer was the principal spokesman. He urged the Commission to widen the highway at some of the worst places and to provide an improvement similar to that which the Commission recently contracted between Service Creek and Spray. Commissioner Reynolds recalled that the Commission some time ago authorized an allocation of highway funds to improve some of the worse spots on the Butte Creek-Summit Section, but later transferred the money to the Service Creek-Spray Section at the request of the Fossil Club. The Commission, he said, is in sympathy with the present request, but simply does not have the funds available to finance standard improvement. Mr. Steiwer again urged improvement of only the worst places. The Commission agreed to give the matter early consideration and instructed the Engineer to render a cost report on the project. He was also instructed to send the club a copy of his economic report.

The following persons composed a delegation from the City of Hermiston who appeared before the Commission and requested several highway improvements. Kenneth Hodge, Secretary, Manager of the Chamber of Commerce, S. E. Prothero, City Commissioner, and Sam Sellers, member of the Chamber of Commerce. Mr Hodge headed the group and presented the following projects:

(1) Widening of the underpass at the Union Pacific Railroad main line crossing of ORE 207 south of Hermiston.

(2) Solution of what he termed a critical traffic congestion problem that exists in Hermiston at a point where five state highways converge at one intersection. He suggested installation of traffic lights and a

semi-grid system, with one-way traffic north and south, particularly urging a signal installation at the intersection of Gladys Street and First Street.

(3) Erection of more adequate road signs at the intersection of US 30 and ORE 207 at a place known as Bucks Corner.

(4) Widening of first bridge south of Hermiston on the old highway, US 30.

With respect to the Union Pacific Railroad underpass, Commissioner Reynolds advised that the Commission has this project in mind, but to date has not been able to finance it; however, it will be given consideration. The Engineer was thereupon instructed to review the matter and report his findings at the next meeting of the Commission.

With respect to the second request, the Engineer advised that a traffic investigation already has been made and according to the information gathered, signals are not warranted. Mr. Prothero questioned the Engineer's remarks insofar as it pertains to peak hour traffic. He further stated that the City of Hermiston will pay 50 percent of the cost to install a proper signal at the intersection of Gladys and First Streets. The Engineer was instructed by the Commission to give the matter further study, particularly as it concerns the peak hour traffic and to report his findings at the next meeting of the Commission.

As to request No. 3, the Commission instructed the Engineer to give this matter further study and to report his findings at the next meeting.

Concerning the widening of the narrow bridge one mile south of Hermiston, Mr. Sellers mentioned that the highway carries a large volume of traffic and that serious accidents frequently occur. He declared that the existing bridge is a definite hazard. The Engineer was instructed to investigate the matter and report at the next meeting.

The following persons composed a delegation representing the City of Portland,which appeared before the Commission regarding adoption and improvement of N. W. Thurman Street, Portland, as a major arterial, and as a route for US 30 through the northwestern part of the City. Hon. Dorothy McCullough Lee, Mayor, William A. Bowles, Public Works Commissioner, Armond R. Bean, Commissioner of Finance, Lloyd T. Keefe, and Harry Shroufe, Director and Chairman, respectively, of the City Planning Commission, Floyd Ratchford, Harlan Nelson, and Margaret Fritsch representing the Portland Housing Authority, and Guy E. Jaques,, Chairman of the Portland Redevelopment Advisory Board. Mayor Lee headed the group. She explained briefly the program of the housing authority of the City of Portland for the redevelopment of the industrial area of Northwest Portland north of Vaughn Street, and she declared that in connection therewith, it is essential that N. W. Thurman Street be improved as a major arterial in order to provide a better and more acceptable route for travel between Northwest 19th Avenue and Northwest St. Helens Road. She gave as the feeling of the City

Council that it is reasonable to ask the State Highway Commission to provide for the improvement of Thurman Street because this street makes a much better connection between Northwest 19th Avenue and Northwest St. Helens Road than does Vaughn Street, the presently designated route of US 30. Others speaking in behalf of the project were Mr. Jaques who explained details with respect to the Vaughn Street redevelopment project which he said involves a changeover of residential property to industrial property. Mr. Shroufe , who read aloud a prepared statement containing two recommendations, one being for a new bridge across the Willamette River at the end of Northwest 14th Avenue and the other being a two-phased proposal for routing US 30 traffic through Portland (for details see copy of statement in General Files). Mr. Ratchford briefly stated that the housing authority is in full accord with the sentiments expressed by the other speakers. Chairman Chandler advised that the improvement of Thurman Street is a major project that will involve an expenditure of a large sum of money which the Commission does not have available at the present time; moreover, all state highway funds for the Portland area for the next six or seven years has been committed, so the Commission is in no position now to offer much encouragement. Mr. Jaques contributed the information that the plans for the redevelopment project will not be completed for about a year and that the next thing will then be to move the people out of the district. He also said that the Federal Government will contribute two-thirds of the expense involved, but some other body will have to contribute the balance. The immediate need, he said, is not money, but information whether or not the state will adopt Thurman Street as the route of US 30 if that appears advisable in the future. Mayor Lee expressed her understanding of the Commission's situation, but she asked the Commission to authorize an investigation to determine the feasibility of the project. Mr. Shroufe also asked the Commission to authorize an engineering study. Chairman Chandler replied that there is a shortage of engineers in the State Highway Department and that many of those now employed are required to put in over-time in order to complete their assignments, in view of which, the Commission is not in position to state how soon or when such a study can be made. He gave as the feeling of the Commission that the problem, at least presently, is one that the City must solve on its own account although, he added, some future Commission may feel differently about that. In the meantime, he said, that, if time will permit, a study of the situation will be made. This concluded the conference.

The Right of Way Engineer brought to the Commission's attention a claim filed by Mr. Clay Booth for damage to his property caused by construction of the Big Creek Section of the Lower Columbia River Highway It appears that the highway construction caused Mr. Booth's well to go dry and that Mr. Booth wishes compensation for his loss. The Right of Way Engineer advised that he has reached a settlement with Mr. Booth, whereby he will release the state from its obligation to provide a new well if paid the sum of $75. He recommended payment of such sum as being a just and fair settlement. The Commission approved the recommendation.

The Engineer brought to the Commission's attention the log hauling

operations of Mr. Walter Vale over the Columbia River Highway from Latourelle Falls to Portland. It appears that Mr. Vale truck-hauls logs for a Mr. James Sturman and that his loads originate at Latourelle Falls from which place he operates over the old Columbia River Highway to Bridal Veil and from that point he hauls over the new Columbia River Highway to Portland. It also appears that Mr. Vale obtained a temporary P. U. C. permit from the Portland representative of the Public Utilities Commissioner which indicated that he could truck-haul the logs into Portland over the route that he has been using, however, his interpretation was in error because the truck hauling of logs is not permitted over the new highway, and his request for such a permit was denied. Mr. Sturman and Mr. Vale, he added, offered objections to the decision of the Highway Department, and they engaged an attorney who was to have ppeared before the Commission at this meeting, but whose appointment was cancelled. He recommended that the action taken by the Permit Department denying Mr. Vale his permit be confirmed and that all applications for the privilege of truck-hauling logs over this highway be denied. The Commission approved the recommendation unanimously.

The meeting recessed at 12:00 noon Standard Time, and reconvened at 2:00 p.m. Standard Time, with the same persons present and participating.

A delegation from Culver, Madras, and Prineville appeared before the Commission to urge construction of a state secondary highway easterly from Culver to a connection with the Madras-Prineville Secondary Highway. The following people were present: Dave Law, President of the Culver Chamber of Commerce; Leo Gessner, Secretary-Treasurer of the Culver Chamber of Commerce; B. N. Dickerson, W. E. Frazier, and A. E. Greenwall, members of the Culver Chamber of Commerce; Jack T. Chinnock, member of the Madras Chamber of Commerce; and Ralph Brown, member of the Prineville Chamber of Commerce. Mr. Dave Law headed the group and introduced the members. He briefly explained what they have in mind and called upon others for details. Mr. Chinnock pointed out that presently it is necessary for residents of Culver to drive eleven extra miles to get to Prineville and that construction of the highway as requested would eliminate this extra drive and would serve also as a great benefit to farmers in marketing their produce; moreover, it would be a great aid to the Culver fire protection district and would provide better access to Cove State Park. Mr. Brown stated that the Prineville Chamber of Commerce is heartily in favor of the project. Chairman Chandler advised that there are many roads in the state, as well as others in this area which have higher priority for improvement than the road under discussion, and he gave as his feeling that it would be a number of years before money would be available to construct the road the delegation wants. He also said that the Commission considers the proposed "cut-off" more of a county project than the State's, and that the Commission has an established policy which will not permit additions to the State Secondary Highway System until improvement of the roads on the present system is farther advanced.

Mr. P. A. Joss attorney, Portland, was present with his client,

Mr. Earl R. Marsh, of Boring, Oregon, regarding Mr. Marsh's claim for damages arising out of what he alleges was the unauthorized use of his property by the State in connection with the improvement of the Milwaukie-Estacada Highway. Mr. Joss stated that some years ago Mr. Marsh purchased forty acres of land at this location for use as a home and recreational area, but in 1947 the State purchased a quarry site adjacent to Mr. Marsh's property for use in construction and maintaining highways in this vicinity and that in the State's use of this property encroachment was made upon Mr. Marsh's land, particularly a narrow strip which lies between the highway and the State's property. Mr. Marsh, he said, spoke to the Highway Department's representatives and asked them not to encroach upon his land, but his request was not granted and as a result Mr. Marsh has suffered losses as follows:

(1) Trespass on the northern part of his property. Felling of trees and removing of gravel and rocks from his land. Also the destruction of a windbreak which he had established for his residence.

(2) Destruction of the only means of access he had to his remaining property on which he contemplated constructing cabins but cannot do so now because of lack of access to the area except up a steep cliff.

(3) By the State's removing a portion of land on the east side of Mr. Marsh's property, Mr. Marsh's land no longer has lateral support.

(4) Destruction of a spring on Mr. Marsh's land which was used as domestic water supply and for irrigation. Because of the destruction of the spring, Mr. Marsh was forced to purchase additional acreage in order to obtain a new water supply.

(5) Not only did the State usurp some of Mr. Marsh's land and remove rock therefrom without compensating Mr. Marsh, but certain waste materials were deposited back on his property where it constitutes a nuisance in the form of dust and silt on his grazing land.

Chairman Chandler inquired why these facts were not contained in Mr. Marsh's letter to the Commission, and he also asked what Mr. Marsh wants the Commission to do in order to dispose of the claim. Mr. Marsh replied that the State took his land without his consent and in his estimation the State should pay for it. He asserted that he had to purchase six acres of additional land at the cost of $3,000 in order to provide a new water supply and that he believed that he is entitled to $5000 damages. As a result of the discussion, Chairman Chandler advised that so far as the Highway Commission is concerned, the dispute is a matter of establishing property lines which should be settled by the courts and that when that is done, the Commission will be in a position to give the matter further consideration.

A delegation representing the Central Oregon Chamber of Commerce was present and requested modernization of The Dalles-California Highway between Terrebonne and Crooked River Bridge in Deschutes County. Present were Fred Baer, Redmond; Howard W. Turner, Madras;

Marion Cady, Clyde McKay, and Frank Loggan, Bend, all of the Central Oregon Chamber of Commerce; W. L. Houk, Chairman of the Highway Committee of the Redmond Chamber of Commerce; P. M. Houk, Redmond Chamber of Commerce; Ralph Brown, Prineville Chamber of Commerce; Dave Law, A. E. Greenwell, W. E. Frazier, B. N. Dickerson, and Leo Gessner, Culver Chamber of Commerce; and Boyd Overhulse and Jack Chinnock, Madras Chamber of Commerce. Mr. Turner headed the group and introduced Mr. Baer, their principal spokesman, who presented a written brief in behalf of their project and in support thereof stated orally that the project is about four miles in length, that it serves a rich agricultural area, is a favorite scenic drive for tourists and improvement would also be of benefit to lumber and log haulers. He declared that this section of highway has had no particular improvement in the past 20 years and that the high crown and the narrow pavement are conducive of serious traffic accidents. He urged immediate reconstruction of the section. Chairman Chandler advised that improvement of this section is being considered by the Commission in its long range program and a tentative allocation of funds has been made (1954-1955) to bring it up to modern standards; also that if the 1953 legislature authorizes the sale of additional highway bonds the job will be done.

A delegation from Condon, Moro, and Fossil, headed by E. R. Fatland, Condon, appeared before the Commission to request further improvements to the Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway in Gilliam County. Others in the group were Van Rietmann, Condon Commercial Club, Highway Committee; J. S. Burres, Moro; J. P. Steiwer, Secretary, Fossil Community Club; Bob Smith, Condon; and George Kaseberg, The Dalles. Mr. Fatland introduced Mr. Van Rietmann who urged the Commission to place an oil surfacing on the road which was recently graveled but which is not proving satisfactory, and people are taking another route which is much longer in order to avoid existing conditions on Cottonwood Grade. He expressed the feeling of the people of this district that an oil macadam will provide the only satisfactory solution of their problem. The Engineer pointed out that only about 50 vehicles per day travel this road and that it had been found by past experience that to justify the expense of oiling a road, the traffic volume should be at least 300 vehicles daily. He further advised that it is planned to place a filler to bind the loose gravel, and he gave as his opinion that the road will be in good condition by next spring. Mr. Burres asked the Commission to restore legal weight loads on the bridge over the John Day River. He gave as his feeling that the present bridge will stand up under such loading because he has tested it out by driving 200 head of cattle over it, weighing about 100 tons. He was informed that the Engineer feels that the bridge is not safe for loads weighing in excess of the amounts for which the bridge is posted and that the Commission must follow the Engineer's recommendations in such matters. Mr. Fatland stated that with a reduced load limit on the bridge and loose gravel on the road, traffic will not use it and prefers a roundabout route 30 miles longer. He expressed appreciation for anything that the Commission may do to improve conditions, and advised that they are particulatly concerned with the oiling project. Chairman Chandler stated that the Commission appreciated the problem involved and that a real effort is being made to get the road in a decent, passable condition. Commissioner Reynolds pointed out that two contracts, totaling approximately $110,000, have been awarded on

this highway and he gave as his feeling that when this work is completed the road will be in good condition. Chairman Chandler concluded the discussion by stating that an effort is being made to stabilize the road by addition of filler material, and that if this method does not prove satisfactory then it will be necessary to try something else.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and at 3:00 p.m., Pacific Standard Time, Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the action of the Commission in each instance being by unanimous vote:

"Construction of piers, approaches, etc., for the bridge over the Willamette River on the West Portland-Hubbard Highway at Wilsonville in Clackamas County: Guy F. Atkinson Company, Portland, submitted the low bid for this project at $1,112,370. Four higher bids were received. The Commission has awarded the contract to the low bidder, Guy F. Atkinson Company, at their bid price.

"Pavement widening on the Astoria Section of the Columbia River Highway in Clatsop County: The only bid submitted for this job was that of C. H. Grimstad and T. Vanderveldt, Astoria, in the sum of $34,092. The contract has been awarded to C. H. Grimstad and T. Vanderveldt, at their bid price.

"Construction of the Comstock Grade Separation Crossing on the Divide-Anlauf Section of the Pacific Highway in Douglas County: The low bid for this project was submitted by Hamilton and Thoms, Eugene, at $27,890. Three higher bids were received. The Commission has awarded the contract to Hamilton and Thoms at their bid price.

"Construction of 4,000 rods of fencing on the Middle Unit, Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County: Carl Anderson, Walla Walla, Washington, submitted the low bid for this work at $14,348. Also submitted were three higher bids. The Commission has awarded the contract to the low bidder, Carl Anderson at his bid price.

"Grading and bituminous macadam surfacing on the Whiskey Creek Section of the Mt. Hood Highway south of Hood River in Hood River County: B. M. Enery Company, Portland, submitted the low bid for this job at $47,049. Also submitted were eight higher bids. The contract has been awarded by the Commission to the low bidder, B. M. Emery Company, at their bid price.

"Grading and paving on the County Farm-Ashland Section of the Pacific Highway north of Ashland in Jackson County. The low bid for this project was submitted by Acme Construction Company, Eugene, at $378,055.25. Four higher bids were also submitted. The bid of Acme Construction Company in the sum of $378,055.25 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as

soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construct two frame dwellings at Lincoln on the Green Springs Highway in Jackson County. Harold W. Salter, Rogue River, submitted the low bid for these buildings at $25,986. Two higher bids were also received. The Commission has awarded the contract to the low bidder, Harold W. Salter, at his bid price.

"Construction of a concrete viaduct over Bear Creek on McAndrews County Road in Jackson County. The low bid for this project was submitted by Tom Lillebo, Reedsport, at $58,228. Four higher bids were received. This is a county project advertised in behalf of the County Court; accordingly the Commission has referred all bids to Jackson County Court for further handling.

"Grading and oil mat surfacing on the East Connection of the Boardman Junction Section of the Columbia River Highway in Morrow County. The low bid for this job was submitted by Leslie Harris, Pendleton, at $12,924.80. Two higher bids were received. The bid of Leslie Harris in the sum of $12,924.80 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Grading and service road construction on the 92d Avenue-Fairview Section of the T. H. Banfield Expressway in East Portland, Multnomah County. Gibbons & Reed Company, Salt Lake City, submitted the low bid for this project at $468,483.50. Also received were 14 higher bids. The bid of Gibbons & Reed Company in the sum of $468,483.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading, paving, and construction of three bridges on the Fern Corner-Burns Corner Section of the Kings Valley Secondary Highway in Polk County. Central Paving Company, Dallas, submitted the low bid for this job at $141,416.50. Two higher bids were received. The Commission has awarded the contract to the low bidder, Central Paving Company, at its bid price.

"Construction of the Mosier Grade Separation Structure over the Columbia River Highway near Mosier in Wasco County. Only two bids were received for this job, the low one being that of Teller Construction Company, Portland, at $30,435,50. The Commission has awarded the contract to the low bidder, Teller Construction Company, at its bid price."

Mr. Frank J. Kernan, Portland, was present regarding a right of way across the property of the Kernan Live Stock Farm to be used for a connection between Swift Secondary Highway and US 99W in North Portland. Mr. Kernan presented a letter in which he states his willingness to settle this long-standing controversy on certain conditions specified therein. (For details see copy of letter dated August 19, 1952 in General Files.) Mr. Kernan was

informed by Chairman Chandler that the Commission had abandoned this highway project because it appeared that reasonable arrangements could not be made with respect to right of way needed across property belonging to the Kernan Live Stock Company and across property of the Pacific International Live Stock Exposition. The Commission, he said, will refer the letter to the State Highway Engineer for review and should the matter come up again for discussion, it will be as an entirely new project. .

A delegation from the City of Hood River representing the Chamber of Commerce and composed of the following persons, was present concerning the development of a roadside park at a place known as Koberg Beach, adjacent to the Columbia River Highway west of the City of Hood River: R. E. Steele, Secretary, Chamber of Commerce; D. L. Pierson, member; and Waldo Arens, Perpetual Road Committeeman. Mr. Steele headed the group. He urged the Commission to give serious and favorable consideration to the development of a roadside park at this place where, he said, many people congregate and where conditions will be much worse when the new highway is completed than they presently are at the Sandy River Bridge near Troutdale. Mr. Pierson inquired whether or not the Highway Commission has taken adverse action on their previous request. He was informed by Chairman Chandler that the Commission has decided not to undertake this development. Mr. Pierson then urged the Commission to reconsider and at least to construct a roadway into the area so people will have access to the beach. He also inquired whether or not the Commission's action was based on cost. He was informed to the contrary and that the main reason the Commission decided against the development was because of the traffic hazards that would be created. Mr Arens expressed concurrence in the statements of the other speakers. He also asked the Commission for an additional improvement on the Mt. Hood Highway at a place known as "Fikes Corner" where, he said, a very hazardous condition definitely exists and has existed for thirty years, because of the many bad curves in the highway alignment. He was informed by Chairman Chandler that the Commission is aware of the conditions that exist at that place but a large amount of money is involved which the Commission presently does not have available. He added that the Commission will bear the project in mind and will grant relief in the future if possible.

The following persons composed a delegation from Lane County which presented to the Commission a number of highway projects in the Eugene-Springfield area: D. T. Bayly, County Judge, Lane County; Oren King, City Manager of Eugene, L. B. Bartlett, City Manager of Springfield; and Oliver Larson representing the Springfield Chamber of Commerce. Mr. Larson headed the group and introduced the speakers. He briefly stated that the Lane County metropolitan area, which consists of the Eugene area, the Springfield area, and the River Road District, are still in accord with the program of projects that were presented to the Commission some months ago, which projects are as follows:

(1) Construction of a highway extending from the Ferry Street Bridge

in Eugene to the intersection of Mill and "Q" Streets in the City of Springfield, along the north side of the Willamette River.

(2) Improvement of the Secondary Highway which extends from Springfield to a junction with Highway No. 58 via the new Jasper Bridge.

(3) Railroad overcrossing connecting the North River Road to Blair Street in Eugene.

(4) Construction of an industrial by-pass road connecting the River Road with the Ferry Street Bridge along the south side of Skinners Butte.

Mr. King inquired as to the Commission's plans with respect to these projects and when they will be started. He expressed a hope for construction in 1953. Judge Bayly suggested that the first of the above-mentioned projects be held in abeyance for the time being and that the other three projects be expedited in the order listed. In support of his oral argument, he presented a letter signed by the members of the county court and a letter from the Springfield Chamber of Commerce, together with pictures, in which letters additional information is given to emphasize the importance of the projects they have in mind. The committee was informed by Chairman Chandler that the Commission will keep in mind the projects that they request, but the Commission is not in a position to make a definite statement regarding them at this time. He then brought up for discussion the South "A" Street project in the City of Springfield and in connection therewith he mentioned that the Commission has held in reserve for a long time $335,000 for this project and wants to get the work under way as soon as is possible pursuant to previous agreement with the City. Mr. Bartlett reported the status of right of way negotiations, stating that the City is working on the project to the best of its ability and expects to have the few remaining details ironed out satisfactorily in the near future. This concluded the conference.

The following persons composed a group which appeared before the Commission regarding the allocation of Federal Aid Secondary Highway Funds to the counties for county road construction, and regarding construction of a new bridge across the Columbia River near The Dalles. County Judge Ward R. Webber, Wasco County, member of the committee of the Associations of Oregon Counties, Colonel Ralph A. Tudor, Consulting Engineer on The Dalles Bridge, Mr. Wm. S. Nelson, Manager, The Dalles Chamber of Commerce and George Otten, Landscape Architect, Portland: Judge Webber advised that all of the county courts of the State were polled with regards to a suggested formula for the allocation of the Federal Aid Secondary Highway Funds that are required to be spent for county road improvements, and that replies were received from thirty of them, and of the thirty, twenty-seven approved the formula and three disapproved. He recommended in view of this showing that the Highway Commission agree to the formula which reads as follows:

"That 25% of the federal funds available for county roads on the Federal Aid Secondary System in Oregon be divided equally between the counties,

and that of the remaining 75% of such funds 80% be allocated to the counties on the basis of rural population and 20% on the basis of county road mileage as shown by the most recent records of the State Highway Department."

Chairman Chandler advised that he personally is rather skeptical as to the operation of the formula because some of the counties may have to wait for improvements that they want and there are possibilities of disagreements occurring, however, the Commission has unanimously adopted the formula as a trial proposition for the two-year period for which federal funds have been provided, it being understood that if the formula does not work satisfactorily, the matter will be reconsidered. Judge Webber agreed to such procedure.

Judge Webber then brought up for discussion matters pertaining to the proposed bridge over the Columbia River near The Dalles. He called upon Colonel Tudor to speak on this subject. Colonel Tudor recited the status of the project and advised that they expect to advertise it for bids to be received about October 1, 1952 and that the bridge would be completed and ready for public use the latter part of 1953 or early in 1954. Colonel Tudor also outlined their plan for financing this structure advising that they expect to receive a contribution of federal funds in the amount of $1,994,000 and that the county has on hand a balance of $1,600,000 to go with the federal money, but it is going to be necessary for the county to sell additional bonds in the amount of $570,000 to complete the financing. He also mentioned that their present plan provides for a new connection of US 97 with US 30 near The Dalles. Judge Webber emphasized the need for such new connection which he said would assist greatly in the sale of the additional bonds. He explained that the plan involves reconstruction of the present US Highway 97 from a point about six miles south of The Dalles to The Dalles, following generally the route of the old Dufur Road which will provide a facility between common points eleven miles shorter than the present highway. He also advised that Wasco County will furnish right of way for such a highway if the Highway Commission will build it, and he urged approval of the project so that construction of the highway will be completed at the same time that the bridge is finished.

Judge Webber also mentioned a housing problem in connection with this change at a place known as Three Mile Creek where it is planned to erect buildings for the accomodation of men working on the Columbia River Dam located a short distance up stream from the bridge. Mr. Otten explained details with respect to the housing project , and Mr. Nelson presented further arguments in support of the housing project and the new highway. The question arose as to how much the new highway will cost. The Engineer roughly estimated its cost at about $1,000,000.00. The general discussion which followed was concluded by Chairman Chandler who advised that the project involves a question of money and may mean the transfer of funds in the Wasco County area, however, the Commission will see what can be done if the 1953 Legislature authorizes the Commission to sell additional bonds for highway improvements.

The Chief Counsel brought to the Commission's attention additional properties, as follows, that are needed as right of way for various highway improvements:

Mehama-Mill City Section of the North Santiam Hwy	Recommended Offer
R 16483 - Fenton Groblebe Right of Way (Marion) Parcel No. 1: 5.60 acres Parcel No. 2: 1.55 acres	$ 500.00
Owyhee River Bridge Section of the Nyssa-Adrian Highway	
R 19461 - Eleanor McEwan Right of Way (Malheur) 1.05 acres	*
Medford-County Farm Section of the Pacific Highway	
R 19114 - E. H. Lamport, et ux. Right of Way (Jackson) 0.20 acre	*
Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway	
L 1816 - C. R. Lawrence, et ux. New resolution to be prepared	*
L 1818 - I. R. Lawrence, et ux. New resolution to be prepared	*

He requested authority to condemn such properties if necessary and to tender offers for the same in conformity with instructions given him in the resolution the Commission adopted at its meeting on December 20, 1951. The Commission unanimously approved the request by adoption of the attached resolutions relative thereto marked EXHIBITS, "N-1" through "N-4" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

FOOTNOTE * Offer to be made in conformity with provisions of resolution adopted by the Commission at its meeting on December 20, 1951.

The Right of Way Engineer asked the Commission to confirm the sale of a house located on the Rhododendron-Still Creek Section of the Mt. Hood Highway near Rhododendron (File No. 12372 - Kearnes). He advised that the house was advertised for sale by the auction method along with a small parcel of land which was not needed for right of way purposes, and that a Mr. Carl Jacobson submitted the high bid for the property at $525

which was considered satisfactory and the house was sold to him. The Commission approved the sale.

Chairman Chandler brought up for discussion the matter of constructing cattle passes in connection with highway improvements. He inquired whether or not provision is made in the annual budget for such facilities as minor betterments. He was informed by the Engineer that the budget does make provision for such action. Chairman Chandler then mentioned the need for cattle passes at several locations on the Oregon Coast Highway between Coquille and Bandon, particularly at Lampa Creek and Bear Creek, where dairy cattle cross the highway several times daily and where conditions are very bad. The Engineer was instructed to investigate these crossings.

Chairman Chandler also brought up for discussion the matter of a survey of the Oregon Coast Highway between Rocky Point and Euchre Creek in Curry County. The Engineer was authorized and instructed to conduct a location survey of this section.

Also reported by Chairman Chandler was a request by the people of Gold Beach that the recent improvement of the Oregon Coast Highway at this place be extended. It was the feeling of the Commission that this project should be deferred for the time being.

Chairman Chandler also brought up for consideration the matter of paving the section of the Coos River Secondary Highway between Enegren Ferry and Coos River Crossing. He pointed out that it might be to the advantage of the State to contract this work in the near future while a paving plant is available near by on another project. The Engineer gave as his feeling that this project can be advertised for bids to be received at the November meeting of the Commission if federal funds with which it is proposed to finance it are released before that time.

The matter of striping state highways was mentioned by Chairman Chandler. The Engineer advised that painting of stripes is done on all highways at least once a year and sometimes, if conditions warrant, the stripes are painted twice. Commissioner Reynolds mentioned that the Sunset Highway had not yet been striped this year to which the Engineer replied that pavement operations were underway on this highway and that the stripes will be painted as soon as the paving work is done.

Consideration was given by the Commission to the adoption of a highway construction program for 1954-55-56 Federal Aid Funds covering Interstate highways, Primary Highways, Urban Highways, and State Secondary Highways, but not including County Secondary Highways. In this connection the Engineer presented a list of the projects that are eligible for the funds under discussion. As a result of careful consideration the Commission unanimously approved the following projects for the 1954 federal funds, and authorized the Engineer to present the program to the Bureau of Public Roads for its approval so the projects may be advertised for bids immediately after the federal funds have been released. The

selection of projects for the 1955 and 1956 federal funds was deferred until later.

PROGRAM	1954 FEDERAL FUNDS	INTERSTATE
County	Highway, Section and Description	Allotted Amount
	DIVISION NO. 1	
Multnomah	Banfield Expressway. Unit #5 (To apply on paving)	$ 174,000.00
	DIVISION NO. 2	
Marion	Salem By-pass. (To apply on grading and paving)	$ 139,000.00
	DIVISION NO. 3	
Douglas	Pacific. Elkhead Road-Rice Hill, Structures	168,000.00
	DIVISION NO. 4	
Wasco	Columbia River. Rowena-The Dalles, Structures	$ 91,000.00
	DIVISION NO. 5	
Gilliam	Columbia River. Arlington-Heppner Junction, Structures	$ 128,000.00
	Total, All Divisions	$ 700,000.00

PROGRAM	1954 FEDERAL FUNDS	PRIMARY
County	Highway, Section and Description	Allotted Amount
	DIVISION NO. 1	
Washington & Clackamas	West Portland-Hubbard. Boones Ferry Road-Willamette River, Paving	$ 580,000.00
	Subtotal, Division No. 1	$ 580,000.00

	DIVISION NO. 2	
Linn	Santiam. Noble Slough-Foster, Re-paving	$ 150,000.00
Marion	Salem By-pass. Grading and paving	880,000.00
	Subtotal, Division No. 2	$1,030.000.00
	DIVISION NO. 3	
Douglas	Pacific. Anlauf-Elkhead Road, Paving	$ 200,000.00
Douglas	Pacific. Elkhead Road-Rice Hill, North Unit, Grading	870,000.00
Douglas	Oregon Coast. Clear Lake-Forest Bdry., Grade & Pave	300,000.00
	Subtotal, Division No. 3	$1,370,000.00
	DIVISION NO. 4	
Wasco	Columbia River. Rowena-Chenoweth Creek, Grading	$ 780,000.00
Sherman	Sherman. Moro Railroad Grade Separation	50,000.00
	Reserve	125,000.00
	Subtotal, Division No. 4	$ 955,000.00
	DIVISION NO. 5	
Grant	John Day. Mt. Vernon-John Day, Grade & Pave	$ 440,000.00
Grant	John Day. Dayville-Mt. Vernon, Middle Unit, Grade, Pave & Structures	400,000.00
	Subtotal, Division No. 5	$ 840,000.00
	Total All Divisions	$4,775,000.00

PROGRAM — **1954 FEDERAL FUNDS** — **URBAN**

County	Highway, Section and Description	Allotted Amount
	DIVISION NO. 1	
Multnomah	Banfield Expressway. Unit #5, Paving	$1,255,000.00
Multnomah	Pacific West. E. Unit, Harbor Drive Landscaping	75,000.00

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Division No. 1 (cont.)

	Subtotal, Division No. 1	$1,330,000.00

DIVISION NO. 3

Douglas	Pacific. Roseburg Section, Grading and Structures	$ 420,000.00
	Subtotal, Division No. 3	$ 420,000.00
	Total, All Divisions	$1,750,000.00

PROGRAM — 1954 FEDERAL FUNDS — SECONDARY

County	Highway, Section and Description	Allotted Amount

DIVISION NO. 1

None

DIVISION NO. 2

Clackamas	Cascade. Molalla Junction-Marquam, 9.4 miles, A.C. Resurface	$ 185,000.00
Clatsop	Nehalem. Bridge at M.P. 30.71	90,000.00
Lincoln	Alsea. Fall Creek Bridge	30,000.00
Benton	Alsea. Mill Creek Bridge	40,000.00
Marion	Hillsboro-Silverton. Mt. Angel Section Grade, Pave and Curb	65,000.00
Marion	N. Santiam. Salem By-pass Grade Separation	185,000.00
	Reserve	200,000.00
	Subtotal, Division No. 2	$ 795,000.00

DIVISION NO. 3

Douglas	Elkton-Sutherlin. Sutherlin Section, Widen & Pave	$ 95,000.00
Jackson	Medford-Provolt. Provolt-Jacksonville, W. Unit, A.C. Resurface	170,000.00
Josephine	Williams. Grants Pass-Murphy, 6.0 miles, Resurface	150,000.00

Division No. 3 (cont.)

Coos	Coos River. Catching Slough-Enegren Ferry. 3.7 miles Paving	$ 100,000.00
	Reserve	125,000.00
	Subtotal, Division No. 3	$ 640,000.00

DIVISION NO. 4

Lake	Warner, Fremont Jct. -East 7 miles A.C. Resurface	$ 125,000.00
Crook	O'Neil. E. Unit, Deschutes Co. Line-Prineville. 4 miles Grade, Surface & Oil	120,000.00
	Subtotal, Division No. 4	$ 245,000.00

DIVISION NO. 5

Harney	Rome-Princeton. Princeton-Follyfarm, Middle Unit, 10.2 miles, Grade, Surface and Oil	$ 300,000.00
Wallowa	Little Sheep Creek. Joseph-Sheep Creek Hill Grade, Surface and Oil	420,000.00
	Subtotal, Division No. 5	$ 720,000.00
	Total, All Divisions	$2,400,000.00

The Commission discussed, approved, and signed agreements, etc., as follows:

Termination and release agreement with the U. S. Government re transfer of title of one acre of land on Tillamook Head.

Ground Lease with Mr. Frank Oliver on the John Day-Prairie City Section.

Lease Agreement with the City of Tualatin covering a stock pile site.

"Indenture of Access" re change of access for Oscar and Evelyn Jones on the Forest Grove Section of the Wilson River Connection.

Deed re acceptance of offer of Mr. E. J. Johnson to pay $125.00 for small parcel of land in City of Florence.

Memorandum of Agreement with Dr. Hendricke re building encroachment on his property on Banfield Expressway in Portland.

Agreement with City of Salem providing for construction of a dike at the west approach to the Willamette River Bridge in Salem, the City to pay 100 percent of cost of proposed work, which is estimated at $12,000.

Agreement with Columbia County providing for maintenance of the Beaver Ammunition Storage Point Access Road when construction of such road has been completed by the State.

Agreement with Clackamas County providing for abandonment of a portion of the old route of the Mt. Hood Highway at Rhododendron.

Ground Lease with J. R. Woods & Sons for twenty year lease of stockpile site. Consideration $50.00.

Voucher No. 15268 covering payment of $108,750 interest on highway bonds due September 1, 1952.

Agreement with State Game Commission re right of way for improvement of US 101 at Eel Lake, Coos County.

Lease Agreement with Robert Harper, et al., covering purchase of gravel materials needed for the Benton County Line-Cheshire Section of the Territorial Secondary Highway, Lane County.

"Indenture of Access" granting to Mr. and Mrs. W. K. Deal change in access point to their property on the Forest Boundary-Hauser Section of US 101, Coos County.

Agreement with Multnomah County with respect to its demand for an underpass on Banfield Expressway at 132d Avenue, Portland.

"Indenture of Access" with Robert E. Rice for property in Section 13 & 14, Township 25 South, Range 6 West, W. M., Douglas County.

Permit Agreement with Moore Mill and Lumber Company covering their use and maintenance of an existing logging road in Humbug Mountain State Park in Curry County.

Agreement with City of Beaverton covering the cooperative construction Project on Broadway Street (Beaverton-Hillsdale State Highway).

Agreement with City of La Grande covering traffic signal installations along Adams Avenue in City of La Grande.

Quitclaim Deed to Wasco County re Deschutes River Spur abandonment.

Bargain & Sale Deed to Carl Jacobsen for parcel of land in Lot 5, Block 11, Rhododendron, Section 11, Township 3 South, Range 7 East, W. M., Clackamas County.

The meeting adjourned at 5:00 p.m., Pacific Standard Time.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

August 19, 1952

EXHIBITS "A" through "N"

Minutes of

August 18 and 19, 1952

EXHIBIT "A"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #3 - T. H. BANFIELD EXPRESSWAY

14729 - Meyer Foundation (Cooper)
Right of Way
Option expires August 15, 1952

5850 sq. ft.	Lump Sum	$1,500.00
Amount to be paid owner - chrg to Right of Way		$1,500.00

Takes all -

Confirmation of approval by Commissioner M. K. McIver
7-30-52

EXHIBIT "A" (cont.)

WEST PORTLAND HARBOR DRIVE-EXPRESSWAY

19325 - Sweeney, Rex O. and Opal L. (Smith)
Right of Way
Option expires January 1, 1953

1 Lot	Lump Sum	$ 480.94
House - 1089 sq. feet.		9,000.00

Amount to be paid owner - chrg to Right of Way $9,480.94

Takes all -

State to assume 1952-53 taxes. Estimated Cost $ 150.00

19356 - McMahon, Patrick H. and Ruth Emma (Smith)
Right of Way
Option expires December 27, 1952

50x80 Lot.	$ 750.00
House - 1032 sq. ft.	8,000.00

Amount to be paid owner - chrg to Right of Way $8,750.00

Takes all -

State to assume 1952-53 taxes. Estimated Cost $ 130.00

19358 - Gillson, Ivan E. and Oretta (Johnson)
Right of Way
Option expires January 10, 1953

5,300 sq. ft. at $0.10 per foot.	$ 530.00
Allowance - lawn and shrubs.	150.00
House - 969 sq. ft.	6,783.00

Amount to be paid owner - chrg to Right of Way $7,463.00

Takes all -

State to assume 1952-53 taxes. Estimated Cost $ 125.00

19355 - Weidlick, George W. and Louise H. (Smith)
Right of Way
Option expires December 25, 1952

WEST PORTLAND - HARBOR DRIVE EXPRESSWAY (cont.)

19355 - Weidlick, George W. and Louise H. (cont.)

2 lots at $600. each	$1,200.00	
House - 950 sq. ft.	8,550.00	
Unfinished Duplex.	3,500.00	
Amount to be paid owner - chrg to Right of Way		$13,250.00
State to assume 1952-53 taxes. Est. Cost	$ 150.00	
GRAND TOTAL (Estimated) Charged to Right of Way		$13,400.00

Takes all -

19364 - Irons, Harry C. and Katherine M. (Johnson)
Right of Way
Option expires January 16, 1953

5,000 sq. ft. at $0.15 per sq. ft.	$750.00	
Allowance - lawn and shrubs.	300.00	
- patio, with concrete floor and roof.	300.00	
House - 767 sq. ft.	8,437.00	
Amount to be paid owner - chrg to Right of Way		$9,787.00
State to assume last half of 1952-53 taxes. Est. Cost	$75.00	
GRAND TOTAL (Estimated) Charged to Right of Way		$9,882.00

Takes all -

19391 - Cooper, Francis J. and Doris A. (Smith)
Right of Way
Option expires January 14, 1953

2 lots, 75 x100.	$1,750.00	
House - 24 x 28, 2 story.	8,000.00	
Amount to be paid owner - chrg to Right of Way		$9,750.00
State to assume 1952-53 taxes. Estimated Cost.	$150.00	
GRAND TOTAL (Estimated) Charged to Right of Way		$9,900.00

Takes all -

EXHIBIT "A" (cont.)

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY (cont.)

19361 - Ridder, Otto F. and Helen B. (Smith)
Right of Way
Option expires January 13, 1953

1 lot 50x100.	$1,400.00	
House-780 sq. ft.	8,970.00	
Garage, with concrete floor and drive.	630.00	
Amount to be paid owner - chrg to Right of Way		$11,000.00
State to assume 1952-53 taxes. Estimated Cost.		175.00
GRAND TOTAL (Estimated) Charged to Right of Way		$11,175.00

Takes all -

19394 - Melzer, Joe C. and Myrtle (Smith)
Right of Way
Option expires January 21, 1953

2 lots at $1000. each.	$2,000.00	
House - 900 sq. ft.	6,750.00	
Garage - concrete floor and footing.	750.00	
Amount to be paid owner - chrg to Right of Way		$9,500.00
State to assume 1952-53 taxes. Estimated Cost		150.00
GRAND TOTAL (Estimated) Charged to Right of Way		$9,650.00

Takes all -

BOONES FERRY ROAD MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19219 - Kinney, Florence (Smith)
Right of Way
Option expires January 21, 1953

3.1 acres at $400. per acre.	$1,240.00	
House - 780 sq. ft.	2,730.00	
Chicken houses, Brooder house, and barn.	5,030.00	
Amount to be paid owner - chrg to Right of Way		$9,000.00

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD - WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

19219 -Kinney, Florence (cont.) (Smith)

State to assume 1952-53 taxes. Estimated Cost. $125.00

GRAND TOTAL (Estimated) Charged to Right of Way $9,125.00

Takes all -

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

18642 - Hickman, Maude A. (Smith)
Right of Way
Option expires December 16, 1952

0.713 acre, Lump Sum. $2,900.00

Amount to be paid owner - chrg to Right of Way $2,900.00

Optionor to convey only ½ interest now.
Optionor to sue to quiet title for remaining ½ interest and to convey to State, when and if obtained.

THINGS TO BE DONE BY THE STATE:

Private access granted at Station 209+08, west side.

Access controlled -

Confirmation of phone approval by Commissioner M. K. McIver 7-14-52

LAFAYETTE-NORTH YAMHILL RIVER SECTION - PACIFIC HIGHWAY WEST

19192 - Trent, Myrtle (Witt)
Right of Way
Option expires January 16, 1953

0.56 acres at $550. per acre. $308.00
Loss of crop. 25.00

Amount to be paid owner - chrg to Right of Way $333.00

(cont.)

EXHIBIT "A" (cont.)

LAFAYETTE-NORTH YAMHILL RIVER SECTION - PACIFIC HWY W. (cont.)

Access controlled - no access allowed

Re-negotiated, this option supersedes option taken for an Easement 5-13-52 and approved by Commission 5-26-52 for $250.00

WEST PORTLAND-HUBBARD CONNECTION TO PACIFIC HIGHWAY EAST

19244 - Morrow, C. R. and Alyce F. (Witt)
Right of Way
Option expires January 21, 1953

0.47 acres at $1000.+ per acre.	$500.00
Severance damages and complete control of access on area abutting taking.	750.00
Amount to be paid owner - chrg to Right of Way	$1,250.00

Access controlled - no access allowed

SHERIDAN DEER CREEK SECTION - SALMON RIVER HIGHWAY

19196 - Teats, B. A. and Jennie James D. and Charlotte I. Cline (Byrum)
Right of Way
Option expires November 27, 1952

0.17 acre at $300. - per acre.	$50.00
Amount to be paid owner - chrg to Right of Way	$50.00

Access controlled - no access allowed

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

14603-A-Buchanan, Claude et al (Benson)
Right of Way
deed only

13.71 acres at $573.00 - per acre	$7,855.00
Amount to be paid owner - chrg to Right of Way	$7,855.00

EXHIBIT "A" (cont.)

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST (cont.)

14603-A-Buchanan, Claude et al (Benson)

THINGS TO BE DONE BY THE STATE:

Construct 1 private access, east side at Station 34+00. 4 private accesses on Albany-Corvallis Highway to be constructed. Points to be decided on later.

Access controlled -

17982 - Robertson, Irene and Ralph E. et al (Haskin)
Right of Way
Option expires July 31, 1952

5000 sq. ft. at $0.10 per sq. ft.	$500.00
5000 sq. ft. at $0.25 per sq. ft.	1,250.00
House - 625 sq. ft.	2,500.00

Amount to be paid owner - chrg to Right of Way $4,250.00

Takes all -

Confirmation of phone approval by Commissioner M. K. McIver
7-30-52
(notice mailed 7-30-52)

BENTON COUNTY LINE-CHESHIRE SECTION - TERRITORIAL HIGHWAY

19206 - East, William G. and Louise W. Robert Harper and Mary G. Wilhelm (Benner)
Gravel Site (6.5 acres+)
Lease expires June 30, 1954

2 year lease on gravel site.
(estimated 65,000 cu. yd. at $0.10 per cu. yd.) $6,500.00

Amount to be paid owner - chrg to Gravel Site (Estimated) $6,500.00

LOW PASS SECTION - SIUSLAW HIGHWAY

19231 - Hult, Julius P. and Freda N. and Nils B. (Hult Timber Co.)
Drainage Easement (Benner)

Easement only. Lump Sum. $25.00

Amount to be paid owner - chrg to Right of Way

EXHIBIT "A" (cont.)

GOSHEN-CRESWELL SECTION - PACIFIC HIGHWAY

18985 - Harris, Lloyd and Vivla I. (Reeder)
Right of Way
Option expires January 31, 1953

One lot (22,000 sq. ft.)	Lump Sum.	$600.00
Unfinished concrete block house - 840 sq. ft.		$2,940.00
60' well.		400.00
Septic tank.		135.00
Amount to be paid owner - chrg to Right of Way		$4,075.00

Takes all -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18449 - Zybach, John and Sophia (Reeder)
Right of Way
Option expires January 31, 1953

3 lots at $500. each	$1,500.00
House - 1392 sq. ft.	9,048.00
Chicken house, and Double garage.	1,232.00
Well and pump house.	220.00
Amount to be paid owner - chrg to Right of Way	$12,000.00

Takes all -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19398 - Cavey, George E. and Helen L. (Norlin)
Right of Way
Option expires January 23, 1953

2 acres at $500. per acre.	$1,000.00
48 acres (with 250 to 300 MBF of timber) at $170. per acre	8,160.00
House - 1200 sq. ft.	6,000.00
Shop and garage - 576 sq. ft.	2,880.00
Barn - 1023 sq. ft.	1,960.00
Amount to be paid owner - chrg to Right of Way	$20,000.00

(cont.)

EXHIBIT "A" (cont.)

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19398 - Cavey, George E. and Helen L. (cont.) (Norlin)

Takes all -

Confirmation of approval by Commissioner M. K. McIver 7-25-52

19211 - Crane, Leslie A. and Wanda (Reeder)
Quarry Site & Haul Road Easement
Option expires January 31, 1953

22.5 acres at $75. per acre.	$1,687.50
Allowance - to construct 96 rods of fence at $4. per rod	384.00
- construct cattle guard, and gate.	175.00
Easement.	25.00
Amount to be paid owner - chrg to Quarry Site	$2,271.50

THINGS TO BE DONE BY THE STATE:

Place 18" culvert pipe across haul road at Station 12+78.20 for irrigation ditch.

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HIGHWAY

19095 - Coons, Glen and Josephine G. (Byrum)
Right of Way
Option expires January 14, 1953

30 acres at $45. per acre.	$1,350.00
7.32 acres at $100. per acre.	732.00
Allowance-for timber, 500,000 BF at $10. per MBF	5,000.00
475 rods of fence at $4. per rod.	1,900.00
Severance damage.	2,018.00
Amount to be paid owner - chrg to Right of Way	$11,000.00

THINGS TO BE DONE BY THE STATE:

Reconnect grantors driveway to County Road.
Place 4" pipe under highway at Station 365+00.

EXHIBIT "A" (cont.)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19095 - Coons, Glen and Josephine G. (cont.) (Byrum)

THINGS TO BE DONE BY THE STATE: (cont.)

Temporary access granted until June 1, 1953, for Grantor to remove timber from his land.

Access controlled - no access allowed

Confirmation of approval by M. K. McIver 8-1-52

19103 - Applegate, Minar and Linna Aubrey Applegate (Benner)
Right of Way
Option expires January 23, 1953

6.0 acres at $250. per acre.	$1,500.00
3.5 acres at $100. per acre.	350.00
Allowance - to move barn from R/W.	3,450.00
185 rods of fence at $4. per rod.	740.00
Damages.	2,460.00
Amount to be paid owner - chrg to Right of Way	$8,500.00

THINGS TO BE DONE BY THE STATE:

Connect well, west of R/W to grantors residence, east of Elk Creek, Station 660+00. Est. Cost	$200.00
Place cattle guard at entrance to outer highway at Station 663+00.	
Amount to be charged to Construction	$200.00
GRAND TOTAL (Estimated)	$8,700.00

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19100 - Russell, Theodore S. and Matilda J. (Benner)
Right of Way
Option expires January 8, 1953

3.80 acres at $100. per acre.	$380.00
50 rods of fence at $4. per rod.	200.00

(cont.)

EXHIBIT "A" (cont.)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19100 - Russell, Theodore S. and Matilda J. (cont.) (Benner)

Amount to be paid owner - chrg to Right of Way $580.00

Access controlled - no access allowed

Confirmation of approval by M. K. McIver 8-1-52

19092 - Thompson, Karen L. (Benner)
Right of Way
Option expires January 6, 1953

1.28 acres. Lump Sum.	$100.00
34 rods of fence at $4. per rod.	136.00
Allowance - for 31 merchantable trees.	100.00

Amount to be paid owner - chrg to Right of Way $336.00

Access controlled - no access allowed

Confirmation of approval by M. K. McIver 8-1-52

19093 - Galdabini, Elizabeth (Byrum)
Right of Way
Option expires January 15, 1953

0.25 acre at $250. per acre.	$ 62.50
2 acres at $1,000. per acre.	2,000.00
11.18 acres at $150. per acre.	1,677.00
13 acres at $50. per acre.	650.00
House - 1155 sq. ft.	6,352.50
Bunk house, Granary, hog house, chicken house, sheep barn, and garage.	2,888.00
Allowance - for grading new barn site.	400.00
Damage to water system.	500.00
Allowance - for timber.	1,500.00
- 485 rods of fence at $4. per rod.	1,940.00
Severance damages.	4,000.00
Plus low bid for moving barn.	2,050.81

Amount to be paid owner - chrg to Right of Way $24,020.21

THINGS TO BE DONE BY THE STATE:

Construct road approach to county road, (on construction plans.)

EXHIBIT "A" (cont.)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19093 - Galdabini, Elizabeth (cont.)

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

OAKLAND JUNCTION-DEADY SECTION - PACIFIC HIGHWAY

19376 - Stearns, A. F. et al (Jones)
Right of Way
Option expires January 30, 1953

0.24 acre.	Lump Sum.	$140.00
Amount to be paid owner - chrg to Right of Way		$140.00

Access controlled - no access allowed, except via County Road

GARDEN VALLEY ROAD - 2nd CROSSING S. UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18507 - Ellison, Frank (Stuntz)
Right of Way
Option expires November 6, 1952

6.74 acres at $2000. per acre.	$13,006.00
18 lots at $500. each.	9,000.00
7.60 acres at $1000. per acre.	7,600.00
2 old barns, 3224 sq. ft.	3,224.00
138 rods of woven wire fence at $5. per rod.	690.00
Amount to be paid owner - chrg to Right of Way	$33,520.00

THINGS TO BE DONE BY THE STATE:

Replace existing water line.
Build a frontage road, and connect existing drive to frontage road.

Access controlled - no access allowed

Confirmation of approval by Commissioner M. K. McIver 8-1-52

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD - 2nd CROSSING S. UMPQUA RIVER UNIT-DEADY-SHADY-SECTION - PACIFIC HIGHWAY (cont.)

18611 - Martin, Lelia (Norlin)
Right of Way
Option expires January 23, 1953

1 lot, 48x100.	$1,500.00
House - 720 sq. ft.	5,500.00
Amount to be paid owner - chrg to Right of Way	$7,000.00

Takes all -

18614 - Crooch, Wayne E. and Myra E. (Norlin)
Right of Way
Option expires December 8, 1952

1 lot, 70 x 180'.	$5,000.00
2 story apartment building - 1200 sq. ft.	10,500.00
Double garage - 440 sq. ft.	1,760.00
Concrete driveway, bulkhead, etc.	1,750.00
Amount to be paid owner - chrg to Right of Way	$19,010.00

Takes all -

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

19079 - Walker, T. K. and Anne F. Florence Cooper (Stuntz)
Right of Way
Option expires January 8, 1953

0.37 acre at approx. $2,000. per acre.	$ 750.00
Store building - 960 sq. ft.	2,000.00
Amount to be paid owner - chrg to Right of Way	$2,000.00
Amount to be paid Florence Cooper-cont. pur. - chrg to R/W	750.00
Total consideration	$2,750.00

(cont.)

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

19079 - Walker, T. K. and Anne F. Florence Cooper (cont.) (Stuntz)

THINGS TO BE DONE BY THE STATE:

Reconstruct existing commercial approach at Station 655+00, south side.

State to assume 1952-53 taxes. Est. Cost $40.00

GRAND TOTAL (Estimated) Charged to Right of Way $2,790.00

Access controlled -

Confirmation of approval by Comm. M. K. McIver 8-1-52

19081 - Becker, Charles and Mabel R. (Stuntz)
Right of Way
Option expires January 10, 1953

0.47 acre. Lump Sum. $1,750.00

Amount to be paid owner - chrg to Right of Way $1,750.00

State to assume 1952-53 taxes. Estimated Cost. 25.00

GRAND TOTAL (Estimate) Charged to Right of Way $1,775.00

Takes all -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19246 - Prefontaine, E. R. and Ida M. (Stuntz)
Gravel Bar
Option expires January 21, 1953

0.37 acre. Lump Sum. $75.00

Amount to be paid owner - chrg to Gravel Pit $75.00

Confirmation of approval by Commissioner M. K. McIver 8-1-52

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

18056 - Sproul, A. M. and Alice D. (Stuntz)
Right of Way
Option expires January 14, 1953

2.46 acres at $1000. per acre.	$2,460.00
14.87 acres at $70. per acre.	1,040.00
Amount to be paid owner - chrg to Right of Way	$3,500.00
State to assume 1952-53 taxes. Est. Cost	$ 30.00
GRAND TOTAL (Estimated) Charged to Right of Way	$3,530.00

Takes all -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18032 - Hansen, Chris (Stuntz)
Right of Way
Option expires January 1, 1953

15 acres at $850. per acre.	$12,750.00
30 acres at $100. + per acre.	3,200.00
House - 1400 sq. ft.	5,600.00
Barn and lean-to-shed.	2,250.00
Feed and wood shed and tool house.	700.00
2 wells at $250. each.	500.00
Amount to be paid owner - chrg to Right of Way	$25,000.00
State to assume 1952-53 taxes. Est. Cost	$ 350.00
GRAND TOTAL (Estimated) Charged to Right of Way	$25,350.00

Takes all -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18052 - Engman, Mildred B. (Stuntz)
Right of Way
Option expires January 8, 1953

4.1 acres at $1,000. per acre.	$4,100.00
Allowance - to remove 60 rods of fence.	240.00
Damages.	2,022.00

(cont.)

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

18052 - Engman, Mildred B. (cont.) (Stuntz)

Amount to be paid owner	- chrg to Right of Way	$4,100.00
Amount to be paid tenant	- Josephine Lloyd - chrg to Right of Way	2,262.00
	Total Consideration	$6,362.00

THINGS TO BE DONE BY THE STATE:

Reconstruct three road approaches to frontage road, at Stations 110+10, 112+00 and 119+30, south side.

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18065 - Atkins, Lucy Lee and Benjamin R. (Stuntz)
Right of Way
Option expires January 23, 1953

0.31 acre. Lump Sum. $400.00

Amount to be paid owner - chrg to Right of Way $400.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 251+50, to connect with existing highway.

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18067 - Cummins, John R. and Marjorie M. (Stuntz)
Right of Way
Option expires January 24, 1953

0.07 acre. Lump Sum $50.00

Amount to be paid owner - chrg to Right of Way $50.00

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

18067 - Cummins, John R. and Marjorie M. (cont.) (Stuntz)

THINGS TO BE DONE BY THE STATE:

Construct commercial approach to existing highway, north side, at a location to be mutually agreed upon.

Access controlled -

Confirmation of approval by M. K. McIver 8-1-52

18055 - Heitkamp, Martin and Gertrude Otto & Ulla Meerly (Stuntz)
Right of Way
Option expires January 7, 1953

2.50 acres at $1600. per acre	$4,000.00	
Amount to be paid owner - chrg to Right of Way		$4,000.00
State to assume 1952-53 taxes. Estimated Cost		75.00
GRAND TOTAL (Estimated) Charged to Right of Way		$4,075.00

Takes all -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18059 - Hughes, John and Velma M. (Stuntz)
Right of Way
Option expires January 10, 1953

4 3/4 acres at $320.- per acre.	$1,500.00	
Amount to be paid owner - chrg to Right of Way		$1,500.00
State to assume 1952-53 taxes. Estimated Cost		25.00
GRAND TOTAL (Estimated) Charged to Right of Way		$1,525.00

Takes all -

Confirmation of approval by Commissioner M. K McIver 8-1-52

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

18057 - Granger, Irwin and Inga (Stuntz)
Right of Way
Option expires January 2, 1953

2.69 acres at $500. per acre.	$1,345.00
Amount to be paid owner - chrg to Right of Way	$1,345.00

Access controlled - no access allowed, except via frontage road

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18039 - Romine, W. F. and Ruby M. (Stuntz)
Right of Way
Option expires December 26, 1952

3.62 acres at $1,000. per acre.	$3,620.00
470' 12" concrete irrigation pipe with 12 risers.	520.00
11 trees, 125' of berryvines, garden, lawn, shrubs and flowers.	950.00
Allowance - to remove and reset 50 rods of fence.	175.00
300' graveled driveway.	150.00
85' of 1½" water pipe, faucets and valves.	85.00
Damage - reduction of area.	1,500.00
Damage - to house, due to proximity of R/W line.	5,000.00
Total Consideration	$12,000.00
Less amount for Lockwood land - to be deeded to Grantor	2,000.00
Amount to be paid owner - chrg to Right of Way	$10,000.00

THINGS TO BE DONE BY THE STATE:

Construct an approach to frontage road, south side at Station 40+90. (comm.)
A permit is granted for an approach further east, to be agreed upon after highway is built.

Convey to the grantors above 4.92 acres, acquired from Frank B. Lockwood et ux, File No. 18041, lying Southerly of the South line of the Highway right of way, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

(cont.)

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

18039 - Romine, W. F. and Ruby M. (cont.) (Stuntz)

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19078 - Graffis, John L. and Edith Kay (Stuntz)
Right of Way
Option expires January 10, 1953

7910 sq. ft. at $0.046 per sq. ft.	$364.00
56 sq. ft. of cement sidewalk, lawn and shrubery.	156.00
560 lineal ft. of fence on 4 x 4 sawed posts.	280.00
2 large shade trees.	150.00
Amount to be paid owner - chrg to Right of Way	$950.00

THINGS TO BE DONE BY THE STATE:

Two commercial accesses granted, south side at Stations 657+70 and 660+35.

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18066 - Barto, Vivian Norman, Earl W. Kelley (Stuntz)
Right of Way
Option expires January 4, 1953

10 acres at $350. per acre.	$3,500.00
House - 820 sq. ft.	4,100.00
House - 375 sq. ft.	1,125.00
Garage, Fruit cooler, Barn hog pens and Rabbit Hutches.	975.00
Well, elect. pump and press. tank.	300.00
Amount to be paid owner - chrg to Right of Way	$10,000.00
State to assume 1952-53 taxes. Estimated Cost.	135.00
GRAND TOTAL (Estimated) Charged to Right of Way	$10,135.00

Takes all -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

19085 - Martin, Roy Forrest and Elsena (Stuntz)
Right of Way
Option expires January 15, 1953

6 acres at $1000. per acre.	$6,000.00
1.95 acres at $500. per acre.	975.00
550 ft. 6" C-C irrigation line at $0.60 per ft.	330.00
61 rods of woven wire fence at $4. + per rod.	245.00
Severance damage.	1,200.00
Amount to be paid owner - chrg to Right of Way	$8,750.00
State to assume 1952-53 taxes. Est. Cost.	$ 75.00
GRAND TOTAL (Estimate) Charged to Right of Way	$8,825.00

Access controlled - no access allowed

Confirmation of approval by Commissioner M. K. McIver 8-1-52

MEDFORD COUNTY FARM SECTION - PACIFIC HIGHWAY

18386 - Furry, Robert S. and Elva (Gemmell)
Right of Way
Option expires December 31, 1952

14.5 acres at $520.- per acre.	$7,500.00
Damages.	500.00
125 rods of fencing at $4. per rod.	500.00
Amount to be paid owner - chrg to Right of Way	$8,500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct footbridge across Bear Creek at Station 354+00.
Construct watering gap on east bank of relocated Bear Creek at Station 354+75.

Access controlled - no access allowed

Confirmation of approval by Commissioner M. K. McIver 8-1-52

EXHIBIT "A" (cont.)

MEDFORD COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18314 - Simpson, Paul and Lulamae (Gemmell)
Right of Way
Option expires January 14, 1953

1 lot 80x100.	$1,800.00
Hardware building and living quarters.	15,980.00
Garage and shop.	1,750.00
Loss to Inventory.	5,470.00
Amount to be paid owner - chrg to Right of Way	$25,000.00

Takes all -

Confirmation of approval by Commissioner M. K. McIver 8-7-52

19125 - Smith, Lawrence V. (Jones)
Right of Way
Option expires February 1, 1953

700 sq. ft. Lump Sum.	$150.00
Amount to be paid owner - chrg to Right of Way	$150.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach, west side, 16' wide, at Station 417+20.

Access controlled -

19162 - Hovgaard, Oswald E. and Orial M. Wallace A. West (Holt)
Right of Way
Option expires January 17, 1953

600 sq. ft. Lump Sum.	$100.00
Loss of area.	200.00
Allowance - to move sign.	100.00
Amount to be paid owner - chrg to Right of Way	$400.00
Additional amount to be paid Wallace A. West - Lessee for relinquishing all right to property.	150.00
Total consideration - chrg to Right of Way	$550.00

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19162 - Hovgaard, Oswald E. and Orial M. Wallace A. West (cont.) (Holt)

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach, west side, 60' wide at Station 366+23.

Access controlled -
Confirmation of approval by Commissioner M. K. McIver 8-1-52

19155 - Denzer, Howard E. (Gemmell)
Right of Way
Option expires January 18, 1953

12630 sq. ft., more or less at $0.07- per sq. ft.	$ 870.00
Trees and shrubs.	330.00
House - 645 sq. ft.	1,000.00
Severance and encroachment damage.	300.00
Amount to be paid owner - chrg to Right of Way	$2,500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct drainage field for septic system, and connect to septic tank.

Access controlled - no access allowed

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19121 - Newton, M. Dale and Elsie Josephine (Jones)
Right of Way
Option expires January 8, 1953

960 sq. ft. Lump Sum.	$75.00
Allowance - to remove oak tree.	10.00
Amount to be paid owner - chrg to Right of Way	$85.00

THINGS TO BE DONE BY THE STATE:

Replace cement culvert, 12" pipe for 96' frontage, and two clean out basins, 21"x33"x24" deep.
Reconstruct existing commercial approaches on west side at Stations 411+90 and 412+50.

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19121 - Newton, M. Dale and Elsie Josephine (cont.) (Jones)

Access controlled -

Confirmation of approval by M. K. McIver 8-1-52

19129 - Miller, Oscar J. and Bette E. (Jones)
Right of Way
Option expires January 8, 1953

618 sq. ft.	Lump Sum.	$50.00
Allowance - to remove and reconstruct 60' fence.		25.00
Amount to be paid owner - chrg to Right of Way		$75.00

THINGS TO BE DONE BY THE STATE:

Assume responsibility for moving Foster & Kleiser sign.
Commercial access allowed, west side at Station 42 2+00.

Access controlled -

Confirmation of approval by M. K. McIver 8-1-52

19160 - Gedlich, Reinhardt Erich (Holt)
Right of Way
Option expires January 9, 1953

210 sq. ft.	Lump Sum.	$75.00
Amount to be paid owner - chrg to Right of Way		$75.00

THINGS TO BE DONE BY THE STATE:

Commercial access reserved at Station 364+35, east side.
State retains right to trim walnut tree.

Access controlled -

Confirmation of approval by M. K. McIver 8-1-52

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18423 - Reed, Wilber and Ilah (Gemmell)
Right of Way
Option expires January 16, 1953

0.04 acre. Lump Sum. $75.00

Amount to be paid owner - chrg to Right of Way $75.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approach east side, 16' wide at Station 486+00.

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18425 - Pittenger, Clyde C. and Rosalin (Gemmell)
Right of Way & easement
Option expires January 16, 1953

0.10 acre at $1500. per acre.	$150.00
Easement 0.10 acre at $750. per acre.	75.00
13 pear trees at $25. each.	325.00
Damages and fence moving.	650.00

Amount to be paid owner - chrg to Right of Way $1,200.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approach east side, 16' wide at Station 493+20.

Access controlled -

Confirmation of approval by Commissioner M. K McIver 8-1-52

18426 - Pittenger, C. C. and Rosalind Guy D. and Maxine Corliss (Gemmell)
Easement for irrigation
Option expires January 17, 1953

0.02 acre. Lump Sum. $54.00

Amount to be paid owner - chrg to Right of Way $54.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18426 - Pittenger, C. C. and Rosalind Guy D. and Maxine Corliss (cont.)

THINGS TO BE DONE BY THE STATE:

Construct commercial approach east side, 16' wide, at Station 495+20.
Tile irrigation ditch across front of property, leaving an opening for a pump at Station 495+45.

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19116 - Wood, Ellen E. (Gemmell)
Right of Way
Option expires January 16, 1953

1220 sq. ft. at $0.10 per sq. ft.	$122.00
2 trees, at $25. each	50.00
Amount to be paid owner - chrg to Right of Way	$172.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach west side, 16' wide at Station 404+15.

Access controlled -

Confirmation of approval by Commissioner M. K McIver 8-1-52

19126 - Beeson, Joseph R. and Madelyn M. Lelia L. Blair (Jones)
Right of Way
Option expires January 13, 1953

730 sq. ft. Lump Sum.	$ 50.00
Damage -	200.00
Amount to be paid owner - chrg to Right of Way	$250.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial access west side at Station 417+82.

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19126 - Beeson, Joseph R. and Madelyn M. Lelia L. Blair (Jones) (cont.)

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19128 - Alley Lumber Co., Inc. (Jones)
Right of Way
Option expires January 21, 1953

252 sq. ft. Lump Sum.	$25.00
Amount to be paid owner - chrg to Right of Way	$25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing commercial access, west side at Station 421+50.

Access not controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19120 - Dawson, Henry H. and Winnie (Jones)
Right of Way
Option expires January 20, 1953

1306.8 sq. ft. at $0.15 per sq. ft.	$196.00
Allowance - to move sign, tree and flower beds.	100.00
- replace 16' concrete wall, and 136' sewer drainage ditch.	504.00
Amount to be paid owner - chrg to Right of Way	$800.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing commercial approach at Stations 410+65 and 411+25, west side.

Access controlled -

Confirmation of approval by Commissioner M. K McIver 8-1-52

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18325 - Stevens, Sylvester S. and Ersel W. (Gemmell)
Easement for drainage
Option expires January 18, 1953

0.09 acre. Lump Sum.	$100.00
Plants and garden.	50.00
Amount to be paid owner - chrg to Right of Way	$150.00

Access not controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

18396 - Bolz, Walter R. and Eleanor M. (Holt)
Right of Way
Option expires January 14, 1953

3049 sq. ft. at $0.10 per sq. ft.	$305.00
Allowance - to owner to move picket and woven wire fence.	100.00
Amount to be paid owner-chrg to Right of Way	$405.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approach at Station 377+59, east side, 14' wide, and Station 380+18, east side 20' wide. Additional right of access granted at Station 376+15, east side.

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19143 - Lee, E. C. and Myrtle B. (Gemmell)
Right of Way
Option expires January 21, 1953

0.02 acre. Lump Sum.	$50.00
Amount to be paid owner - chrg to Right of Way	$50.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont)

19143 - Lee, E. C. and Myrtle B. (cont.) (Gemmell)

THINGS TO BE DONE BY THE STATE:

Reconstruct existing commercial approach at Station 329+85, 16' wide, west side.
Reconstruct septic pipe.

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19149 - Steveson, Harold R. and Francis P. (Gemmell)
Right of Way
Option expires October 9, 1952

8500 sq. ft. at $0.10 per sq. ft.	$ 850.00
13 trees, at $25. each	325.00
Encroachment damage.	1,100.00
Amount to be paid owner - chrg to Right of Way	$2,275.00

THINGS TO BE DONE BY THE STATE:

Reconstruct water line to spring pump.
Reconstruct drain field, in property to be deeded.
Grantor reserve two 25' approaches, West side, at Stations 437+00 and 437+60. (Comm.)

Convey to the grantor above that parcel of land lying easterly of Station 340+00, 60 feet, bounded on the South by the existing slough, and on the east by the Westerly boundary of the abandon by-pass of Phoenix and on the North by the Easterly line of Harry W. Reams property. (file No. 18382-Herried), as an exchange part of the settlement, upon the grounds and for the reason that the property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18382 - Herried, Frona Sarah E., Harrey and Paul Steveson (Gemmell)
Right of Way
Option expires January 9, 1953

0.09 acre at $2500. per acre.	$ 225.00
0.01 acre at $1500. per acre.	15.00
0.26 acre at $400. - per acre.	100.00
3.10 acres at $700. per acre.	2,170.00
Allowance - moving fruit stand.	90.00
Allowance - 100 rods of fence at $4. per rod.	400.00
Amount to be paid owner - chrg to Right of Way	$3,000.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approaches at Stations 334+80 and 334+20, west side, and at Station 337+00, east side.
In the event grantors creek crossing is destroyed within 2 yrs. after completion of channel change, State will replace an adequate crossing.

Access controlled -

19159 - Stancliffe, Bert S. and Kathryn Salley Robert C. & Ruby M. Cocks (Holt)
Right of Way
Option expires January 23, 1953

1225 sq. ft.	Lump Sum.	$296.25
Allowance - to move sign.		40.00
- 5 rose bushes.		50.00
Amount to be paid owner - chrg to Right of Way		$261.25
Amount to be paid Cont. Pur. - Robert C. & Ruby M. Cocks		125.00
Total Consideration - Chrg to R/W		$386.25

THINGS TO BE DONE BY THE STATE:

Construct commercial approaches at Station 361+67 and Station 362+80, west side.
Grantor reserves right of access at Station 362+50, west side.

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19168 - Bolz, Roy A. and Margaret L. (Holt)
Right of Way
Option expires January 14, 1953

4356 sq. ft. Lump Sum.	$50.00
Allowance - to move cyclone fence.	50.00
Amount to be paid owner - chrg to Right of Way	$100.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach west side, at Station 379+25, to existing width. (commercial)

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

19123 - Gearin, Dewey C. and Alberta Ruth (Jones)
Right of Way
Option expires January 16, 1953

Approx. 2613 sq. ft. at $010 per sq. ft.	$261.36
Damages.	338.64
Amount to be paid owner - chrg to Right of Way	$600.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach, west side at Station 413+95. Right of access granted at Station 414+82, west side. Reconstruct commercial approach, west side at Station 413+80.

Access controlled -

18429 - Kolln, Norman A. and Marjore M. (Gemmell)
Right of Way
Option expires December 9, 1952

0.28 acre. Lump Sum.	$875.00
Fencing.	250.00
Amount to be paid owner - chrg to Right of Way	$1,125.00

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18429 - Kolln, Norman A. and Marjore M. (cont.) (Gemmell)

THINGS TO BE DONE BY THE STATE:

Construct two commercial aproaches at Stations 502+42 and 505+72, east side, 50' wide.
Permission is granted to relocate, on grantor's land, irrigation ditches and structures as are necessary for property construction and maintenance of highway.

Access controlled -

Confirmation of approval by M. K. McIver 8-1-52

18398 - Weir, Wallace F. and Doris (Holt)
Right of Way
Option expires January 8, 1952

1742 sq. ft. at $.10- per sq. ft.	$174.00
3 trees and lawn area.	100.00
Allowance - to move picket and woven wire fence	50.00
Amount to be paid owner - chrg to Right of Way	$324.00

THINGS TO BE DONE BY THE STATE:

Commercial access reserved at Station 381+68, east side.
Permission is granted to reconstruct irrigation and drainage ditches on grantors land.

Access controlled -

Confirmation of approval by M. K. McIver 8-1-52

WHISKEY CREEK SECTION - MT. HOOD HIGHWAY

19315 - Parker, Ted L. and Elva E. (Brainerd) (Wolfe)
Right of Way
Option expires January 8, 1953

0.47 acre.	Lump Sum.	$200.00

(cont.)

EXHIBIT "A" (cont.)

WHISKEY CREEK SECTION - MT. HOOD HIGHWAY (cont.)

19315 - Parker, Ted L. and Elva E. (cont.) (Brainerd) (Wolfe)

Amount to be owner - chrg to Right of Way $200.00

Grantor reserves the right to take water for irrigation purposes, from creek. Together with right of way for pipe line, provided same does not damage land for highway use.

Access controlled - no access allowed

19313 - Schmidt, Karl F. G. and Anna (Brainerd) (Wolfe)
Right of Way
Option expires January 7, 1953

0.50 acre at $500. per acre. $250.00
Allowance - for flowers and garden. 50.00

Amount to be paid owner - chrg to Right of Way $300.00

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system.
Private access granted 25' wide, west side at Station 1025+05.

Access controlled -

19312 - Walton, Wesley J. and Anita C. (Brainerd) (Wolfe)
Right of Way
Option expires January 7, 1953

0.84 acre. Lump Sum. $175.00
Allowance - for garden area. 25.00

Amount to be paid owner - chrg to Right of Way $200.00

Access controlled - no access allowed

19314 - Roy Websters Orchards (Brainerd) (Wolfe)
Right of Way
Option expires January 7, 1953

2.90 acres at $25.+ per acre. $75.00

Amount to be paid owner - chrg to Right of Way $75.00

EXHIBIT "A" (cont.)

WHISKEY CREEK SECTION - MT. HOOD HIGHWAY (cont.)

19314 - Roy Websters Orchards (cont.) (Brainerd) (Wolfe)

THINGS TO BE DONE BY THE STATE:

Reestablish any portion of present driveway that may be damaged by construction.

Access controlled - no access allowed

EAST UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY

14430 - Lau, Henry J. and Marie A. (Brainerd)
Right of Way
Option expires January 22, 1953

0.65 acre.	Lump Sum.	$25.00
Amount to be paid owner - chrg to Right of Way		$25.00

Access not controlled -

18845 - Small, Harold (Brainerd)
Right of Way and Gravel Pit
Option expires November 26, 1952

2.82 acres at $126.+ per acre	$357.00
327 rods of fence at $2.50 per rod.	817.50
10.20 acres acres. (Gravel Pit Lease).	Gratis
Amount to be paid owner - chrg to Right of Way	$1,174.50

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 695+00, south side. State to install 72 inch tube for cattle pass at Station 703+70. Estimated Cost.	$1,120.00
Amount to be charged to construction Estimate	$1,120.00
GRAND TOTAL (Estimated)	$2,294.50

Access not controlled -

EXHIBIT "A" (cont.)

EAST UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY (cont.)

18845 - Small, Harold (cont.) (Brainerd)

Re-negotiated Final, to correct area, which was approved July 10th, 1952.

3.57 acres	$ 357.00
327 rods fence.	817.50
8.71 acres lease	Gratis
Consideration	$1,174.50
Construction	1,120.00
Grand Total	$2,294.50

18852 - Houck, John Anthony and Jean (Brainerd)
Right of Way
Option expires December 10, 1952

0.003 acre. Lump Sum. $5.00

Amount to be paid owner - chrg to Right of Way $5.00

THINGS TO BE DONE BY THE STATE:

Construct private access south side at Station 904+37

Access not controlled -

BOARDMAN-IRRIGON SECTION - COLUMBIA RIVER HIGHWAY

19354 - Ellis, Rex Nona and Elsworth S. Whitman (Wolfe)
Right of Way
Option expires January 17, 1953

1.97 acres.	Gratis
133 rods of fence at approx. $3. per rod.	$400.00

Amount to be paid owner - chrg to Right of Way $400.00

Access not controlled -

19353 - Rands, R. B. (Cozad)
Right of Way
Option expires February 27, 1953

(cont.)

EXHIBIT "A" (cont.)

BOARDMAN-IRRIGON SECTION - COLUMBIA RIVER HIGHWAY (cont.)

19353 - Rands, R. B. (cont.) (Cozad)

6.26 acres, Exchange property.

THINGS TO BE DONE BY THE STATE:

Convey to the grantor above 6.47 acres abandoned gravel deposit in the Southwest quarter of the Northwest quarter of Section 8, Township 4 North, Range 25 E. W.M. Morrow County, acquired from Samuel H. Boardman (Q-151) as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Takes all -

MORGAN-HEPPNER SECTION - HEPPNER HIGHWAY

19359 - Flatt, Vernon J. and Lillian K. (Cozad)
Maintenance Shed Site
Option expires September 17, 1952

1.93 acres. Lump Sum. $1,300.00

Amount to be paid owner - chrg to Maintenance Site $1,300.00

LENA-NYE JUNCTION SECTION - HEPPNER HIGHWAY

18795 - Stanton, Louise (Wolfe)
Right of Way
Option expires January 22, 1953

1 acre at $100. per acre.	$100.00
5.57 acres at $10. per acre.	55.70
550 rods of fence at $2.50 per rod.	1,375.00

Amount to be paid owner - chrg to Right of Way $1,530.70

EXHIBIT "A" (cont.)

LENA-NYE JUNCTION SECTION - HEPPNER HIGHWAY (cont.)

18795 - Stanton, Louise (cont.) (Wolfe)

THINGS TO BE DONE BY THE STATE:

Farm accesses granted on the North side, at Stations 1106+00, 1033+50, 1040+50, 1088+00. Accesses granted on the South side at Stations 1106+00, 1014+00, 1033+50, and 1059+50.

Access controlled -

This option supersedes and cancels option dated March 28, 1952 and approved April 21, 1952.

18796 - Cunningham Sheep Co. (Wolfe)
Right of Way
Option expires January 22, 1953

1.58 acres at $200. per acre.	$316.00
1.50 acres at $20. per acre.	30.00
312 rods of fence at $2.73+ per rod.	854.00
Amount to be paid owner - chrg to Right of Way	$1,200.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 1059+50, south side.

Access controlled -

This option supersedes and cancels option dated March 28, 1952 and approved April 21, 1952.

18792 - Doherty, Dan and Margaret G. Joe and Fannie Doherty (Wolfe)
Right of Way, Channel Change and Quarry Site
Option expires January 22, 1953

1.50 acres at $100. per acre.	$150.00	
11.02 acres at $10. per acre.	110.20	
6.9 acres (quarry site)	69.00	
294 rods of fence at $2.50 per rod.	735.00	
Amount to be paid owner -		$1,064.20
Amount to be charged to Right of Way		995.20
Amount to be charged to Quarry Site		69.00

(cont.)

EXHIBIT "A" (cont.)

LENA-NYE JUNCTION SECTION - HEPPNER HIGHWAY (cont.)

18792 - Doherty, Dan and Margaret G. Joe and Fannie Doherty (cont.)

THINGS TO BE DONE BY THE STATE:

Accesses for farm granted at the following Stations 750 +50, 761+60, 763+00, 769+00, 770+00, 767+00, North side. Two accesses on the South side at Stations 763+30 and 742+00.

State to permit grantors farm building to remain on R/W for life of said buildings, or if required to move State shall compensate.

Access controlled -

This option supersedes and cancels option taken March 28, 1952 and approved by Commission April 21, 1952.

18793 - Bowman, Gladys (Wolfe)
Right of Way and Channel Change
Option expires January 22, 1953

11.77 acres at $10. per acre.	$117.70
270 rods of fence at $2.50 per rod.	675.00
Amount to be paid owner - chrg to Right of Way	$792.70

THINGS TO BE DONE BY THE STATE:

Farm accesses granted North side at Stations 869+00, 945+50 and 977+00. Two accesses granted at approx. Stations 902+00 and 973+00, south side.

Access controlled -

This option supersedes and cancels option taken March 27th, 1952 and approved by Commission April 21, 1952.

WEST UNIT-AUSTIN SPUR-FOREST BOUNDARY SECTION - JOHN DAY HIGHWAY

19369 - Phipps, Stella (Cozad)
Right of Way
Option expires January 6, 1953

(cont.)

EXHIBIT "A" (cont.)

WEST UNIT-AUSTIN SPUR-FOREST BOUNDARY SECTION - JOHN DAY HIGHWAY (cont.)

19369 - Phipps, Stella (cont.) (Cozad)

0.56 acre. Lump Sum. $15.00

Amount to be paid owner - chrg to Right of Way $15.00

Access not controlled -

BAKER REMOTE RADIO TRANSMITTER TOWER

19374 - Phelps, S. E. (Chidsey)
Access Road to Radio Site

Easement for access road to Radio Site. $10.00

Amount to be paid owner - chrg to Miscellaneous Site $10.00

UNIT #5 - T. H. BANFIELD EXPRESSWAY

19071 - Earnest, Richard B. and Mary Louise (Johnson)
Right of Way
Option expires February 7, 1953

0.15 acre Lump Sum. $550.00

Amount to be paid owner - chrg to Right of Way $550.00

State to assume 1952-53 taxes. Est. Cost 20.00

GRAND TOTAL (Estimated) Charged to Right of Way $570.00

Access controlled - no access allowed

19198 - Aplen, Alfred G. and Anita (Johnson)
Right of Way
Option expires February 6, 1953

0.064 acre. Lump Sum. $500.00

Amount to be paid owner - chrg to Right of Way $500.00

(cont.)

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

19198 - Aplen, Alfred G. and Anita (cont.) (Johnson)

THINGS TO BE DONE BY THE STATE:

State shall provide for drainage, down the proposed underpass cut, for grantors present drainage ditch. Grade a 10' wide driveway at West side of 181st Ave. approx. 106 ft. north of R.R. R/W.

Access controlled -

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY

19357 - Evans, Alfred and Elaine (Johnson)
Right of Way
Option expires January 20, 1953

1 lot, 80x150.	Lump Sum.	$1,380.00
House - 585 sq. ft.		3,393.00
Amount to be paid owner - chrg to Right of Way		$4,773.00
State to assume last half of 1952-53 taxes. Est. Cost		40.00
GRAND TOTAL (Estimated) Charged to Right of Way		$4,813.00

Takes all -

19363 - Hall, Stanley R. and Dorothy A. (Johnson)
Right of Way
Option expires January 21, 1953

5000 sq. ft. at $0.15 per sq. ft.	$ 750.00
House - 1104 sq. ft.	9,936.00
Garage - 300 sq. ft.	300.00
Amount to be paid owner - chrg to Right of Way	$10,986.00
State to assume last half of 1952-53 taxes. Est. Cost	75.00
GRAND TOTAL (Estimated) Charged to Right of Way	$11,061.00

Takes all -

EXHIBIT "A" (cont.)

INGLIS-BEAVER SECTION - BEAVER ACCESS ROAD

19404 - Bradbury School District #57: (Benson)
Right of Way
Option expires February 10th, 1953

0.08 acre.	Lump Sun.	$50.00
Amount to be paid owner - chrg to Right of Way		$50.00

Access not controlled -

19403 - Prichard, Dale P. and Ruby L. (Benson)
Right of Way
Option expires February 10, 1953

0.18 acre, at $600. per acre.		$108.00
Well.		200.00
16 rods of fence at $4. per rod.		64.00
Amount to be paid owner - chrg to Right of Way		$372.00

Access not controlled -

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

19329 - Potwin, Allen and Edith (Byrum)
Right of Way (for county road)
Option expires February 4, 1953

0.11 acre.	Lump Sum.	$10.00
15 rods of fence at $4. per rod.		60.00
Amount to be paid owner - chrg to Right of Way		$70.00

Access not controlled -

19330 - Edenfield, Clyde W. and Gladys V. (Byrum)
Right of Way (for County road)
Option expires February 4, 1953

0.13 acre.	Lump Sum.	$10.00
15 rods of fence at $4. per rod.		60.00
Amount to be paid owner - chrg to Right of Way		$70.00

Access not controlled -

EXHIBIT "A" (cont.)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

12984 - Hale, Farmer C. et al (Reeder)
Quarry and Stockpile Site
Renewal of Lease extended to 10-31-53

1 yr. renewal of stockpile site lease.	$5.00
Renewal of 1 yr. lease for Quarry Site (est. 10,000 cu. yds. at $0.03 per cu. yd.)	300.00
Amount to be paid owner - chrg to Quarry Site Estimated	$305.00

GOSHEN-CRESWELL SECTION - PACIFIC HIGHWAY

18458 - Loop, R. H. and Sadie (Reeder)
Right of Way
Option expires February 8, 1953

9.4 acres at $250. per acre.	$2,350.00
85 rods of fence at $4. per rod.	340.00
Amount to be paid owner - chrg to Right of Way	$2,690.00

Access controlled - no access allowed.

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19094 - Perini, Robert A. and Naomi H. (Byrum)
Right of Way
Option expires January 9, 1953

3.19 acre. Lump Sum.	$249.00
Timber allowance.	123.00
57 rods of fence at $4. per rod.	228.00
Amount to be paid owner - chrg to Right of Way	$600.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19097 - Galdabini, Frank and Echo (Byrum)
Right of Way
Option expires February 11, 1953

0.29 acre. $10.00

Amount to be paid owner - chrg to Right of Way $10.00

THINGS TO BE DONE BY THE STATE:

State shall construct roadway 8' wide, from Station 393+50 to 413+98, west side. Est. Cost $500.00

Amount to be charged to Construction (Estimated) $500.00

GRAND TOTAL (Estimated) $510.00

Access controlled -

OAKLAND JUNCTION-DEADY SECTION - PACIFIC HIGHWAY

18972 - Foster, Robert W. and Ruth E. (Norlin)
Right of Way (Easement for construction and maintenance for channel change)
Option expires January 28, 1953

2.93 acres. Gratis

Access not controlled -

18973 - Empire Millwork Corporation (Norlin)
Easement for construction and maintenance for channel change
Option expires January 29, 1953

0.61 acre. Gratis

Access not controlled -

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18605 - Dilley, M. M. and V. W. (Norlin)
Right of Way
Option expires February 10, 1953

40x110 Lot (.10 acre)	$1,500.00
House - 900 sq. ft.	6,300.00
Porch and Garage - 192 sq. ft.	200.00
Amount to be paid owner - chrg to Right of Way	$8,000.00

Takes all -

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18395 - Braun, Fred W. and Gladys C. (Holt)
Right of Way
Option expires February 6, 1953

2178 sq. ft. at $0.25+ per acre.	$545.00
3 walnut trees at $35. each	105.00
Amount to be paid owner - chrg to Right of Way	$650.00

THINGS TO BE DONE BY THE STATE:

Reestablish tile across front of grantors property. Construct 50' access, east side at Station 374+53, and 35' access at Station 372+92 and 373+67, east side, accesses unrestricted.

Access controlled -

19135 - Harris, Earl E. and Freda M. (Gemmell)
Right of Way & Easement
Option expires December 24, 1952

0.02 acre. + easement. Lump Sum.	$50.00
Amount to be paid owner - chrg to Right of Way	$50.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19135 - Harris, Earl E. and Freda M. (cont.) (Gemmell)

THINGS TO BE DONE BY THE STATE:

Construct commercial approach west side, 75' wide at Station 299+50.

Access controlled -

19136 - Thompson, Arthur V. and Mary A. (Gemmell)
Right of Way
Option expires December 17, 1952

0.10 acre.	Lump Sum.	$150.00
0.10 acre, easement.		100.00
Amount to be paid owner - chrg to Right of Way		$250.00

THINGS TO BE DONE BY THE STATE:

Construct commercial access 16' wide, west side at Station 302+10. Grantor reserves right to construct access 16' wide between Stations 300+00 and 302+00.

Access controlled -

19131 - Peebler, E. H. and Mae (Gemmell)
Right of Way
Option expires December 23, 1952

0.03 acre.	Lump Sum.	$75.00
Amount to be paid owner - chrg to Right of Way		$75.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach 16' wide, west side at Station 285+80.

Access controlled -

18424 - Dews, Ruth and Grace E. Turner (Gemmell)
Right of Way
Option expires January 28, 1953

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18424 - Dews, Ruth and Grace E. Turner (cont.) (Gemmell)

0.06 acre. Lump Sum.	$150.00
10 pear trees at $30. each.	300.00
Amount to be paid owner - chrg to Right of Way	$450.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 387+50, 16' wide, east side.

Access controlled -

18312 - Mortensen, R. P. S. E. and Mabel Cox, Cont. Pur. (Gemmell)
Right of Way
Option expires September 1, 1952

7.34 acres. Lump Sum.	$4,800.00
Allowance - 50 rods of fence at $4. per rod.	200.00
Amount to be paid owner - chrg to Right of Way	$5,000.00

THINGS TO BE DONE BY THE STATE:

Grantor given right of access to and from relocated Bear Creek, for purpose of watering stock.

Access controlled - no access allowed

18432 - McLaren, L. G. and Edith Shaw Ralph E. and Lulu B. Pierce
Easement for Channel (Holt)
Option expires February 5, 1953

600 sq. ft. (easement) Gratis

Access controlled - no access allowed

This option given subject to acceptance by Commission of Option #18433

18433 - McLaren, L. G. and Edith Shaw Ralph E. and Lulu B. Pierce
Right of Way (easement for bridge) (Holt)
Option expires February 5, 1953

EXHIBIT "A (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18433 - McLaren, L. G. and Edith Shaw — Ralph E. and Lulu B. Pierce (cont.)

375 sq. ft. (easement) — Gratis

THINGS TO BE DONE BY THE STATE:

Construct a bridge over Crooked Creek.
Est. Cost $2,700.00

Amount to be charged to Construction — $2,700.00

Access controlled - no access allowed

18431 - McLaren, L. G. and Edith Shaw — Ralph E. and Lulu B. Pierce (Holt)
Right of Way
Option expires February 5, 1953

765 sq. ft. — Gratis

THINGS TO BE DONE BY THE STATE:

Access is to be given to the property from U. S. 99 at some point to be agreed upon, between Stations 536+00 and 538+00. (commercial)

Access controlled -

This option given subject to acceptance by Commission of option #18433.

18379 - Jackson County — Lessees - W. E. & Florence D. Keller
Right of Way, Easement & Gravel Bar — Roy Bucks & Sunny Smith (Gemmell)
Option expires January 15, 1953

2.692 acres. — Gratis
Allowance-loss of parking area. — $200.00

Amount to be paid Lessees - chrg to Right of Way — $200.00

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18379 - Jackson County Lessees- W. E. & Florence D. Keller
Roy Bucks & Sunny Smith (Gemmell)

THINGS TO BE DONE BY THE STATE:

State to pay for moving sign.
Reconstruct commercial accesses 25' wide, east side at Stations 515+00 and 521+50; 50' wide at Stations 523+00 and 529+20.
State to move fence from right of way.
Construct Stewart Avenue, easterly to easement line, including necessary structures over creek.

Jackson Co. to pay State Highway Commission in lieu of cost differential between land taken and construction. $2,250.00

Amount to be Credited to Construction $2,250.00

Access controlled -

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

18033 - Pacific Portland Cement Co. (Stuntz)
Right of Way
Option expires January 30, 1953

0.32 acre, more or less. Lump Sum. $320.00

Amount to be paid owner - chrg to Right of Way $320.00

THINGS TO BE DONE BY THE STATE:

Connect grantor's existing approach at Station 22+50, South side. (private)
Replace cattle guard where desired by abutting land owner.

Access controlled -

18060 - Thompson, Chavner and Ruth F. (Stuntz)
Right of Way
Option expires January 16, 1953

(cont.)

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

18060 - Thompson, Chavner and Ruth F. (cont.) (Stuntz)

61.34 acres at approx. $570. per acre.	$34,964.00
1,000 rods of woven wire fence at $5. per rod.	5,000.00
Severance damage.	10,036.00
Amount to be paid owner - chrg to Right of Way	$50,000.00

THINGS TO BE DONE BY THE STATE:

Construct a 7x7' concrete box under highway at Station 222+00, for cattle pass.
Reconstruct existing approach at Station 230+22, north side.
Box spring and pipe water outside right of way.
Grantor given farm use permit covering land 125' beyond centerline.

State to assume 1952-53 taxes. Estimated Cost $600.00

GRAND TOTAL (Estimated) Charged to Right of Way $50,600.00

Access controlled -

Confirmation of approval by Commissioner M. K. McIver 8-1-52

CALAPOOYA CREEK-SUTHERLIN SECTION - ELKTON-SUTHERLIN HIGHWAY

19406 - Cracroft, H. E. and Nora Ray W. and Constance Osterman
Right of Way Evelyn E. Rose (Jones)
Option expires February 3, 1953

0.17 acre. Lump Sum.	$160.00
Approx. 14 rods of fence at $5. per rod.	70.00
Amount to be paid owner - chrg to Right of Way	$230.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

THIRD STREET-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17427 - Maier, Henry J. CORRECTION REPORT (Witt)
Right of Way
Option expires September 28, 1952

Previously approved May 26, 1952 Right of Way Resolution - $28,730.00

5865 sq. ft. at $3.25 per sq. ft.	$19,062.00	
Allowance - for moving signs, driveway and loss of parking area.	1,688.00	
Amount to be paid owner - chrg to Right of Way		$20,750.00
Value of unexpired period of lease dated Jan. 1, 1950 expiring Jan. 1, 1955.	6,480.00	
Cost of moving building and equipment of present station.	1,700.00	
Amount to be paid Shell Oil Co. - Building owner - Charge to Right of Way		$8,180.00
GRAND TOTAL Charged to Right of Way		$28,930.00
Additional amount - increased cost of moving.	$200.00	

Access not controlled -

MORGAN-HEPPNER SECTION - HEPPNER HIGHWAY

19360 - Interior Warehouse Co. (Mayhew)
Entrance to Maintenance Shed and Lot
Option expires February 8, 1953

4925 sq. ft. Lump Sum.	$250.00	
Amount to be paid owner - chrg to Maintenance Site		$250.00
State to assume 1952-53 taxes. Est. Cost		5.00
GRAND TOTAL (Estimate) Charged to Maintenance Site		$255.00

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

19075 - Buckendorf, J. L. and Mildred (Landon)
Right of Way
Option expires February 5, 1953

0.47 acre at $200. per acre.	$ 94.00
Allowance - for moving small three room house.	700.00
- partial dug well.	100.00

Amount to be paid owner - chrg to Right of Way $894.00

Access controlled - no access allowed

REMOTE RADIO TRANSMITTER AND RECEIVER SET - S. E. OF BAKER

19373 - Baird, F. D. (Chidsey)
Radio Site
Lease (25 years)

25 yr lease, at $2.00 per year. (10 acres) $50.00

Amount to be paid owner - chrg to Miscellaneous Sites $50.00

EAST UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY

18846 - Hager, Myron A. and Mary E. et al (Brainerd)
Right of Way
Option expires December 23, 1952

1.4 acres at $300. per acre.	$ 420.00
1 acre at $100. per acre.	100.00
11.72 acres at $25. per acre.	293.00
767 rods of fence at $2.50 per rod.	1,917.50

Amount to be paid owner - chrg to Right of Way $2,730.50

(cont.)

EXHIBIT "A" (cont.)

EAST UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY (cont.)

18846 - Hager, Myron A. and Mary E. et al (cont.) (Brainerd)

THINGS TO BE DONE BY THE STATE:

Construct private accesses at Stations 769+72 and 730+00 north side. And private accesses on the south side at Stations 769+30, 776+70, and 777+68.
Private access to be constructed at Station 774+75, south side.

Access not controlled -

REEDSPORT-LUDER CREEK SECTION - UMPQUA HIGHWAY

15457 - Foster, Ralph L. and Mary C. (Holt)
Right of Way
Option expires February 7, 1953

4.23 acres at $710.+ per acre.	$3,024.00
Damages.	1,300.00
Amount to be paid owner - chrg to Right of Way	$4,324.00

THINGS TO BE DONE BY THE STATE:

Fence new right of way. Est. 31 rods of fence at $6. per rod.	$ 186.00
Replace grantors 3 coverings of slough outlet at Stations 277+30, 286+60 and 293+30, minimum width of 20'.	
Repair and replace and maintain three tide boxes.	
Reconstruct private approach at Station 305+83, south side, to existing width.	
Amount to be charged to Construction (Estimate)	$ 186.00
GRAND TOTAL (Estimated)	$4,510.00

Access controlled -

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18440 - Earhart, W. C. and Frank L. (Reeder)
Right of Way
Option expires January 6, 1953

2178 sq. ft. at $0.03 per sq. ft.	$653.40
Allowance - for 6 large trees at $35. per tree	210.00
- remove & rebuild 90' picket fence	90.00
Amount to be paid owner - chrg to Right of Way	$953.40

THINGS TO BE DONE BY THE STATE

Reconstruct commercial approaches at Stations 552+50, 550+85 and 553+10, 25' wide, east side.
Reconstruct asphaltic sidewalk.

Access controlled -
This option subject to one Lease - as listed below

18440 - Sherlock, G. C. Lessee W. C. and Frank L. Earhart - Owner
Right of Way (Reeder)
Option expires January 21, 1953

Allowance to Lessee. Release of lease and remove 2 small signs.	$35.00
Amount to be paid Lessee - chrg to Right of Way	$35.00

Access controlled -

GRAND TOTAL - Amt. paid to owner and Lessee - chrg - to Right of Way	$988.40

18434 - Heard, C. C. and Trena (Reeder)
Right of Way
Option expires February 4, 1953

.22 acre. + an easement, 10' wide. Lump Sum	$ 827.60
Allowance - 18 rods of woven wire fence at $4. per rod.	72.00
- remove front porch and reface house	550.00
7 large trees at $30. each	210.00
Replace front steps	50.00
Damages in lieu of moving house.	1,290.40

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18434 - Heard, C. C. and Trena (cont.) (Reeder)

Amount to be paid owner - chrg to Right of Way $3,000.00

THINGS TO BE DONE BY THE STATE:

Reconstruct Irrigation ditch and install 12" culvert pipe.
Install concrete 2-way gate boxes at Stations 536+85 and 538+10.
Construct concrete clean-out box at Station 540+30.
Revise existing sidewalk.
Construct commercial approaches, east side, 20' wide at Stations 536+20, 537+40 and 538+30; and two 30' wide approaches at Stations 539+00 and 539+92, east side.

Access controlled -

This option is subject to two Leases - as listed below

18434 - Read, George W. Lessee C. C. and Trena Heard - Owner
Right of Way (Reeder)
Option expires February 4, 1953

Allowance to Lessee
Grade and gravel area So. of store. $1,000.00
Encroachment damage and reduction of area. 3,010.00

Amount to be paid Lessee - chrg to Right of Way $4,010.00

Access controlled -

18434 - Rost, Elwood V. & Arvilla L. Sub. Lessees (Reeder)
Right of Way C. C. and Trena Heard - Owner
Option expires February 7, 1953

Allowance to Lessee
Reduction of area. $ 500.00
Allowance - to remove sign. 156.00

Amount to be paid Lessee - chrg to Right of Way $ 656.00

Access controlled -

GRAND TOTAL - Amt. to be paid owner and Lessees - chrg to R/W $7,666.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18437 - Earhart, William C. (Reeder)
Right of Way
Option expires February 6, 1953

4792 sq. ft. Lump Sum. $1,698.90

Amount to be paid owner - chrg to Right of Way $1,698.90

THINGS TO BE DONE BY THE STATE:

Revise existing sidewalk,
Reconstruct commercial approaches, east side at
Stations 549+55 and 548+68, to be 12' wide;
Stations 550+08, 547+36, and 546+93 to be 20' wide;
Station 548+03 to be 30' wide.

Access controlled -

This option subject to 4 leases, as listed hereafter

18437 - Rush, John F. and Vera J. Lessees William C. Earhart - Owner
Right of Way (Reeder)
Option expires February 6, 1953

Allowance to Lessee (40 yr. lease)
Reduction for area and encroachment
Loss of graveled parking area. $300.00

Amount to be paid Lessee - chrg to Right of Way $ 300.00

Access controlled -

18437 - Beebe, C. R. and Agnes Lessees D. A. and Kathleen B. Parker
Right of Way William C. Earhart - Owner
Option expires February 6, 1953 (Reeder)

Allowance to Lessee
Remove electric sign, office building, revise water pipe
line, adjust lighting system and gravel area. $901.00
Allowance - for reduction and encroachment 105.00

Amount to be paid Lessees - chrg to Right of Way $1,006.00

Access controlled -

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18437 - (cont.) Goodwin, Inez Cook and Ed. Lessee — William C. Earhart - Owner (Reeder)
Right of Way
Option expires February 4, 1953

Allowance to Lessee	
Removal of store building, small shed.	$4,087.00
Reduction of area and loss of business during moving period.	688.00
Amount to be paid Lessee - chrg to Right of Way	$4,775.00

Access controlled -

18437 - Moffitt, C. B. and Ottie M. Lessee — L. G. and Minnie Cameron
W. C. Earhart - Owner (Reeder)
Right of Way
Option expires February 6, 1953

Allowance to Lessee	
200' of board fence at $1. per ft.	$ 200.00
Remove large wood sign.	25.00
Release of lease rights.	630.00
Amount to be paid Lessee - chrg to Right of Way	$855.00

Access controlled -

GRAND TOTAL - Amt. to be paid Owner & Lessees - Charge to Right of Way $8,634.00

18435 - Ward, Claude and Nellie (Reeder)
Right of Way
Option expires January 23, 1953

3049 sq. ft. at $0.15 per sq. ft., + easement.	$456.38
8 fruit trees at $23.25 each.	186.00
14 rods of fencing at $4. per rod.	56.00
Amount to be paid owner - chrg to Right of Way	$ 698.38

THINGS TO BE DONE BY THE STATE:

Reconstruct road approaches, east side at Stations 541+97 and 543+10, 20' wide.

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18435 - Ward, Claude and Nellie (cont.) (Reeder)

THINGS TO BE DONE BY THE STATE (cont.)

Reconstruct irrigation ditch, easterly side 225' across property, with 12"culvert pipe. Est.	$450.00
Construct gate box, 2x2', at Station 541+42. Est	100.00
Construct concrete clean out box at Station 542+50. Est.	50.00
Construct asphaltic concrete sidewalk. Est.	108.00
State to remove 7 trees on right of way.	
Amount to be charged to Construction (Estimated)	$ 708.80
GRAND TOTAL (Estimated)	$1,407.18

Access not controlled -

UNIT #5 - T. H. BANFIELD EXPRESSWAY

19201 - Gould, H. Russell and Virginia Lee (Maynew)
Right of Way
Option expires February 7, 1953

6 acres, including damages and fencing. Lump Sum.	$1,500.00
Amount to be paid owner - chrg to Right of Way	$1,500.00
State to assume 1952 - 53 taxes. Estimated Cost	25.00
GRAND TOTAL (Estimated) Charged to Right of Way	$1,525.00

Access not controlled -

UNIT #1 - T. H. BANFIELD EXPRESSWAY

14727 - General Paint Corp. (Cooper)
Right of Way
Option expires September 17, 1952

EXHIBIT "A" (cont.)

UNIT #1 - T. H. BANFIELD EXPRESSWAY (cont.)

14727 - General Paint Corp. (cont.) (Cooper)

59800 sq. ft.	$ 53,000.00
Building	335,500.00
Allowance - for railroad spur.	3,500.00
General Damage.	69,521.00
Amount to be paid owner - chrg to Right of Way	$461,521.00

Takes all -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18997-A- Menegat, P. S. et al (Byrum)
Right of Way
Option expires February 7, 1953

.25 acre.	Lump Sum.	$100.00
Amount to be paid owner - chrg to Right of Way		$100.00

Access controlled - no access allowed

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

19269 - Dugan, Joseph P. and Yvonne (Benner)
Gravel Bar
Option expires February 7, 1953

5.5 acres at $150. per acre.	$ 825.00
1 acre at $300. per acre.	300.00
73 rods of fence at $4. per rod.	292.00
Allowance - for Mortgagee's partial release fee.	50.00
Amount to be paid owner - chrg to Gravel Site	$1,467.00

Access controlled -

EXHIBIT "A" (cont.)

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY (cont.)

19271 - DeYoung, Gertrude and Henry (Benner)
Gravel Bar
Option expires February 6, 1953

8.00 acres at $150. per acre.	$1,200.00
100 rods of fence at $4. per rod.	400.00
Allowance - for necessary shifting of 25 h. p irrigation pump and pipe.	1,000.00
Allowance - for moving 300 cords of wood at a $1. per cord.	300.00
Amount to be paid owner - chrg to Gravel Site	$2,900.00

THINGS TO BE DONE BY THE STATE:

State to protect grantor's pump, pipe line, pumping rights and power line at Station 148+00.

Access not controlled -

19272 - Steiger, Forrest Andrew and Anna Isabell (Benner)
Gravel Bar
Option Expires February 6, 1953

22. acres at $150. per acre.	$3,300.00
2.80 acres Lump Sum	840.00
140 rods of fence at $4. per rod.	560.00
Allowance - for moving pump and pipe line.	500.00
Amount to be paid owner - chrg to Gravel Site	$5,200.00

THINGS TO BE DONE BY THE STATE:

Protect grantor's pump line and pumping rights at Station 167+00.

Access not controlled -

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18421 - Stewart, John William and Roberta Marion (Stuntz)
Right of Way
Option expires February 10, 1953

0.13 acre. Lump Sum.	$ 750.00
Allowance - to move, reset Motel sign, guard posts and reconstruct driveways.	1,000.00
Damage.	750.00
Amount to be paid owner - chrg to Right of Way	$2,500.00

THINGS TO BE DONE BY THE STATE:

Keep approach to motel open and passable during construction.
Reconstruct commercial approach 40' at Stations 469+70 and 471+60, east side.
Grantor reserves 25' access at Station 468+50, east side. (comm.)

Access controlled -

19167 - Wendt, Chester H. and Anna N. Thomas A. & Flora A. Klarin, Lessees
Right of Way
Option expires February 10, 1953 (Holt)

1742 sq. ft. at $0.20+ per sq. ft.	$ 350.00
Allowance - to lessee to move neon sign.	150.00
Damage to lessee, loss of area.	500.00
Amount to be paid Lessee - chrg to Right of Way	$1,000.00

THINGS TO BE DONE BY THE STATE:

Permit reasonable access to property at all times during construction.
Move and reconnect water pipe if necessary.
Construct approaches at Station 371+53, east side 50' wide, and at Station 372+50, east side 30' wide.
Blacktop all of grantors' property lying east of new right of way line, to thickness of two inches.

Access not controlled -

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18417 - Bergren, Herman J. and Ardath J. (Holt)
Right of Way
Option expires February 11, 1953

1306.8 sq. ft. at $0.10 per sq. ft.	$ 130.68
Loss of tree and landscaping.	100.00
150' of 8" tile in place.	275.00
Allowance - move and reset 244' cyclone fence	335.75
- move water pipe from right of way.	15.00
Amount to be paid owner - chrg to Right of Way	$ 856.43

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approaches at Station 422+15, east side, and 423+15, east side to existing width. State has permission to enter grantors property to re-establish existing irrigation ditch.

Access controlled -

SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

19405 - Thomas, C. N. (Witt)
Right of Way and Quarry Site
Option expires February 13, 1953

15 acres (quarry)	$10,000.00	
23.5 acres, more or less at $210.+ per acre..	5,000.00	
Amount to be paid owner		$15,000.00
Amount to be charged to Quarry Site	$10,000.00	
Amount to be charged to Right of Way	$ 5,000.00	

Takes all -

4243 - Wiegner, A. A. and Agnes M. (Witt)
Right of Way
Option expires February 13, 1953

(cont.)

EXHIBIT "A" (cont.)

SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY (cont.)

4243 - Wiegner, A. A. and Agnes M. (cont.) (Witt)

18 acres at $50. per acre.	$ 900.00
10 acres at $125.+ per acre.	1,300.00
11.5 acres at $300. per acre.	3,450.00
Allowance - for timber, 100,000' spruce and hemlock at $6. perM.	600.00
One story frame cabin, 20x24.	500.00
Amount to be paid owner - chrg to Right of Way	$6,750.00

Takes all -

4244 - Shoemaker, Glen W. and Elizabeth H. (Witt)
Right of Way
Option expires February 13, 1953

5.32 acres at $50. per acre.	$ 266.00
6.4 acres at $310. per acre.	1,984.00
3 acres at $400. per acre.	1,200.00
Allowance - for timber, 225,000' spruce and hemlock at $8. per M.	1,800.00
Amount to be paid owner - chrg to Right of Way	$5,250.00

THINGS TO BE DONE BY THE STATE:

Relocate small ram approx. 100' up stream, now located within area taken in Rocky Creek.
Access allowed at Station 514+62 and 557+80 and 540+00, east side. (Comm.)

Access controlled -

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19104 - Johnston, Gerald and Beulah (Benner)
Right of Way
Option expires February 5, 1953

12.47 acres at $275. per acre.	$3,429.25
272 rods of fence at $4. per rod.	1,088.00

EXHIBIT "A" (cont.)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19104 - Johnston, Gerald and Beulah (cont.) (Benner)

20 trees at $25. each.	$ 500.00
Barn - 30'6" x 60'.	2,500.00
Severance.	756.00
Easement-for outer highway. (over approx. 3/4 acre)	150.00
Allowance - for moving & storing contents of barn, moving chicken houses and feed bldg.	576.50
Damages.	5,000.00
Amount to be paid owner - chrg to Right of Way	$14,000.00

THINGS TO BE DONE BY THE STATE:

Protect pipe line and electrical connections across relocated R/W at Station 667+00.
Gravel connection from grantors present farm road to outer highway at Station 669+00 for approx. 100'.
Place 18" pipe at Station 672+50, to insure drainage from underpass to creek.
Place cattle guards at intersection of approach road at Station 669+00.

Access controlled -

UNIT #2 - T. H. BANFIELD EXPRESSWAY

15753 - Lloyd Corporation LTD (Cooper)
Right of Way
Option expires January 28, 1953

610,047 sq. ft., more or less.	$272,647.52
Fencing allowance.	3,000.00
Severance damage.	122,352.48
Amount to be paid owner - chrg to Right of Way	$398,000.00

EXHIBIT "A" (cont.)

UNIT #2 T. H. BANFIELD EXPRESSWAY (cont.)

15753 - Lloyd Corporation LTD (cont.) (Cooper)

THINGS TO BE DONE BY THE STATE:

State to install a 36' conduit under proposed Expressway at a point to be determined later.
State to retain all existing planting on property, which does not obstruct view, and plant suitable ground cover to control erosion.
State to permit Lloyd to use Golf Course until needed by Highway for construction.

Access controlled - no access allowed

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY

19220 - Pennington, M. W. and Ethel James E. and Erna I. Howton
Right of Way (Smith)
Option expires February 18, 1953

0.76 acre at $1000. per acre.	$ 760.00
Double garage, 20x20, single garage and tool shed.	750.00
Allowance - move and re-establish home, driveways and water.	8,910.00
Damages.	2,100.00

Amount to be paid owner - chrg to Right of Way $12,520.00

Access controlled - no access allowed, except via frontage road

19217 - Sagert, Fred and Orpha C. and Mary (Smith)
Right of Way
Option expires February 13, 1953

0.27 acre at $1200. per acre	$ 324.00
40 rods of fence at $5.20 per rod	208.00
20 rods of chicken wire, with boards at bottom.	160.00
Damages.	2,785.00

EXHIBIT "A"(cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY (cont.)

19217 - Sagert, Fred and Orpha C. and Mary (cont.) (Smith)

Amount to be paid owner - chrg to Right of Way $3,477.00

THINGS TO BE DONE BY THE STATE:

Restore the access on the Southerly side of Sagert Road at approx. Station 9+00.
State to furnish culvert and other materials.

Access controlled - no access allowed

19218 - Martinazzi, Julius C. and Nettie (Smith)
Right of Way
Option expires February 11, 1953

0.15 acre at $1500. per acre.	$ 225.00
9.9 acres at $500. per acre.	4,950.00
45 rods of fence at $4. per rod.	180.00
Bid by Pac. Equipment Co. -furnish and install pumping system.	3,167.70
Damages, reduction of area & loss of 3 trees.	2,000.00

Amount to be paid owner - chrg to Right of Way $10,522.70

THINGS TO BE DONE BY THE STATE:

Restore Grantor's drive at barn, with culvert.
State to assume 1952-53 taxes. Est. $ 150.00

GRAND TOTAL (Estimated) Charged to Right of Way $10,672.70

Access controlled - no access allowed

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18416 - Roberts, Harold M., Herbert L. and Margarett Clara (Jones)
Right of Way & Easement
Option expires February 13, 1953

81 sq. ft. at $0.10 per sq. ft.	$ 8.10
10' strip across front of property for easement	160.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18416 - Roberts, Harold M., Herbert L. and Margarette Clara (cont.)

Amount to be paid owner - chrg to Right of Way $168.00

THINGS TO BE DONE BY THE STATE:

Cover or fill ditch along east frontage for parking area, from Station 418+40 to Station 419+40.
Reconstruct commercial access east side at Station 417+48.
Right of access granted at Station 418+55, east side.
Contractor to remove fencing and at completion of construction replace.
Permission granted to relocate all irrigation ditches and structures as are necessary.

Access controlled -

19119 - White, Harold H. and Wilma A. (Jones)
Right of Way
Option expires February 13, 1953

0.04 acre. Lump Sum.	$375.00
5 trees, landscaping, flower beds.	550.00
Allowance - to relocate corner posts of fence.	25.00
Amount to be paid owner - chrg to Right of Way	$950.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing access, west side at Station 409+22, 30' wide. (commercial)

Access controlled -

19127 - Avent, Oren B. and Edna L. & J. W. Ben. H. and Mary G. Schmidt
Right of Way & Easement (Jones)
Option expires January 28, 1953

3050 sq. ft. at $.10 per sq. ft. (R/W)	$ 305.00
1742 sq. ft. at $0.05 per sq. ft. (Easement)	87.00
Allowance - to remove 1 tree, flowers and shrubs	50.00
- to replace corner posts of fences.	20.00
- remove and replace irrigation system, on lawn.	30.00
Encroachment damages.	1,500.00

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

19127 - Avent, Oren B. and Edna L. & J. W. Ben H. and Mary G. Schmidt (cont.)

Amount to be paid owner - chrg to Right of Way $1,992.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches on west side at Station 419+50 and 420+78. (commercial)

Access controlled -

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

19262 - Delaney, William and Marian (Holt)
Right of Way
Option expires February 11, 1953

.28 acre. (homesite).	$ 750.00
House - 600 sq. ft.	1,950.00
Well.	300.00

Amount to be paid owner - chrg to Right of Way $3,000.00

Takes all -

CONNECTING ROAD BETWEEN COLUMBIA RIVER-BOARDMAN-STANFIELD HIGHWAY

19441 - Northern Pacific R. R. Company (Porter)
Right of Way

0.46 acre. Lump Sum. $25.00

Amount to be paid owner - chrg to Right of Way $25.00

Access not controlled -

EXHIBIT "B"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's minutes or records;

AND, WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission;

AND, WHEREAS, for the purpose of supplementing such informal record and action, it is the purpose of the Commission at this time to ratify all options so taken;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction or other improvement of the following named hignway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section	Highway
COLUMBIA	
Inglis-Beaver	Beaver Access Road
COOS	
Coquille Maintenance Shops	
MORROW	
Morgan-Heppner (Maint. Site)	Heppner
POLK	
Brunks Corner	Salem-Dallas No. 30

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

(cont.)

EXHIBIT "B" (cont.)

3. That this resolution be entered in the minutes and records of the Commission as of August 18, 1952, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed hereinabove.

EXHIBIT "C"

Minutes of August 18 and 29, 1952

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land along and adjacent to the Oregon Coast Highway described as follows:

The north 50 feet of Lot three (3) in Block sixty-six (66), Port Orford, in the County of Curry and State of Oregon.

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949.

Sealed bids for the sale of the said property shall be received by the said Secretary in the office of the Commission in Salem, Oregon, at 2:00 P.M., Standard Time, on the 10th day of October, 1952, and shall be opened in the presence of the Commission's Chief Counsel or his authorized representative.

The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

The published notice for the receiving of bids shall fix a minimum price of $2,500.00 for which the property shall be sold and shall further provide that the sale shall be made for cash.

EXHIBIT "D"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land along and adjacent to the Pacific Highway West described as follows:

> All that part of Lots 9 and 10 in Block 9 of the Original Town of Florence, situated in Section 34, Township 18 South, Range 12 West, W. M., Lane County, Oregon, lying Easterly of a line which is parallel to and 70 feet Easterly of the centerline of the Oregon Coast Highway.

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount, upon the basis of complete restriction of access to Pacific Highway West.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949.

Sealed bids for the sale of the said property shall be received by the said Secretary in the office of the Commission in Salem, Oregon, at 2:00 P.M., Standard Time, on the 10th day of October, 1952, and shall be opened in the presence of the Commission's Chief Counsel or his authorized representative.

The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

The published notice for the receiving of bids shall fix a minimum price of $4,000.00 for which the property shall be sold and shall further provide that the sale shall be made for cash.

EXHIBIT "E"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the Commission on the 12th day of April, 1951, fully approved and adopted the final surveys of the following sections of state highways, to wit:

(1) Mosier-The Dalles Section of the Columbia River Highway in Wasco County.

(2) Salem By-Pass Section of the Pacific Highway East, in Marion County.

and in connection therewith ordered said survey maps, field notes, and other engineering data to be filed and preserved in the records of the Commission in Salem, Oregon; and,

WHEREAS, the said sections are located on primary state highways, which by a resolution dated November 3, 1948, designated said highways as throughways within the meaning of Chapter 226, Oregon Laws 1947; and,

WHEREAS, it was the intention and desire of the Commission, on April 12, 1951, to not only adopt and approve the above-mentioned surveys, as such, but in addition to specifically provide that said section surveys were to be constructed as throughways and within the meaning and purpose of said Chapter 226, Oregon Laws 1947; and,

WHEREAS, the said resolution adopted on April 12, 1951, failed to fully state the intentions and desire of the Commission with respect to the adoption of the said section surveys as throughways.

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the resolution dated April 12, 1951, approving and adopting the surveys of the Mosier-The Dalles Section of the Columbia River Highway in Wasco County and the Salem By-Pass Section of the Pacific Highway East in Marion County be, and the same hereby is, amended so as to include and incorporate therein the following paragraph:

> That the surveys of the Mosier-The Dalles Section of the Columbia River Highway in Wasco County and the Salem By-Pass Section of the Pacific Highway East in Marion County have been made within the meaning and purpose of Chapter 226,

(cont.)

EXHIBIT "E" (cont.)

Oregon Laws, 1947, commonly known as the "Throughway Law," and said surveys were likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948. Therefore, the construction of said sections of the said state highways shall be accomplished pursuant to the provisions of the said Throughway Law and said November 3, 1948, resolution.

2. That this amending resolution be entered in the minutes and records of the Commission this 18th day of August, 1952.

EXHIBIT "F-1"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Arlington	$1,856.82
Eagle Point	1,642.99
Gold Beach	1,832.46
Mitchell	1,123.29
Monroe	979.84
Taft	1,218.03
Troutdale	1,391.26

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of August, 1952.

20536

EXHIBIT "F-2"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Arlington	$2,153.61
Fossil	2,024.89
Gates	1,324.81
Mitchell	1,302.84
Monument	715.78
Moro	1,127.03
Sisters	2,269.76
Troutdale	1,613.64

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of August 1952.

EXHIBIT "F-3"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Mitchell $1,250.22

AND WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of August, 1952.

20538

EXHIBIT "F-4"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Mitchell $1,039.44

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of August, 1952.

EXHIBIT "G-1"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the North Corvallis Section of the Pacific Highway West in Benton County and also authorized and directed the Engineer to make a complete and final survey of the route and location of the North-Bound Lane of the Pacific Highway through the town of Phoenix in Jackson County, and in connection therewith to prepare maps showing the route and location of said sections of highways and file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering date, it is the judgment of the Commission that the same shall be approved and files.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1-a. That the survey of the North Corvallis Section of the Pacific Highway West beginning at the intersections of Harrison Street with Third and Fourth Streets in the city of Corvallis (Engineer's Station 0+00) and extending northerly to a junction with the existing Pacific Highway West at Engineer's Station 138+74.55, a distance of approximately 2.62 miles, together with the map, which for identification purposes bears the signature of W. C. Williams, Assistant State Highway Engineer, and the map file No. 6B-30-13, and is dated January, 1949, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon.

1-b. That the survey of the North-Bound Lane of the Pacific Highway through Phoenix, beginning a short distance north of the south city limits of Phoenix at Engineer's Station 331+11.44 and extending northerly to a point a short distance south of the north city limits of Phoenix at Engineer's Station 365+48.74, together with the map which for identification purposes bears map file No. 7B-10-13 and the date November 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

EXHIBIT "G-1" (cont.)

2. That when said highway sections are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the North Corvallis Section of the Pacific Highway West has been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the "Throughway Law", and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948; therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 18th day of August, 1952.

EXHIBIT "G-2"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the engineer to make a complete and final survey of the route and location of the Siletz River-Newport Section of the Oregon Coast Highway in Lincoln County, Oregon, and in connection therewith to prepare a map showing the route and location of said Section, and to file said survey and report with the Commission for consideration; and,

WHEREAS, the engineer on the 16th day of June, 1947 compiled the said survey and submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of the said survey, field notes, map, and other engineering data, the Commission on the 16th day of June, 1947, adopted said survey and in particular the unit of said survey, known as the Otter Crest Unit of the Siletz River-Newport Section of the Oregon Coast Highway, and which for identification purposes bears engineer's map file No. 5B-8-3, dated December, 1936; and,

WHEREAS, the engineer has brought to the attention of the Commission that the said Otter Crest Unit of the said Section, as originally adopted and approved, should be relocated and realigned to the end that a more modern thoroughfare may be constructed; and,

WHEREAS, it now appears to the Commission that the said Otter Crest Unit of said Section, as originally adopted and approved, is inadequate as to alignment, curvature, design, grade, and other elements and factors to serve the needs of the motoring public; and,

WHEREAS, the engineer has prepared and submitted to the Commission maps of a new survey along with field notes and other engineering data, showing a more adequate route and a relocation of the said Otter Crest Unit of the Siletz River-Newport Section of the Oregon Coast Highway, said maps for identification purposes bearing engineer's map file Nos. 5B-8-3 dated December 1936 and 6B-35-17 dated September 1949, both maps including the suggested revisions of August 1952, and in addition a sketch map entitled Whale Cove-Miner Creek Section dated August 1952; and

WHEREAS, after due consideration of the said new survey, field notes, maps and other engineering data, it is the judgment of the Commission that the original Otter Crest Unit survey of the Siletz River-Newport Section of the Oregon Coast Highway should be amended so as to conform to a proposed relocation and realignment as suggested by the engineer, in order to more adequately serve the motoring public, and that the said new survey should be approved and filed:

(cont.)

EXHIBIT "G-2" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the original survey of the Otter Crest Unit of the Siletz River-Newport Section of the Oregon Coast Highway, as formerly adopted by a resolution of this Commission, dated June 16, 1947, which is shown, for identification purposes, on the engineer's maps, file No. 5B-8-3, dated December 1936, be, and the same hereby is amended and modified, insofar as the Otter Crest Unit is concerned, and that the new unit survey to be known as the Whale Cove-Miner Creek Unit of the Siletz River-Newport Section of the Oregon Coast Highway, and which for identification purposes, is shown on the engineer's maps as file Nos. 5B-8-3, dated December, 1936, and 6B-35-17, dated September, 1949, with the revisions thereon dated August, 1952, and the sketch map of the Whale Cove-Miner Creek Unit, dated August, 1952, be and the same hereby are approved and adopted as the correct and final survey of said Unit of said Section, and the engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said Unit of said Section of the Oregon Coast Highway is permanently constructed the same shall be done in accordance with the said amended survey unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of the Whale Cove-Miner Creek Unit survey shall constitute and be deemed instructions to the engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the Oregon Coast Highway along and over said survey. Said approval and adoption shall also be deemed and constitute instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way, pursuant to the normal and approved method.

4. That the revised survey, now known as the Whale Cove-Miner Creek Unit of the Siletz River-Newport Section of the Oregon Coast Highway, has been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly knows as the "Throughway Law", and likewise has been made within the scope and purpose of the resolution approved and adopted by the Highway Commission on November 3, 1948. Therefore, the construction of said State Highway shall be accomplished pursuant to the provision of said Law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission this 18th day of August, 1952.

EXHIBIT "H"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3247 with Edwin C. Gerber for oil mat surfacing and rock production on the Sherars Grade-Grass Valley Section of the Sherars Bridge Highway in Sherman County, completed June 30, 1951. Removal of equipment and cleaning up of site was completed July 16, 1952.

Contract No. 3253 with Inter-City Sand and Gravel Company, Inc. for grading, surfacing and oiling on the Richardson-Eugene Highway in Lane County, completed November 6, 1951.

Contract No.3303 with R. A. Heintz Construction Company for grading and paving on the South Unit, Denver Avenue-Columbia Slough Section of the Pacific Highway East in Multnomah County, completed April 18, 1952.

Contract No. 3380 with E. L. Gates and Company, Inc. for grading and paving on the Chrome Plant-Cedar Point Section of the Oregon Coast Highway in Coos County, completed February 15, 1952.

Contract No. 3402 with C. J. Montag and Sons for grading, paving and structures on the Broadway Bridge-Steel Bridge Section of the Pacific Highway West in Multnomah County, completed July 15, 1952.

Contract No. 3412 with O. C. Yocom Company for grading and Paving on the South Yamhill River (McMinnville) Bridge Section of the Three Mile Lane Secondary Highway in Yamhill County, completed October 10, 1951.

Contract No. 3415 with the American Bridge Company for placing the Marion Street bridge steel spans on the Salem-Dallas Highway in Marion County, completed August 8, 1952.

Contract No. 3430 with Roy L. Houck and Son for grading and paving on the Canyonville (5th Street) Section of the Canyonville City Streets, completed June 27, 1952.

Contract No. 3456 with Leonard and Slate, Oreg. Ltd. assigned to Fred H. Slate Company, Oreg. Ltd. and E. C. Hall Company for grading and topping on East Unit, La Grande-Ladd Canyon Section of the Old Oregon Trail Highway in Union County, completed May 23, 1952.

(cont.)

EXHIBIT "H" (cont.)

Contract No. 3477 with Babler and Rogers for bridge construction, grading and paving on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway in Hood River County, completed July 29, 1952.

Contract No. 3481 with Floyd Grahm Construction Company for grading and pvaing on the Siletz-Logsden County Road in Lincoln County, completed June 23, 1952. Removal of equipment and cleaning up of site was completed June 23, 1952.

Contract No. 3495 with Babler and Rogers for grading and paving on the Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County, completed July 25, 1952.

Contract No. 3510 with Rex C. Ayres Construction Company for grading and paving on the Florence Section of the Oregon Coast Highway in Lane County, completed June 6, 1952.

Contract No. 3528 with Durbin Brothers, for grading and paving on the Island City (Main Street) and Island City-Lone Tree Section of the Union City Streets and Island City-South County Road in Union County, completed June 17, 1952.

Contract No. 3533 with F. L. Somers for surfacing on the Metolius-Culver and North Unit, Culver-Juniper Butte Section of the Metolius-Culver and Culver-Juniper Butte County Roads in Jefferson County, completed November 17, 1951.

Contract No. 3563 with Babler and Rogers for grading and paving on the Nyssa-Adrian Section of the Nyssa-Adrian Highway in Malheur County, completed June 25, 1952.

Contract No. 3574 with C. S. Whitcomb Company for landscaping on the Redmond (5th St.) Section of The Dalles-California Highway in Deschutes County, completed June 26, 1952.

Contract No. 3580 with Warren Northwest, Incorporated for grading and paving on the Forest Grove Section of the Wilson River and Tualatin Valley Highways in Washington County, completed July 22, 1952.

Contract No. 3586 with E. H. Itschner Company for furnishing crushed materials in stockpiles on the Vida-Belknap Springs Section of the McKenzie Highway in Lane County, completed May 31, 1952.

Contract No. 3598 with C. M. Corkum Company for constructing maintenance building at Sylvan in Multnomah County, completed July 30, 1952.

(cont.)

EXHIBIT "H" (cont.)

Contract No. 3611 with Carl M. Halvorson, Incorporated for grading and paving on the Tunnel Point Section of the Wilson River Highway in Tillamook County, completed August 7, 1952.

Contract No. 3621 with Vernie Jarl for furnishing crushed materials in stockpile on the Sandy-One Mile Bridge Section of the Mt. Hood Highway in Clackamas County, completed June 28, 1952.

Contract No. 3625 with Barney B. Helser for furnishing crushed materials in stockpile on the Burns Section of the Central Oregon and John Day-Burns Highways in Harney County, completed July 28, 1952.

Contract No. 3643 with P. L. Holloway Painting Company for painting the Albany Bridge in Benton County, completed July 22, 1952.

Contract No. 3654 with Mill Electric Company for constructing traffic signals in Bend, Deschutes County, completed July 24, 1952.

Contract No. 3662 with Tri-State Painting Company for painting the Interstate and Oregon Slough Bridges in Multnomah County, completed August 7, 1952.

Contract No. 3697 with Enoch Maerz for constructing garage building in Yaquina State Park in Lincoln County, completed July 30, 1952.

Contract No. 3698 with A. H. Saxton and Son for grading and surfacing on the Eddyville-Nashville Section of the Eddyville-Blodgett Highway in Lincoln County, completed July 25, 1952.

Contract No. 3701 with Leslie Harris for grading and oil mat surfacing on the Ione (Spring Street) City Street Section in Morrow County, completed August 11, 1952.

Contract No. 3705 with Warren Northwest, Incorporated for grading and paving on the Forest Grove (19th Avenue and Elm Street) and Cornelius ("W" Street N.) City Street Section in Washington County, completed July 23, 1952.

Contract No. 3713 with Oregon Asphaltic Paving Company for paving on the Canby (North 1st Avenue, Douglas Street and North 2nd Avenue) City Street Section in Clackamas County, completed July 15, 1952.

Contract No. 3714 with Oregon Asphaltic Paving Company for reoiling on Division No. 1-B Reoiling Project on the Woodburn-Estacada, Mt. Hood and Wapinitia Highways in Clackamas, Wasco and Hood River Counties, completed August 3, 1952.

(cont.)

EXHIBIT "H" (cont.)

Contract No. 3726 with Walter Goodat for grading and paving on Prescott (Blakely St.), City Street, Section in Columbia County, completed July 17, 1952.

Contract No. 3730 with Parker and Fuhrman for oiling on the Prineville-Eagle Rock Section of the Paulina Highway in Crook County, completed July 18, 1952.

THEREFORE, BE IT RESOLVED that the work covered by said State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "I"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the State Highway Commission entered into an agreement dated January 24, 1951, with the City of Coquille, Coos County, Ore., covering that portion of the Cedar Point-Coquille Section of the Oregon Coast Highway located in the City of Coquille; and

WHEREAS, this agreement established a one-way grid system at the junction of the Oregon Coast Highway and the Coos Bay-Roseburg State Highway within the City of Coquille but nothing in the said agreement precisely designated the route of the Highways or definitely established maintenance responsibility; and

WHEREAS, it is the purpose of the Highway Commission to take official action to clarify and set forth these matters and to impress them upon the records of the Commission:

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The following named streets or portions or units thereof are hereby designated as parts of the State Highway system pursuant to the authority vested in the Highway Commission by Section 100-122, O. C. L. A. Said streets or portions thereof shall be maintained by the State from curb to curb, and are listed herein under the particular highway of which they become a part:

Oregon Coast Highway, State Highway No. 9:

Taylor Street and the extension thereof from the West boundary of the City to Front Street.
Second Street from Taylor Street to Willard Street.
Willard Street from Second Street to Front Street.
Front Street from the Coquille River to Taylor Street.

Coos Bay-Roseburg Highway, State Highway No. 35:

Hall Street and the extension thereof from Third Street to the South boundary of the City.
Third Street from Taylor Street to Hall Street.
Second Street from Taylor Street to Hall Street.
Front Street from Taylor Street to Hall Street.

(cont.)

EXHIBIT "I" (cont.)

2. There is attached hereto, marked Exhibit "A" and by this reference made a part hereof, a print on which there is shown, colored in blue, the streets, or portions thereof, which are herein designated as a part of the Oregon Coast Highway, and there is also shown on said print, colored in yellow, the streets, or portions thereof, which are herein designated as a part of the Coos Bay - Roseburg Highway.

3. This resolution shall be entered in the minutes and records of the Commission on this 18th day of August, 1952, and the Secretary hereby is directed to mail to the City of Coquille, Coos County, Oregon a duly certified copy thereof.

EXHIBIT "J"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Starkey Secondary Highway No. 341 known as the Hilgard Junction-Red Bridge Section in Union County, the westerly terminus of which is at Highway Engineer's Station 406+90 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 42+57.3 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundary of the new location, which eliminated portions or units are no longer needed for highway purposes or for the service of persons living thereon or for any community served thereby; and

WHEREAS, the contract for the construction of this relocated section of the Starkey Secondary Highway was completed on May 5, 1952, the highway traffic is now routed over said section; and

WHEREAS, Union County, by and through its County Court, has advised the Highway Department by letter dated June 12, 1952, that said County is not interested in retaining any of the said eliminated portions or units of said highway right of way; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several portions or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Starkey Secondary Highway known as the Hilgard Junction-Red Bridge Section located in Union County is now completed; therefore, the portions or units of the old route of said highway herein defined and described as Units "A", "B," "C," "D," "E," "F," "G," "H," and "I," shall no longer be parts of the route of the Starkey Secondary Highway but shall be eliminated and removed therefrom. Said Units "A," "B," "C," "D," "E," "F," "G," "H," and "I," are not needed for the service of persons living thereon or for any community served thereby or for other highway purposes.

2. That the portions or units of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries

(cont.)

EXHIBIT "J" (cont.)

of the new right of way, which, for the purpose of this resolution are identified as Units "A," "B," "C," "D," "E," "F," "G," "H," and "I," and are located as shown colored in brown on the map attached hereto, marked "Exhibit A", and by this reference is made a part hereof, and which are more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 291+00 of the relocated Starkey Secondary Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 15, Township 3 South, Range 36 East, W. M.; thence northeasterly via the former route of the Starkey Secondary Highway to State Highway Engineer's Station 282+00 of the relocated Starkey Secondary Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 15, Township 3 South, Range 36 East, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 276+00 of the relocated Starkey Secondary Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 14, Township 3 South, Range 36 East, W. M.; thence northeasterly via the former route of the Starkey Secondary Highway to State Highway Engineer's Station 274+00 of the relocated Starkey Secondary Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 14, Township 3 South, Range 36 East, W. M.

Unit "C"

Beginning at State Highway Engineer's Station 266+00 of the relocated Starkey Secondary Highway in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 14, Township 3 South, Range 36 East, W. M.; thence northeasterly via the former route of the Starkey Secondary Highway to State Highway Engineer's Station 262+50 of the relocated Starkey Secondary Highway in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 14, Township 3 South, Range 36 East, W. M.

Unit "D"

Beginning at State Highway Engineer's Station 190+00 of the relocated Starkey Secondary Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 11, Township 3 South, Range 36 East, W. M.; thence Northeasterly via the former route of the Starkey Secondary Highway to State Highway Engineer's Station 184+00 of the relocated Starkey Secondary Highway in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 12, Township 3 South, Range 36 East, W. M.

(cont.)

EXHIBIT "J" (cont.)

Unit "E"

Beginning at State Highway Engineer's Station 146+00 of the relocated Starkey Secondary Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 12, Township 3 South, Range 36 East, W. M.; thence easterly via the former route of the Starkey Secondary Highway to State Highway Engineer's Station 129+00 of the relocated Starkey Secondary Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 12, Township 3 South, Range 36 East, W. M.

Unit "F"

Beginning at State Highway Engineer's Station 116+65 of the relocated Starkey Secondary Highway in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 6, Township 3 South, Range 37 East, W. M.; thence northeasterly via the former route of the Starkey Secondary Highway to State Highway Engineer's Station 109+00 of the relocated Starkey Secondary Highway in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 6, Township 3 South, Range 37 East, W. M.

Unit"G"

Beginning at State Highway Engineer's Station 96+50 of the relocated Starkey Secondary Highway in the Northeast quarter (NE¼) of the Southwest quarter (SW¼) of Section 6, Township 3 South, Range 37 East, W. M.; thence northerly via the former route of the Starkey Secondary Highway to State Highway Engineer's Station 87+00 of the relocated Starkey Secondary Highway in the Southeast quarter (SE¼) of the Northwest quarter (NW¼) of Section 6, Township 3 South, Range 37 East, W. M.

Unit "H"

Beginning at State Highway Engineer's Station 79+30 of the relocated Starkey Secondary Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 6, Township 3 South, Range 37 East, W. M.; thence northerly via the former route of the Starkey Secondary Highway to State Highway Engineer's Station 57+40 of the relocated Starkey Secondary Highway in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 31, Township 2 South, Range 37 East, W. M.

Unit "I"

Beginning at State Highway Engineer's Station 57+60 of the relocated Starkey Secondary Highway in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 31, Township 2 South, Range 37 East, W. M.; thence northeasterly via the former route of the Starkey Secondary Highway to State Highway Engineer's Station 54+00 of the relocated Starkey Secondary Highway in the Southeast quarter (SE¼) of the Southwest quarter (SW¼) of Section

(cont.)

EXHIBIT "J" (cont.)

31, Township 2 South, Range 37 East W. M.

hereby are abandoned as parts of said highway, and all right title and interest which the State has in said right of way does hereby revert to and vest in the owners of the abutting land.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not revert to or become the property of abutting owners.

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission on this 18th day of August 1952, and the Secretary hereby is directed to mail to the County Court of Union County a duly certified copy thereof.

EXHIBIT "K"

Minutes of August 18 and 18, 1952

RESOLUTION

WHEREAS, on the 19th day of February, 1952, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission adopted a resolution reducing the maximum load limit on the following described state highway bridge, to-wit:

TERRITORIAL SECONDARY HIGHWAY NO. 200

M. P. 26.24	Bridge No. 4053 over Coyote Creek in Lane County	27 tons (54,000 lbs.)

and,

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the permissible load limit on the said bridge be and the same hereby is rescinded and cancelled as of July 7, 1952, and that the maximum load limit permissible on the said bridge structure hereafter shall be the maximum load limit provided by law; and

IT IS FURTHER ORDERED that certified copies of this resolution be furnished to the Lane County Clerk and to the Superintendent of the Department of State Police for their information.

Dated this 18th day of August, 1952.

OREGON STATE HIGHWAY COMMISSION

By Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

Attest:
H. B. Glaisyer, Secretary

20554

EXHIBIT "L-1"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, it has been reported by Mr. F. G. Tollifsen, Postmaster at Aloha, Oregon, that the parking of cars on the Tualatin Valley Highway in front of the post office at Aloha causes inconvenience to and interference with the movement of the United States mails, and to remedy such situation this Commission has been requested to designate the highway in front of the post office as a "Loading Zone - No Parking at Any Time" area; and,

WHEREAS, it is the opinion of this Commission that every reasonable and legitimate action should be taken which has for its purpose a speeding of the movement of United States mail, and this Commission is, therefore, of the opinion that the parking of vehicles in front of the post office entrance at said place should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the area adjacent to the post office at Aloha on the north side of the Tualatin Valley Highway near Mile Post 6.49 and particularly between Engineer's Stations 127+47 and 127+07 be and said area hereby is declared closed to the parking of vehicles.

2. That the Engineer be and he hereby is instructed to install and thereafter maintain at points in front of said post office entrance where they will best serve the purpose of this resolution, appropriate signs designating said area as a "Loading Zone - No Parking at Any Time" area, and that in addition to such signs the curb line in front of said building shall be appropriately painted.

3. That this resolution be entered in the minutes and records of this Commission as of August 18, 1952, and that a certified copy thereof mailed to Mr. F. G. Tollifsen, Postmaster at Aloha, Oregon, and a like copy to the Superintendent of the Department of State Police.

EXHIBIT "L-2"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Siuslaw

Highway Number: 34 Route Number State Route 36

Location of Termini		Established Speed
M. P. 13.85 (near railroad crossing at westerly edge of Mapleton	to M. P. 15.10 (at easterly edge of Mapleton)	35 miles per hour

(cont.)

EXHIBIT "L-2" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 18th day of August, 1952.

EXHIBIT "L-3"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the Siuslaw Highway is one of the major state primary highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that through the town of Mapleton on said highway in Lane County, particularly between Mile Post 13.85 at the westerly edge of Mapleton and Mile Post 15.10 at the easterly edge of Mapleton, vehicles make a practice of parking on the westerly side of the highway for extended periods of time; and,

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and,

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulder on the westerly side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along the westerly shoulder of the Siuslaw Highway between Mile Post 13.85 at the westerly edge of Mapleton and Mile Post 15.10 at the easterly edge of Mapleton, being a distance of 1.25 miles, creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the westerly side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and

(cont.)

EXHIBIT "L-3" (cont.)

the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "No Parking on Highway Shoulders".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 18th day of August, 1952.

EXHIBIT "L-4"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter, and

WHEREAS, the data, facts, and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: Oregon Coast Highway

Highway number: 9 Route number US 101

Location of Termini		Established Speed
M. P. 124.80 (0.06 mile North of Road's End Road)	To M. P. 125.06 (0.20 mile South of Road's End Road)	35 miles per hour

(cont.)

EXHIBIT "L-4" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 18th day of August, 1952.

EXHIBIT "M-1"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right of interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing road or highway as a throughway; and,

WHEREAS, the T. H. Banfield Expressway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as Unit Number 5 of the T. H. Banfield Expressway, and has ordered and declared that said Unit Number 5 of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from said highway should be controlled; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission, plans and proposes to construct, improve and maintain Unit Number 5 of the T. H. Banfield Expressway, and in connection therewith to realign N. E. 148th Ave., also known as Multnomah County Road Number 723, in order to provide an underpass carrying the said T. H. Banfield Expressway, and for such purposes and in connection therewith the real property hereinafter described is necessary; and,

(cont.)

EXHIBIT "M-1" (cont.)

WHEREAS, the said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the construction, improvement and maintenance of Unit Number 5 of the T. H. Banfield Expressway, and the realigning of N. E. 148th Avenue, also known as Multnomah County Road Number 723, Multnomah County, Oregon, in order to provide an underpass carrying said N. E. 148th Avenue under the said T. H. Banfield Expressway, a parcel of real property located in Multnomah County, Oregon, and described as follows, to-wit:

R. 19176 Owner: Anton Bergsvik, et al.

A parcel of land lying in the northwest quarter of Section 25, Township 1 North, Range 2 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at a point on the east line of the W. G. Wilkes D. L. C. in Section 25, 2225.4 feet north of the southeast corner of said claim, said point also being the northwest corner of that tract of land conveyed to Anton and Tillie Bergsvik by deed recorded in Book 336, Page 441, Multnomah County Records of Deeds; thence north 89° east along the north line of said property 819.1 feet, more or less, to a point which is 25 feet westerly from (when measured at right angles to) the center line of N. E. 148th Avenue, formerly known as Fisher Road, said point also being the true point of beginning; thence southerly 528.56 feet, more or less, to a point on the north line of the O. W. R. & N. Co. right of way, said point being 60 feet from (when measured at right angles to) the center line of said N. E. 148th Avenue; thence south 82° 03' east along the north line of said O. W. R. & N. Co. right of way 60.59 feet, more or less, to the center line of N. E. 148th Avenue; thence northerly along the center line of N. E. 148th Avenue, 535.8 feet to the northeast corner of said Bergsvik property; thence south 89° west along the north line of said property 25 feet, more or less, to the place of beginning. Excepting therefrom the east 20 feet in said N. E. 148th Avenue, also known as Fisher Road.

The parcel of land to which this description applied contains 0.27 acre outside of the existing right of way.

(cont.)

EXHIBIT "M-1" (cont.)

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 18th day of August, 1952.

20564

EXHIBIT "M-2"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the T. H. Banfield Expressway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as Unit No. 5 of the T. H. Banfield Expressway, and has ordered and declared that said unit of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from the said highway should be controlled; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, improve and maintain Unit No. 5 of the T. H. Banfield Expressway, and, in connection therewith, to realign N. E. 148th Avenue, also known as Multnomah County Road No. 723, Multnomah County, Oregon, in order to provide an underpass carrying the said N. E. 148th Avenue under the said T. H. Banfield Expressway, and in addition, for the construction of a frontage road along the east side of the said N. E. 148th Avenue, and for such

(cont.)

EXHIBIT "M-2" (cont.)

purposes and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the construction, improvement and maintenance of Unit No. 5 of the T. H. Banfield Expressway, and the realignment of N. E. 148th Avenue, also known as Multnomah County Road No. 723, Multnomah County, Oregon, in order to provide an underpass carrying said N. E. 148th Avenue under the said T. H. Banfield Expressway and, in addition thereto, for the construction of a frontage road along the east side of the said N. E. 148th Avenue, a parcel of real property located in Multnomah County, Oregon, and described as follows, to wit:

File R-19177
Melvin E. Abbott, et al.

A parcel of land lying in the West half ($W\frac{1}{2}$) Lot 5, Block 2, Springwater Acreage, situated in the Northwest quarter ($NW\frac{1}{4}$) of Section 25, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, the said parcel being that portion of said Lot 5 lying Westerly of a line which is parallel to and 75 feet Easterly from the center line of N. E. 148th Avenue, also known as Fisher Road, containing 0.273 acre, more or less.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection

EXHIBIT "M-2" (cont.)

with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 18th day of August, 1952.

EXHIBIT "M-3"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the West Portland-Hubbard Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and has ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from the said highway should be controlled; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, improve and maintain the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and, in connection therewith, to widen and realign Norwood Road, also known as Washington County Road No. 1183, in order to provide an overpass carrying the said Norwood Road over the said West Portland-Hubbard Highway, and for such

(cont.)

EXHIBIT "M-3" (cont.)

purposes and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the construction, improvement and maintenance of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and the widening and realignment of Norwood Road, also known as Washington County Road No. 1183, Washington County, Oregon, in order to provide an overpass carrying said Norwood Road over the said West Portland-Hubbard Highway, a parcel of real property located in Washington County, Oregon, and described as follows, to wit:

R-19221
Owner: Paul M. McFarland, et ux

A parcel of land lying in Lot 30, Comte and Kohlman's Little Homes No. 1, situated in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 36, Township 2 South, Range 1 West, W. M., Washington County, Oregon, the said parcel being described as follows:

Beginning on the North line of said Lot 30, at a point 91.0 feet West of the Northeast corner thereof; thence West 302.0 feet, more or less, along the North line of said Lot 30 to its intersection with the Easterly line of that tract of land conveyed to the State of Oregon by deed recorded in Book 325, page 463, Washington County Deed Records: thence Southerly along the Easterly line of said State tract 20.9 feet, more or less, to a point which is 20.0 feet South of (when measured at right angles to) the North line of said Lot; thence East 207.9 feet parallel with the North line of said Lot; thence Northeasterly 102.0 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.12 acre, more or less.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be

EXHIBIT "M-3" (cont.)

most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 18th day of August, 1952.

20570

EXHIBIT "M-4"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Willamette Highway, The Dalles-California Highway, and the East Diamond Lake Highway are under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of maintaining said highways, road-building materials are needed and required, and for such purposes and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee title to said property for the acquisition of road-building materials and hauling road and other highway purposes; and,

WHEREAS, the Commission, by resolution, made and entered in its records on January 23, 1951, declared the necessity and need for the acquisition of a parcel of land lying in the East Half of Section 2, Township 29 South, Range 7 East, W. M., Klamath County, Oregon, containing 21.52 acres, as a source of road-building materials and for a hauling road for the removal of said materials, and authorized acquisition thereof in the manner provided by law, and it now is the opinion of the Commission that said parcel of land as described in said resolution, and thereby authorized to be acquired, is inadequate for the purposes needed;

NOW THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required as a source of road-building materials and for a hauling road for the removal of said road-building materials for use in connection with the maintenance of the Willamette Highway, The Dalles-California Highway, and the East Diamond Lake Highway, real property located in Klamath County, Oregon, and described as follows, to wit:

Owner: St. Helens Pulp and Paper Company
File: R-16774

(cont.)

EXHIBIT "M-4" (cont.)

Two parcels of land lying in the East half ($E\frac{1}{2}$) of Section 2, Township 29 South, Range 7 East, W. M., Klamath County, Ore.

Parcel #1 being described as follows:

Beginning at a point on East-West center line of said Section 2; said point being North 0° 02½' West 2631.54 feet and 990 feet West of the Southeast corner of said Section 2; thence North 500 feet; thence West 1100 feet; thence South 900 feet; thence East 700 feet; thence North 300 feet; thence East 400 feet; thence North 100 feet to the point of beginning, containing 19.97 acres.

Parcel #2 being a strip of land 40 feet in width, 20 feet on each side of following described center line:

Beginning at Engineer's center line Station 67+04 of the East Diamond Lake Highway, said point being 395 feet North and 1443 feet West of the Southeast corner of said Section 2; thence North 17° 07½' West 798.85 feet; thence North 2° 17' West 397.32 feet; thence North 31° 27' West 229.7 feet; thence North 24° 00½' East 418.97 feet; thence North 11° 50½' East 100 feet, more or less to the South boundary of Parcel No. 1 above, containing 1.72 acres, more or less, outside of the existing right of way.

2. That the highway facilities for which the aforesaid property is required and is being taken has been located, planned and will be used in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and all other persons having or claiming an interest in said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is authorized and directed to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be, and the same hereby is, entered in full in the minutes and records of the Commission this 18th day of August, 1952.

20572

EXHIBIT "M-5"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the T. H. Banfield Expressway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as Unit No. 5 of the T. H. Banfield Expressway, and has ordered and declared that said unit of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from the said highway should be controlled; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, improve and maintain Unit No. 5 of the T. H. Banfield Expressway, and, in connection therewith, to realign N. E. 148th Avenue, also known as Multnomah County Road No. 723, Multnomah County, Oregon, in order to provide an underpass carrying the said N. E. 148th Avenue under the said T. H. Banfield Expressway, and, in addition, for the construction of a frontage road along the east side of the said N. E. 148th Avenue, and for

(cont.)

EXHIBIT "M-5" (cont.)

such purposes and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the construction, improvement and maintenance of Unit No. 5 of the T. H. Banfield Expressway, and the realignment of N.E. 148th Avenue, also known as Multnomah County Road No. 723, Multnomah County, Oregon, in order to provide an underpass carrying said N.E. 148th Avenue under the said T. H. Banfield Expressway and, in addition thereto, for the construction of a frontage road along the east side of the said N.E. 148th Avenue, a parcel of real property located in Multnomah County, Oregon, and described as follows, to wit:

Steve Calcagano, et ux.
File R-19179

A parcel of land lying in Lot 4, Block 2, Springwater Acreage, situated in the Northwest quarter ($NW\frac{1}{4}$) of Section 25, Township 1 North, Range 2 East, W.M., Multnomah County Oregon, the said parcel being bounded on the West by the East line of N.E. 148th Avenue; bounded on the East by a line which is parallel to and 75 feet Easterly of the center line of N.E. 148th Avenue; bounded on the South by the South line of said Lot 4; and bounded on the North by a line which is parallel to and 330 feet Northerly of said South line of Lot 4.

The parcel of land to which this description applies contains 0.417 acre.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may necessary to acquire title to the aforesaid parcel of real property.

(cont.)

EXHIBIT "M-3" (cont.)

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 18th day of August, 1952.

20575

EXHIBIT "M-6"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right of interest therein, deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the said Commission plans and proposes to acquire certain road building materials, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for the acquisition of road building materials;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the following described real property is necessary and required for the acquisition of road building materials for the proper construction and maintenance of certain sections of the state highway system, said real property being located in Multnomah County, Oregon, to wit:

R-19209
Owner: J. C. Burns, et al

A parcel of land lying in Section 29, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at a point 1380.2 feet East and 59.5 feet North of the Southwest corner of the G. B. Pullen Donation Land Claim, said point also being on the South line of that tract of land conveyed to the State of Oregon by deed recorded in Book 1484, Page 151, Deed Records of Multnomah County, Oregon, and being 100.0 feet Southerly from (when measured at right angles to) Engineer's center line of the T. H. Benfield Expressway at Station 578+00; thence South

(cont.)

EXHIBIT "M-6" (cont.)

4° 57' West 669.0 feet to the center of a creek; thence tracing the center of said creek as follows: South 73° 11' East 204.4 feet; thence North 88° 52' East 150.8 feet; thence North 80° 18' East 134.4 feet; thence North 79° 18' East 207.7 feet; thence South 88° 52' East 150.3 feet; thence North 48° 19' East 123.8 feet; thence North 73°58' East 78.2 feet; thence North 29° 18' East 138.3 feet; thence North 10° 27' East 114.5 feet; and thence North 29° 07' East 107.5 feet to the South line of the O. W. R. & N. Company right of way; thence Northwesterly following said South line of the O. W. R. & N. Company right of way 288 feet more or less, to its intersection with the South line of the G. B. Pullen Donation Land Claim; thence North 87° 55' 26" West along the South line of said G. B. Pullen Donation Land Claim 693 feet more or less, to the Southeast corner of that tract of land deeded to Michael J. Burns by deed recorded in Book 157, Page 291, Multnomah County Record of Deeds; thence North 0° 20' 56" West along the East line of said Michael Burns property 103.7 feet, more or less, to the South line of said State of Oregon property; thence North 85° 03' West along said South line of said State of Oregon property 117.3 feet to the point of beginning.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 13.17 acres.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located and will be operated and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized,

EXHIBIT "M-7"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the West Portland-Hubbard Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and has ordered and declared that said section of said highwas shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from the said highway should be controlled; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, improve and maintain the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and, in connection therewith, to widen and realign Norwood Road, also known as Washington County Road No. 1183, in order to provide an overpass carrying the said Norwood Road over the said West Portland-Hubbard Highway, and for such purposes

(cont.)

then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 18th day of August, 1952.

EXHIBIT "M-7" (cont.)

and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW, THERFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the construction, improvement and maintenance of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and the widening and realignment of Norwood Road, also known as Washington County Road No. 1183, Washington County, Oregon, in order to provide an overpass carrying said Norwood Road over the said West Portland-Hubbard Highway, a parcel of real property located in Washington County, Oregon, and described as follows, to wit:

R-19222
Owner: Leo Schuemmer, et ux

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 35, Township 2 South, Range 1 West, W.M., Washington County, Oregon, the said parcel being described as follows:

Beginning on the East and West quarter line of said Section 35 at a point which is 100.0 feet Westerly of (when measured at right angles to) the center line of the West Portland-Hubbard Highway, said point being approximately 58.24 feet West of the East quarter ($E\frac{1}{4}$) corner of said Section; thence Southerly 44.6 feet, more or less, along the Westerly line of said highway to a point which is 62.8 feet Southerly of and at right angles to the center line of County Road No. 1183 (Norwood Road); thence Westerly, at right angles to the Westerly line of said West Portland-Hubbard Highway, 82.5 feet to a point which is 40.0 feet Southerly of and at right angles to the center line of said County Road; thence West 300.0 feet parallel with the center line of said County Road; thence North 20.2 feet, more or less, to said East and West quarter line; thence East 390.6 feet to the point of beginning.

The parcel of land to which this description applies contains 0.20 acre.

(cont.)

EXHIBIT "M-7" (cont.)

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 18th day of August, 1952.

EXHIBIT "M-8"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the North Corvallis Section of the Pacific Highway West, and has ordered and declared that the said section of the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes in connection with the establishing, constructing and maintaining of the North Corvallis Section of the Pacific Highway West as a throughway the following described real property, to wit:

(cont.)

EXHIBIT "M-8" (cont.)

R-17978
Owner: J. A. Gallagher, et ux

Parcel No. 1:

A parcel of land lying in Lots 5 and 6, Block 3, Dixon's Addition to Corvallis, situated in Section 35, Township 11 South, Range 5 West, W. M., Benton County, Oregon, and being a portion of that property conveyed by that deed to J. A. Gallagher, recorded in Book 65, Page 131, of Benton County Records of Deeds, the said parcel being that portion of said property included in a strip of land 50 feet in width, lying on the Westerly side of the center line of the Pacific Highway West (North First Street Connection) as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 6+10.03, said Station being 191.74 feet South and 202.20 feet East of the Northwest corner of Block 3 of said Dixon's Addition to Corvallis; thence on a 1909.86 foot radius curve left (the long chord of which bears North 14° 29' East) 166.67 feet to Engineer's Station 7+76.70. The Southerly line of said property (If produced) intersecting the said center line approximately at Station 6+42, and the Northerly line of said property (If produced) intersecting the center line approximately at Station 7+20.

The parcel of land to which this description applies contains 1,326 square feet.

Parcel No. 2:

A parcel of land lying in Section 35, Township 11 South, Range 5 West, W. M., Benton County, Oregon, and being that tract of land which was conveyed by that certain deed to J. A. Gallagher, recorded in Book 91, Page 286 of Benton County Record of Deeds, the said parcel being described as follows:

A tract of land North of the North line of Tyler Street, East of First and Water Streets and West of the Willamette River, Corvallis acreage to Corvallis, in Benton County, State of Oregon, containing 0.2 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said North Corvallis Section of the said relocated Pacific Highway West and all of the contiguous real property of the owners remaining after the

EXHIBIT "M-8" (cont.)

appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domian. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 18th day of August, 1952.

20584

EXHIBIT "M-9"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, and maintain the County Farm-Ashland Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be improved, widened and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this

(cont.)

EXHIBIT "M-9" (cont.)

Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper widening, improvement and maintenance of the County Farm-Ashland Section of the Pacific Highway as a throughway, the following described real property, to wit:

R-19380
Owner: Ralph D. McCulloch, et al

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 25, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, the said parcel being described as follows:

Beginning at a point on the Northeasterly line of Parcel No. 1 as described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 216, Page 57, Jackson County Deed Records, said point being 50 feet North 37° 14' East of Engineer's center line Station 109+00 on the center line of the Pacific Highway and, also, being 1207.9 feet North and 518.8 feet West of the Southeast corner of the W. H. Dingman Donation Land Claim No. 41; thence North 37° 14' East 10 feet; thence North 52° 46' West 200 feet; thence South 37° 14' West 10 feet and South 52° 46' East 200 feet along the lines of said Parcel No. 1 to the point of beginning, containing 0.05 acres.

2. That in addition to the acquisition of fee simple title to the above described real property it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the County Farm-Ashland Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Pacific Highway of a width of 25 feet on the North side of the said Pacific Highway, opposite Highway Engineer's center line Station 108+50.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "M-9" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 18th day of August, 1952.

EXHIBIT "M-10"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Whale Cove- Miner Creek Unit of the Siletz River-Newport Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has approved and adopted a survey of the said Whale Cove-Miner Creek Unit of the Siletz River-Newport Section of the Oregon Coast Highway and has by a resolution ordered and declared that said unit of said section of said highway shall be relocated and constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled; and

(cont.)

EXHIBIT "M-10" (cont.)

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for the proper relocation, construction, and maintenance of the Whale Cove-Miner Creek Unit of the Siletz River-Newport Section of the Oregon Coast Highway as a throughway, including, as a part thereof, the Otter Crest State Park Loop Road, which said Loop Road lies Westerly of the relocated main highway and connects with said main highway opposite Highway Engineer's center line Stations 582+00 and 592+00, the following described real property, to wit:

R-4245
Owner: Wilbur F. Badley, et ux

Parcel No. 1:

A parcel of land lying in Lots 2 and 3, and in the Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$), and in the Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29, Township 9 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that property conveyed by that deed to Wilbur F. Badley, recorded in Book 75, Page 251, of Lincoln County Records of Deeds, the said parcel being that portion of said property lying Easterly of the existing Oregon Coast Highway and Westerly of a line parallel to and 150 feet Easterly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station R' 572+00, said Station being 397.35 feet North and 1054.08 feet West of the Northeast corner of the South half ($S\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of said Section 29; thence South 26° 47' East, 312.36 feet; thence on a 400 foot spiral curve to the right (the long chord of which bears South 22° 47' East, 399.22 feet); thence on a 954.93 foot radius curve to the right (the long chord of which bears South 8° 29' 50" East 209.12 feet) 209.54 feet; thence on a 400 foot spiral curve to the right (the long chord of which bears South 5° 47' 20" West 399.22 feet); thence South 9° 47' 20" West 60.20 feet; thence on a 300 foot spiral curve to the left (the long chord of which bears South 4° 47' 20" West 299.09 feet); thence on a 572.96 foot radius curve to the left (the long chord of which bears South 22° 06' 50" East 333.17 feet) 338.06 feet; thence on a 300 foot spiral curve to the left (the

(cont.)

EXHIBIT "M-10" (cont.)

long chord of which bears South 49° 01' East 299.09 feet); thence South 54° 01' East 90.06 feet; thence on a 300 foot spiral curve to the right (the long chord of which bears South 49° 01' East 299.09 feet); thence on a 572.96 foot radius curve to the right (the long chord of which bears South 26° 21' East 251.28 feet) 253.33 feet; thence on a 300 foot spiral curve to the right (the long chord of which bears South 3° 41' East 299.09 feet); thence South 1° 19' West 117.42 feet to Station R' 605+80.97 back equals R' 606+60.80 ahead; thence on a 400 foot spiral curve to the left (the long chord of which bears South 4° 01' East 398.62 feet) to Station R' 610+60.8. Said center line crosses the North and South lines of said property approximately at Stations R' 576+52 and R' 607+18 respectively. Excepting therefrom a tract of land described as follows: Beginning at a point which is opposite and 95 feet Westerly of Station 585+13.36 on said relocated center line, said point also being 829 feet South and 918 feet West of the Northeast corner of the South half ($S\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of said Section 29; thence South 9° 47' 20" West 86.65 feet, parallel to said center line; thence South 60° 31' West 32.01 feet; thence on a 293.27 foot spiral curve left (the long chord of which bears South 3° 54' 50" West 292.37 feet); thence on a 692.96 foot radius curve left (the long chord of which bears South 12° 20' 40" East 172.07 feet) 172.51 feet; thence South 57° 27' West 170.57 feet; thence on a 188.73 foot radius curve right (the long chord of which bears South 78° 23' 30" West 134.90 feet) 137.95 feet; thence North 59° 19' 55" West 107.11 feet; thence North 53° 45' 30" West 80.02 feet; thence on a 154.63 foot radius curve right (the long chord of which bears North 14° 25' 15" West 168.53 feet) 178.23 feet; thence North 18° 36' East 112.84 feet; thence on a 522.96 foot radius curve right (the long chord of which bears North 36° 47' East 326.39 feet) 331.93 feet; thence North 62° 43' 50" East 175.34 feet; thence South 73° 06' East 118.16 feet to the point of beginning, containing 5.77 acres in this exception.

The parcel of land to which this description applies contains 23.2 acres, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the aforesaid described real property, hereinabove designated as Parcel No. 1, the Commission does hereby find and declare that the following described real property is necessary and required for right of way purposes, in connection with the relocation, construction and maintenance of Whale Cove-Miner Creek Unit of the Siletz River-Newport Section of the Oregon Coast Highway as a throughway, and for the relocation, construction and maintenance of a section of the present and now existing Oregon Coast Highway at Otter Crest, so that said existing Oregon Coast Highway may remain open

EXHIBIT "M-10" (cont.)

to public travel after the construction of the said relocated Oregon Coast Highway, which said real property is described as follows, to wit:

Parcel No. 2:

A parcel of land lying in Lot 3 of Section 29, Township 9 South, Range 11 West, W. M., Lincoln County, Oregon, the said parcel being that portion of said Lot 3 lying Westerly of the existing Oregon Coast Highway and Easterly of the following described line:

Beginning at a point which is opposite and 180 feet Westerly of Station R' 605+28.40 on the relocated center line of said highway, as said center line is described in Parcel No. 1 above, said point also being 2549.15 feet South and 204.14 feet West of the Northeast corner of the South half ($S\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of said Section 29; thence North 29° 09' West 428.21 feet; thence North 59° 03' West 1227.28 feet; thence Northwesterly 49 feet, more or less, to an angle point in the Easterly and Southerly lines of that tract conveyed to the State of Oregon By deed recorded in Book 54, Page 35, Deed Records of Lincoln County, Oregon. Excepting therefrom that portion of said tract previously conveyed to the State of Oregon by deed recorded in said Book 54, Page 35, Deed Records of Lincoln County, Oregon.

The parcel of land to which this description applies contains 3.25 acres, outside of the existing right of way.

3. The Commission does further find and declare that in addition to the acquisition of fee simple title to the hereinabove described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Whale Cove-Miner Creek Unit of the Siletz River-Newport Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the parcels of real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. Right of access for pedestrian use to and from the said remaining land.

b. Right of access to the entire length of the said Otter Crest State Park Loop Road

c. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of the said

(cont.)

EXHIBIT "M-10" (cont.)

relocated Oregon Coast Highway, opposite Highway Engineer's center line Station 588+70.

d. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated Oregon Coast Highway, opposite Highway Engineer's center line Station 585+82, for private access only.

e. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated Oregon Coast Highway, opposite Highway Engineer's center line Station 501+00, for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from,or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed

EXHIBIT "M-10" (cont.)

and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid parcels of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the descriptions of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer revised descriptions, hereby is authorized to use such revised descriptions in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised descriptions.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 18th day of August, 1952.

EXHIBIT "M-11"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to said real property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper construction and maintenance of the T. H. Banfield Expressway as a throughway, the following des-

(cont.)

EXHIBIT "M-11" (cont.)

cribed real property, to wit:

Owner: Walnut Park Company, et al
File: R-15872

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 25, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Walnut Park Company, recorded in Book 1232, Page 246 of Multnomah County Record of Deeds, the said parcel being described as follows:

Beginning at the Northeast corner of said property, said corner being North 89° 40' East 629.51 feet (along the South line of Section 25) and North 0° 20' West 175.18 feet from the quarter section corner on the South side of Section 25; thence South 0° 20' East 45 feet along the East line of said property; thence Northwesterly on a straight line to the North line of said property at a point 58 feet from the Northeast corner; thence North 89° 40' East 58 feet along said North line to the place of beginning.

The parcel of land to which this description applies contains 1,305 square feet.

Owner: Yamhill Street Corporation
File: R-15873

A parcel of land lying in Section 25, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Yamhill Street Corporation, recoreded in Book 1132, Page 337 of Multnomah County Record of Deeds, the said parcel being all of said property except the following:

Beginning at a point in the South line of Section 25, said point being 629.51 feet Easterly of the Southwest corner of the Southeast quarter ($SE\frac{1}{4}$) of said Section 25; thence Northerly along the East line of that property conveyed to the Walnut Park Company as recorded in Book 1232, Page 246 of the Multnomah County Record of Deeds, a distance of 130.18 feet; thence Southeasterly, a distance of 474.22 feet to a point on the South line of said Section 25; thence Westerly along said South section line, a distance of 456 feet to the point of beginning.

EXHIBIT "M-11" (cont.)

The parcel of land to which this description applies contains 2.319 acres.

Owner: Emery B. Kelly, et al
File: R-14887

Lot 2, Block 3, Avalon Addition to the City of Portland, situated in Section 31, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, containing 5,000 square feet.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said T. H. Banfield Expressway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domian. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

(cont.)

EXHIBIT "M-11" (cont.)

7. That this resolution be entered in full in the minutes and records of the Commission this 18th day of August, 1952.

EXHIBIT "M-12"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the North Corvallis Section of the Pacific Highway West, and has ordered and declared that the said section of the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, in connection with the establishment, construction and maintenance of the North Corvallis Section of the Pacific Highway West as a throughway, the following described real property, to wit:

(cont.)

EXHIBIT "M-12" (cont.)

R-15194
Owner: Thomas Henry Paul Ireland, et al

A parcel of land lying in the Herman C. Lewis Donation Land Claim No. 47, Township 11 South, Range 5 West, W. M., Benton County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Thomas Henry Paul Ireland, recorded in Book 108, Page 270, of Benton County Record of Deeds, the said parcel being a triangular tract of land bounded on the West by the existing Pacific Highway West, bounded on East by the Southern Pacific Railroad right of way, and bounded on the South by a line which is parallel to and 23.88 chains Southerly of the North Line of said Herman C. Lewis Donation Land Claim, said South line being coincident with the South line of a certain 10 acre (more or less) tract as described in said deed, recorded in Book 108 on Page 270.

The parcel of land to which this description applies contains 1.37 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the relocated North Corvallis Section of the Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Pacific Highway West of a width of 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 123+15, for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

(cont.)

EXHIBIT "M-12" (cont.)

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 18th day of August, 1952.

20600

EXHIBIT "M-13"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947. known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish. construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the North Corvallis Section of the Pacific Highway West, and has ordered and declared that the said section of the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted. highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled,

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, in connection with the establishment, construction and maintenance of the North Corvallis Section of the Pacific Highway West as a throughway, the following described real property, to wit:

(cont.)

EXHIBIT "M-13" (cont.)

R-14621
Owner: James G. Johnson, et al

A parcel of land lying in the John Stewart Donation Land Claim No. 49, Township 11 South, Range 5 West, W. M., Benton County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to James G. Johnson and Olga Holmes Johnson recorded in Book 115, Page 264, of Benton County Record of Deeds, the said parcel being all that portion of the foregoing described property included in a strip of land 60 feet in width, lying on the Westerly side and all of said property lying on the Easterly side of the center line of the Pacific Highway West, as said highway has been relocated over and across or adjacent to the said property, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 61+55.44, said point being 1272.6 feet North and 283.6 feet East of the Southeast corner of Donation Land Claim No. 48, Township 11 South, Range 5 West, W. M., thence on a spiral curve left (the long chord of which bears North 27° 09' East, 399.98 feet) a distance of 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears North 22° 52' 15" East, 588.91 feet) a distance of 589.17 feet to Station 71+44.61, said center line crossing the Southerly and Northerly lines of said property approximately at Stations 64+80 and 66+43 respectively.

The parcel of land to which this description applies contains 0.60 acre.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the relocated North Corvallis Section of the Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be

(cont.)

EXHIBIT "M-13" (cont.)

reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 18th day of August, 1952.

EXHIBIT "M-14"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon be agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the North Corvallis Section of the Pacific Highway West, and has ordered and declared that the said section of the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes in connection with the establishment, construction and maintenance of the North Corvallis Section of the Pacific Highway West as a throughway the following described real property, to wit;

R-17987
Owner: T. J. Starker, et ux

(cont.)

EXHIBIT "M-14" (cont.)

A parcel of land lying in Section 35, Township 11 South, Range 5 West, W. M., Benton County, Oregon, the said parcel being described as follows:

Beginning at the Northwest corner of that tract conveyed to T. J. Starker and Margaret O. Starker by deed recorded in Book 136, Page 500 of Benton County Deed Records, and run thence South 16 feet along the East line of Third Street extended; thence Southeasterly 350 feet, more or less, to the South line of that tract conveyed to T. J. Starker and Margaret O. Starker by deed recorded in Book 131, Page 647, at a point 210 feet East of the Southwest corner thereof; thence East to the Southeast corner thereof; thence North along the East lines (center line of county road) of said Starker tracts to a point which is 165 feet from the Northeast corner of said tract recorded in Book 136, Page 500; thence Northwesterly 200 feet, more or less, to a point on the North line which is 175 feet East of the Northwest corner of said tract recorded in Book 136, Page 500; thence West 175 feet to the point of beginning, and containing 45,880 square feet, of which 4,800 square feet lie in the right of way of the county road, and 40,080 square feet lie outside of said county road right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said North Corvallis Section of the said relocated Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description,

EXHIBIT "M-14" (cont.)

hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 18th day of August, 1952.

20606

EXHIBIT "N-1"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Medford-County Farm Section of the said Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes; and

WHEREAS, the said Pacific Highway is a major highway of the state, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, the following-described real property located in Jackson County, Oregon, to-wit:

R 19114
Owner: E. H. Lamport, et ux.

Parcel No. 1:

A parcel of land lying in Lot 1, Oak Grove Tracts, situated in Section 9, Township 38 South, Range 1 West, W. M., Jackson County, Oregon; the said parcel being that portion of said Lot 1 included in a strip of land 35 feet in width, lying on the southwesterly side of the center line of the Pacific Highway, as said

(cont.)

EXHIBIT "N-1" (cont.)

highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 391+57.16, said Station being 4929.75 feet south and 4952.71 feet east of the southwest corner of Donation Land Claim No. 38, Township 38 South, Range 1 West, W. M., thence North 43° 59' 50" West 2845.73 feet to Engineer's center line Station 420+02.89. The southwesterly line of said strip of land intersects the southeasterly and northwesterly lines of said Lot 1 approximately opposite Station 392+39 and Station 401+06, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.20 acre, more or less, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired an easement across the owner's real property for the purpose of realigning the channel of an irrigation ditch so that the said ditch will coincide with the widening, improvement and maintenance of the Medford-County Farm Section of the Pacific Highway, said easement being described as Parcel No. 2, as follows:

Parcel No. 2:

A parcel of land included in a strip of land 20 feet in width, extending southeasterly 70 feet from the northerly line of said Lot 1; the northeasterly and southwesterly lines of said strip of land being 35 feet and 55 feet, respectively, southwesterly of and parallel to the relocated center line of the Pacific Highway, situated in Section 9, Township 38 South, Range 1 West, W. M., Jackson County, Oregon.

3. That in addition to the acquisition of fee simple title to and an easement across the above-described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Medford-County Farm Section of the Pacific Highway and all of the contiguous real property of the owners', remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway of a width of 25 feet on the west side of said Pacific Highway, opposite

EXHIBIT "N-1" (cont.)

Highway Engineer's center line Station 396+48.

b. A right of access to the Pacific Highway of a width of 25 feet on the west side of said Pacific Highway, opposite Highway Engineer's center line Station 394+00.

c. A right of access to the Pacific Highway of a width of 25 feet on the west side of said Pacific Highway, opposite Highway Engineer's center line Station 400+00.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or,

EXHIBIT "N-1" (cont.)

in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 19th day of August, 1952.

20610

EXHIBIT "N-2"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the North Santiam Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate and construct the Mehama-Mill City Section of the said highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes; and

WHEREAS, the said North Santiam Highway is a major highway of the state and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the relocation, construction and maintenance of the Mehama-Mill City Section of the North Santiam Highway, and a proper intersection with the North Santiam Forest State Park access road, the following described parcels of real property, located in Marion County, Oregon, and described as follows, to wit:

R-16483
Owner: Earl F. Groblebe, et al

Parcel No. 1:

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 22, Township 9 South, Range 2 East, W. M., Marion County, Oregon, the said parcel being that

(cont.)

EXHIBIT "N-2" (cont.)

portion of said North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 22 included in a strip of land 200 feet in width, 100 feet on each side of the center line of the North Santiam Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 611+39.02, said Station being 533.24 feet North and 382.23 feet West of the Northwest corner of Lot 2 of said Section 22; thence on a 1432.4 foot radius curve left (the long chord of which bears South 59° 10' 15" East) 470.21 feet; thence on a spiral curve left (the long chord of which bears South 73° 54' 30" East) 400 feet; thence South 76° 34' 30" East 1596.62 feet to Engineer's center line Station 636+05.85; said center line crossing the West and South lines of said North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 22 approximately at Stations 615+90 and 628+11 respectively, containing 5.60 acres.

Parcel No. 2:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 22, Township 9 South, Range 2 East, W. M., Marion County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$); thence Northerly along the West line of said Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) 195 feet; more or less, to a line which is parallel to and 100 feet Southerly of the center line of the relocated North Santiam Highway, said line being the Southerly line of Parcel No. 1; thence Southeasterly along said line 765 feet, more or less, to the South line of said Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$); thence Westerly along the South line of said Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) 740 feet, more or less, to the point of beginning, containing 1.55 acre.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Mehama-Mill City Section of the relocated North Santiam Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will

EXHIBIT "N-2" (cont.)

be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 19th day of August, 1952.

EXHIBIT "N-3"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described parcel of real property, to wit:

(cont.)

EXHIBIT "N-3" (cont.)

R-17993
Owner: I. R. Lawrence, et al

Parcel No. 1:

A parcel of land lying in the Samuel Hall Donation Land Claim No. 37, also situated in Section 20, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, the said parcel being that portion of said Donation Land Claim No. 37 lying in said Section 20 and included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 200+00, said Station being 199.09 feet South and 1723.57 feet East of the Northwest corner of Samuel Hall Donation Land Claim No. 37; thence South 35° 52' West 3366.07 feet; thence on a spiral curve right (the long chord of which bears South 36° 04' 30" West) 250 feet to Station 236+16.07; said center line intersecting the East line of said Donation Land Claim No. 37 approximately at Station 204+05 and the South line of said Donation Land Claim approximately at Station 234+66.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
200+00	202+00	190 feet	125 feet
202+00	205+50	150 feet	125 feet
205+50	219+00	125 feet	125 feet
219+00	233+66.07	200 feet	125 feet
233+66.07	235+00	200 feet	125 feet on straight line to 180 feet
235+00	237+00	200 feet	180 feet

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 20.40 acres.

2. That the Highway Commission does further find and declare that in addition to the acquisition of fee simple title to the above described real property, it is necessary to acquire an easement across the owners' real property for the purpose of relocating the channel of a certain stream known as

(cont.)

EXHIBIT "N-3" (cont.)

Pass Creek, and after relocating said channel upon other property, to fill in the present channel of the said creek so that the said highway can be properly constructed and maintained, said easement being across the hereinafter described real property:

Parcel No. 2:

A parcel of land lying in the Samuel Hall Donation Land Claim No. 37, also situated in Section 20, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, the said parcel being described as follows:

All that portion of said Donation Land Claim No. 37 lying between the Southern Pacific Railroad right of way and a line which is parallel to and 190 feet Northwesterly of the relocated Pacific Highway center line and extending Southwesterly from the North and East lines of said Donation Land Claim No. 37 to a line at right angles to said center line at Highway Engineer's center line Station 202+00.

The parcel of land to which this description applies contains 0.36 acre.

3. That in addition to the acquisition of fee simple title to and an easement across the above described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway and all of the contiguous real property of the owners, remaining after the appropriation of the real property and an easement hereinabove described; except that there shall be reserved unto the owners of the said remaining real property, their heirs and assigns, the following:

a. A right of access to a frontage road to be constructed by the State on the West side of the relocated Pacific Highway, which said road will connect with the Easterly boundary of the owners' property opposite Highway Engineer's center line Station 201+48, said frontage road to be connected to the said relocated Pacific Highway or other public ways only at such point or points as are designated by the State of Oregon.

b. A right of access to a frontage road to be constructed by the State on the East side of the relocated Pacific Highway, which said road will connect with the Easterly boundary of the owners' property opposite Highway Engineer's center line Station 206+05, said frontage road to be connected to the said relocated Pacific Highway or other public ways only at such point or points as are designated by the State of Oregon.

(cont.)

EXHIBIT "N-3" (cont.)

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to and an easement across the said parcels of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property and easement, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property and easement, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcel of real property and an easement, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 19th day of August, 1952.

EXHIBIT "N-4"

Minutes of August 18 and 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Divide-Anlauf Unit of the Divide-Rice Hill section of the Pacific Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described parcel of real property, to wit:

(cont.)

EXHIBIT "N-4" (cont.)

R-17992
Owner: C. R. Lawrence, et ux

Parcel No. 1:

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$); the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$), and in Lot 3 of Section 20, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, the said parcel being that portion of said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$); the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$); and Lot 3 included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 168+55.60, said Station being 257.36 feet North and 847.48 feet West of the Northeast corner of said Section 20; thence South 65° 19' West 612.14 feet; thence on a spiral curve left (the long chord of which bears South 64° 17' 45" West) 350 feet; thence on a 3274.05 foot radius curve left (the long chord of which bears South 50° 35' 30" West) 1332.86 feet; thence on a spiral curve left (the long chord of which bears South 36° 53' 15" West) 350 feet; thence South 35° 52' West 1199.40 feet to Station 207+00; said center line intersecting the North line of said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) approximately at Station 173+50 and the West line of said Lot 3 approximately at Station 204+05. Excepting therefrom a parcel of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 20 as deeded to DeEava Gibson in Book 178, Page 123 of Douglas County Records of Deeds.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
169+00	176+00	136 feet	Variable to railroad right of way
176+00	178+17.74	136 feet on straight line to 180 feet	Variable to railroad right of way
178+17.74	180+00	180 feet	Variable to railroad right of way
180+00	183+50	180 feet on straight line to 275 feet	Variable to railroad right of way

(cont.)

EXHIBIT "N-4" (cont.)

183+50	187+50	275 feet on straight line to 140 feet	Variable to railroad right of way
187+50	188+50	140 feet on straight line to 75 feet	
188+50	193+50	75 feet	
193+50	197+00	150 feet taper to 225 feet	
197+00	200+00	225 feet	
200+00	206+00	225 feet taper to 150 feet	
206+00	Property line	150 feet	
187+50	195+00.60		Variable to railroad right of way
195+00.60	202+00		190 feet
202+00	205+50		150 feet
205+50	219+00		125 feet

The parcel of land to which this description applies contains 20.61 acres, of which 2.21 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 18.40 acres lie outside of the existing right of way.

2. The Commission does further find and declare that in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired an easement across the owner's real property for the purpose of relocating and constructing the channel of a certain stream known as Pass Creek so that the said highway can be properly constructed and maintained, said easement being across the hereinafter described parcel of real property:

Parcel No. 2:

A parcel of land lying in Lot 3 of Section 20, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, the said parcel being all that portion of said Lot 3 lying between the Southern Pacific Railroad right of way and a line which is parallel to and 190 feet Westerly of the relocated center line of the Pacific Highway, and bounded on the Northeasterly side by a line at right angles to said center line at Station 199+00, said station being 118 feet South and 1782 feet East of the Northwest corner of Samuel Hall Donation Land Claim No. 37, Township 21 South, Range 4 West, W. M., and bounded on the Southwesterly side by said Donation Land Claim.

The parcel of land to which this description applies contains 0.31 acre.

EXHIBIT "N-4" (cont.)

3. That in addition to the acquisition of fee simple title to and an easement across the above described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway and all of the contiguous real property of the owners, remaining after the appropriation of the real property and an easement hereinabove described; except that there shall be reserved unto the owners of the said remaining real property, their heirs and assigns, the following:

a. A right of access to a frontage road to be constructed by the State upon the above described real property and Westerly of the main relocated Pacific Highway, said frontage road to be connected to the main highway or other public ways only at such point or points as are designated by the State of Oregon.

b. A right of access to a frontage road to be constructed by the State upon the above described real property and Easterly of the main relocated Pacific Highway, said frontage road to be connected to the main highway or other public ways only at such point or points as are designated by the State of Oregon.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to and an easement across the said parcels of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property and easement, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property and easement, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said

EXHIBIT "N-4" (cont.)

parcel of real property and an easement, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 19th day of August, 1952.

VOLUME 37

PART III

PART III

OF

VOLUME XXXVII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

SEPTEMBER 1, 1952

TO

NOVEMBER 31, 1952

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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20622	Sept. 22	Bids received on construction projects.
20624		Parks Supt. reports on the following matters:
		Dorena Dam recreational area. No action.
		Lincoln County. Proposed park development. 6 areas investigated. Action deferred.
		Deschutes County. Petersen Rock Gardens. Acquisition not approved.
20625		Short Sand Beach Park. Agreement to use road across park approved.
		Devils Elbow Park. Agreement with Ralph Koon for use of road approved.
		Camas Mountain Park. Agreement with Zimpel for use of road approved.
		Parks Supt.'s trip to Rapid City South Dakota confirmed. Overnight camping facilities discussed.
		Saddle Mountain Park. Request of St. Helens Paper Co. to haul logs over park road denied.
20626		Real property. Options for acquisition approved. See EXHIBIT "A".
		Portland. Banfield Expressway. Report to be made concerning r/w acquisition.
		Real property. Authority granted to negotiate for property near Butteville and near Wolf Creek.
		Sale of miscellaneous properties confirmed.
		Recessed at 10:30 a.m. to reconvene at 1:00 p.m.
		Klamath County. The Dalles-California Hwy. Lapine-Diamond Lake Jct. Agreement with Gilchrist Timber Co. approved.
20627		Yamhill County. Pacific Hwy. West. Lafayette-North Yamhill River. Easements with Southern Pacific Company approved.
		Lake County. City of Lakeview. Deeding of property to E.G. Mitchell approved.
		Marion County. Pacific Hwy. East. Salem-Hayesville School. Change of access to Lentsch property approved.
		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser. Change in access to Dodds property approved.
		Lane County. Pacific Hwy. Judkins Point-Goshen. Change in access to Judkins property approved.
		Douglas County. Umpqua Hwy. Scottsburg. Purchase of Myrtlewood properties. Negotiations to be dropped.
20628		Portland. Union Avenue-Denver Avenue. Hunsperger property. No action re acquisition.
		Condemnation. Authority granted to institute proceedings. See EXHIBITS "I-1" through "I-9".
20630		Court Cases. Counsel reports as follows:
		State Construction Company. Trial judge decides against State. Appeal to be made.

Page	Date 1952	Subject
20630	Sept.22	Anthony J. Becker. Newport-Toledo Section. Jury returns verdict of $4,250.
		William R. Coates. Bay City-Tillamook Section. Jury returns verdict of $10,000.
20631		Condemnation cases. Counsel reports following settlements:
		Elmer H. Olson. Oakland Jct.-Deady Section. Settlement approved.
		Otto Nation. Salem By-Pass Section. Settlement approved.
		Gordon T. Emery. Settlement re auto accident approved.
		Condemnations. Amounts of offers to owners confirmed.
20633		Columbia River Hwy. Snow removal insurance with Union Pacific. Endorsement to present policy approved.
		Condemnation cases. Chief Counsel reports on high verdicts. Action deferred.
		Jackson County. Pacific Hwy. Medford-Ashland Section. Removal of frontage road clause on r/w acquisitions approved.
		Coos County. Oregon Coast Hwy. North Slough. Agreement with County re tide gates approved.
20634		Jackson County. Pacific Hwy. Medford County Farm. Settlement with A. M. Boner for r/w approved.
		Coos County. Oregon Coast Hwy. Coquille to Bandon. Stock passes to be installed.
		Used equipment and scrap materials at La Grande. High bids accepted.
		Tillamook County. Wilson River Hwy. Sidewalk construction requested near Tillamook. Action deferred.
		Coos County. Myrtle Point-Sitkum Road. Request for designation as state hwy. denied.
		Baker County. Old Oregon Trail. City of Haines. Oiling of shoulders in city approved.
20635		Coos County. Oregon Coast Hwy. Sixes. Construction of sidewalk on Sixes River Bridge approved.
		Federal Aid Program. Anlauf-Elkhead Section and Elkhead Road-Rice Hill Section. Error in allotments corrected.
		State Tax Street Funds. Projects approved. See EXHIBITS "B-1, -2, -3".
		Coos County. Oregon Coast Hwy. Cedar Point-Coquille. Allotment increase on Contract 3464 approved.
20636		Tillamook County. Little Nestucca Secdy. Hwy. Request for oiling denied.
		Ochoco Hwy. Agreement with BPR to maintain Ochoco Mountain Section approved.
		Tiller-Trail Secdy. Hwy. Agreement with BPR to maintain section approved.
		Baker County. City of Baker. Request to maintain two city streets denied.
		Lane County. Eugene. Payment for improvements in front of Secretary of State's Office approved. Re-imbursement to be sought from state legislature.

Page	Date 1952	Subject
20637	Sept.22	Douglas County. Pacific Hwy. Divide-Rice Hill Section. Survey adopted. See EXHIBIT "C".
		Budget. 1953-55 Biennial Budget approved.
		Coos County. Oregon Coast Hwy. Hauser-Douglas County Line. Four agreements with Southern Pacific Company approved.
		Willamette Hwy. Willamette Pass Ski Area. Request to construct parking space denied. Record of traffic to be made.
20638		Jackson County. Medford. Enlargement of hdqtrs. bldg. approved. Transfer of funds approved.
		Malheur County. Ontario Spur. Improvements to maintenance bldg. approved.
		Contract awards. Engineer reports satisfaction of conditions.
20639		Heppner Hwy. Lena-Nye Section. Contract construction of 2 bridges approved.
		Test section to determine axle loading. Proposed tests to be made in Illinois by BPR and states. Participation not approved.
20640		Yamhill County. Three-Mile Lane Hwy. Dayton Bridge. Installation of traffic lights confirmed.
		Extensions of time on highway contracts approved.
20649		Contracts completed and accepted. See EXHIBIT "D".
		Travel Advisory Committee. Appointment of Arthur C. Waud approved.
		W. E. Murphy. IBM computation of earthwork quantities. No royalties to be paid to Mr. Murphy.
		Wallowa County. Wallowa Lake Hwy. Grande Ronde River Bridge. Reduced load limits removed. See EXHIBIT "E".
		Jackson County. Pacific Hwy. City of Central Point. "No Parking" resolution adopted. See EXHIBIT "F-1".
20650		Multnomah County. Columbia River Hwy. Sandy River. "No Parking" zone approved. See EXHIBIT "F-2".
		Douglas County. Pacific Hwy. Roseburg. "No Parking" zone north of city approved. See EXHIBIT "F-3".
		Yamhill County. Oregon Route 219. Request for reduced speed zone denied.
		Douglas County. Pacific Hwy. Myrtle Creek. Request for reduced speed zone denied.
20651		Lane County. Willamette Hwy. Willamette City-Oakridge. Reduced speed zones approved. See EXHIBIT "G-1".
	WASHINGTON	~~Yamhill~~ County. Forest Grove. Reduced speed zones on Tualatin Valley and Nehalem Hwys. approved. See EXHIBITS "G-2" and "G-3".
20652		Claim. Payment to H. F. Hunt for road oil damage to car approved.
		W. C. Williams. Attendance at WASHO meeting in Ogden, Utah, approved.

Page	Date 1952	Subject
20652	Sept.22	Lester Orton. Attendance at Weed Control Conference at Chehalis, Washington, approved.
		Unfinished business items considered as follows:
		Dorena Dam Recreation Area.
		Proposed State Park near Dorchester House.
		Pacific Hwy. West. Re-routing through McMinnville.
		Honeyman State Park. Proposed addition.
20653		Merrill-Malin and Klamath Falls-Lakeview Hwys. intersection east of Klamath Falls.
		Hermiston Chamber of Commerce request for improvements: Underpass, traffic signals, bridge widening, signs.
20654		Wasco County request to re-route hwy. at new bridge at The Dalles.
		Cattle passes between Coquille and Bandon.
		City of Coos Bay re waterfront property.
		Bond Money Program. Construction Program, Federal Aid and Bond Money.
		Butte Creek-Summit Section widening on John Day Hwy.
		Secretary's report on papers signed by him approved.
		Commission inspection trip deferred.
20655		Benton County. Pacific Hwy. West. North Corvallis Section. Settlement with Artilla Pittman for r/w approved.
		Columbia River Hwy. Corbett. Erection of historical sign re Lewis and Clark approved.
		Douglas County. Pacific Highway. Erection of Canyon Creek memorial sign approved.
		Douglas County. Pacific Hwy. Yoncalla. Erection of Jesse Applegate memorial sign approved.
20656		Lane County. Pacific Hwy. Goshen-Creswell Section. Revised resolution adopting survey approved. See EXHIBIT "H".
		Contracts. Public announcement of award made.
20657		Ecola State Park. Minott protests use for overnight camping.
		Buses to be weighed.
20658		Union County. Old Oregon Trail. Ladd Canyon Section. Request for signs re old route. Action deferred.
		Union County. Medical Springs Hwy. Dangerous condition to be investigated.
		Chief Counsel granted leave of absence for one month.
		Portland. Columbia River. Interstate Bridge. Engineer presents report on meeting with Washington officials.
		Plans and specifications. Charge of $2 to be made for all plans issued.
20659		Meeting adjourned at 3:45 p.m.
	Sept.23	Bids received on construction projects.
20660		Jackson County. Pacific Hwy. Ashland. Delegation requests widening and traffic lights. Action deferred.
		Curry County. Oregon Coast Hwy. Brookings. Delegation requests uniform width in city. Investigation to be made.

Page	Date 1952	Subject
20661	Sept. 23	Meeting recessed at 11:00 a.m. to reconvene at 1:00 p.m.
		Bond Money Program discussed. Action deferred.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Delegation requests improvement to north end. Action deferred.
20662		Clatsop County. City of Astoria. Delegation requests one-way street grid system. Project approved.
20663		Crook County. Paulina Secdy. Hwy. County Court requests improvements. Action deferred.
		Sherman-Gilliam County. Wasco-Heppner Secdy. Hwy. Removal of load limit on John Day River Bridge denied.
		Sherman County. Wasco-Heppner Secdy. Hwy. Delegation inquires re re-routing on north end. No action.
		Pacific Hwy. West. West Side Hwy. Association requests various improvements. Action deferred.
		Contracts. Public announcement made re award.
20665		Klamath County. Crescent Lake Secdy. Hwy. Request for improvement denied.
		Condemnation proceedings authorized. See EXHIBITS "J-1" and "J-2".
		Forrest Cooper authorized to go to Olympia or Seattle to attend R/W meeting in October.
20666		Commission meeting dates set for October 20 and 21 and November 24 and 25.
		Agreements and other papers signed.
20667		Meeting adjourned at 3:15 p.m., Pacific Standard Time.
20668		EXHIBIT "A". Options for real property
20700		EXHIBIT "B-1". State Tax Street Funds
20701		EXHIBIT "B-2". State Tax Street Funds
20702		EXHIBIT "B-3". State Tax Street Funds
20703		EXHIBIT "C". Adoption of surveys
20705		EXHIBIT "D". Contracts completed and accepted
20708		EXHIBIT "E". Reduced load limit on Grande Ronde River Bridge
20709		EXHIBIT "F-1". No Parking. City of Central Point
20710		EXHIBIT "F-2". No Parking. Sandy River Bridge. Troutdale
20712		EXHIBIT "F-3". No Parking. North of City of Roseburg
20714		EXHIBIT "G-1". Reduced Speed Zone. Willamette Hwy.
20716		EXHIBIT "G-2". Reduced Speed Zone. Tualatin Valley Hwy.
20718		EXHIBIT "G-3". Reduced Speed Zone. Nehalem Secdy. Hwy.
20720		EXHIBIT "H". Adoption of Survey. Goshen-Creswell Sec.
20722		EXHIBIT "I-1" thru "I-3". Condemnations. West Portland-Hubbard Hwy.
20734		EXHIBIT "I-4". Condemnation. Salem By-Pass Sec.
20738		EXHIBIT "I-5". Condemnation. Reedsport-Luder Creek Sec.
20741		EXHIBIT "I-6". Condemnation. County Farm-Ashland Sec.
20744		EXHIBIT "I-7". Condemnation. T. H. Banfield Expressway
20747		EXHIBIT "I-8". Condemnation. Barbur Boulevard Sec.
20750		EXHIBIT "I-9". Condemnation. Boones Ferry Road Sec.
20754		EXHIBIT "J-1". Condemnation. Goshen-Creswell Sec
20757		EXHIBIT "J-2". Condemnation. T. H. Banfield Expressway

Page	Date 1952	Subject
20760	Oct.20	Minutes of August 18-19 and September 22-23, 1952, approved.
		Parks Supt. reports on following matters:
		Short Sand Beach Park. Permission granted to install water pipe line.
		Umpqua Lighthouse Park. Permission granted Coast Guard to construct pipe line.
		Newburgh Park. Exchange of property with Mr. Sweet approved.
20761		Proposed park near Tigard. Acquisition of Avalon Park denied.
		Ecola Park. Name of "Ecola" adopted by resolution. See EXHIBIT "B". No overnight camping near picnic area. Overnight camping site to be developed in northern part.
		Champoeg Park. J. Neilson Barry offer to donate historical manuscripts accepted.
20762		Silver Falls Park. Offer of Telephone Company to take over and rebuild phone line approved.
		Dabney Park. Cooperation with Corbett Water District to obtain water approved.
		Cape Lookout Park. Renewal of agreement with Soil Conservation Corps re plants to control sand blow approved.
		Real property. Acquisition for r/w approved. See EXHIBIT "A".
20763		Sales of miscellaneous properties by R/W. Engineer confirmed.
		Portland. Banfield Expressway. Status report on acquisition of r/w approved.
		Lane County. Oregon Coast Hwy. Florence. Bid of Elks Lodge for excess property accepted.
		Curry County. Oregon Coast Hwy. Port Orford. No bids received for sale of maintenance bldg. To be re-advertised later.
		Deschutes County. The Dalles-California Hwy. Lapine. William Foss request for additional access points denied.
20764		Klamath County. The Dalles-California Hwy. Barkley Springs-Algoma. Access for Hagelstein and Ketsdever.
		Access control. Change of wording in standard form of agreement approved.
		Lane County. Willamette Hwy. Dexter. Transfer of gravel pit to Army Engineers approved.
		Coos County. Oregon Coast Hwy. Bandon. Park project to be abandoned if property cannot be secured at reasonable cost.
20765		Lincoln County. Corvallis-Newport Hwy. Newport-Toledo. Transfer of land to McBee's due to error in deed approved.
		Douglas County. Oregon Coast Hwy. Reedsport-Winchester Bay. Deeding of 10-foot strip of land to Whitman approved.
		Land use permits. Authority granted R/W Engineer to issue permits in 1953.
		Condemnation. Authority granted to condemn various parcels. See EXHIBIT "J-1" through "J-3".
20768		Portland. West Portland-Harbor Drive Expressway. Condemnation of land deferred. Survey not adopted.
		Court cases. Counsel reports as follows:
		Fred J. Strasbaugh vs. State; State won this case. Frank Towle authorized to assist State Land Board. Payment of attorney's fees to Yturri and Cochran approved.

Page	Date 1952	Subject
20769	Oct.20	State vs. Ludwig Anderson. Jury awarded $3,600 plus interest
		State vs. Margaret Litchenthaler. Jury awards $800 plus interest.
		Karl Tomasek vs. Highway Commission. Supreme Court awards Tomasek $13,500.
		State vs. Charlotte W. Kurth. Jury awards $650.
20770		Court cases. Counsel reports settlements:
		State vs. Minnie C. Flanagan. Settlement approved.
		State vs. Elmer Bankus. Settlement by exchange of properties approved.
		Condemnation. Offers for property confirmed.
20771		Union County. Wallowa Lake Hwy. Grande Ronde River. Prosecution of Mr. Beard for damage to bridge approved.
		Claims. Settlement of Cattnack accident claim approved.
20772		Umatilla County. Athena-Holdman Secdy. Hwy. Athena to Cold Springs. Classification as Group I Hwy. approved.
		Coos County. Coos Bay. Installation of traffic signal at Fourth Street and Central Avenue approved.
		Clackamas County. West Portland-Hubbard Hwy. Boeckman Road. County Court request for overcrossing denied.
		Coos County. Oregon Coast Hwy. Hauser-Coos Bay Section. Neil Ferre to be prosecuted for shooting at Engineer.
20773		Umatilla County. Hermiston Secdy. Hwy. Hermiston. Replacement of bridge deferred. Underpass plans to be prepared.
		Pacific Hwy. West. Dayton Jct. to Monmouth. Engineer's report considered. No action.
		Clatsop County. Astoria Ferry Terminal. Purchase of Elfving property approved.
20774		Union County. Wallowa Lake Hwy. La Grande to Island City. Widening by contract authorized.
		Portland. Tillamook Street-Broadway Bridge Section. Contract 3236. Payment to C. J. Montag and Sons approved.
		Lane County. Territorial Hwy. Crow to Gillespie Corner. To be improved when funds are available.
20775		Contracts. Engineer reports satisfaction of conditions governing awards.
		Coos County. Oregon Coast Hwy. Coaledo. Installation of lights at scale approved.
		Baker County. Sumpter Secdy. Hwy. Request for oiling denied. Addition of rock surfacing approved.
20776		Lane and Linn Counties. Clear Lake Road. Request for early construction ordered filed.
		State Tax Street Funds. Plans approved. See EXHIBITS "C-1" and "C-2".
		Polk County. Pacific Hwy. West. Monmouth to Orr Corner. Survey adopted. See EXHIBIT "D".
		Tillamook County. Cape Lookout Park access road. Increase in authorization for Contract No. 3691 approved.
		Linn County. Orleans-Lebanon County Road. Installation of signal at railroad crossing approved.
20777		Extensions of time granted.
20785		Extensions of time. Engineer to prepare report.
		Contracts completed and accepted. See EXHIBIT "E".

Page	Date 1952	Subject
20785	Oct.20	Tillamook County. Little Nestucca Secdy. Hwy. Reduced load limit removed. See EXHIBIT "F".
20786		Lincoln County. Oregon Coast Hwy. Ocean Lake. Cancellation of "No Parking" zone approved. See EXHIBIT "G".
		Douglas County. Umpqua Hwy. Scottsburg. Request for reduced speed zone denied.
		Lincoln County. Oregon Coast Hwy. Agate Beach-Newport. Abandonment resolution adopted. See EXHIBIT "H-1".
		Wasco County. Shaniko-Fossil Secdy. Hwy. Antelope-Clarno. Abandonment resolution adopted. See EXHIBIT "H-2".
		Hood River County. Columbia River Hwy. Cascade Locks-Herman Creek. Abandonment resolution adopted. See EXHIBIT "H-3".
		Klamath County. Hogback Mountain. Agreement to furnish electrical energy to radio transmitter approved.
		Jackson County. Crater Lake Hwy. Eagle Point. Request for removal of barricade denied.
20787		Portland-Salem Expressway. Willamette River Bridge at Wilsonville. Installation of gauge station approved.
		Logs dumped at Hwy. scales. Request by Mr. Albertus to purchase denied. Legislature to clarify status.
		Personnel retirement. Retention and release of employees approved.
		Jackson County. Pacific Hwy. Permit granted to allow county road intersection.
20788		Coos County. Oregon Coast Hwy. Request for road connection to Lakeside. Action deferred.
		G. S. Paxson authorized to go to U.C.L.A. November 14 and 15.
		Carl W. Jordan authorized to go to San Diego November 16-19.
		George C. Hester authorized to go to Chicago November 12-14.
		Garbage disposal. Additional facilities requested. Further investigation ordered.
		Claim. Payment to R. L. Weiher for damage caused by oiling crew approved.
		Claim. Payment to Ralph Williams for damage by paving crew approved.
20789		Washington County. Tualatin Valley Hwy. Forest Grove. Re-routing of hwy. approved. See EXHIBIT "I".
		Secretary's report re papers signed, approved.
		Unfinished business matters considered:
		Yamhill County. Re-routing US99W through McMinnville. Engineer to investigate r/w situation.
20790		Klamath County. Use of "Wye" at intersection of Merrill-Malin and Klamath Falls-Lakeview Hwy. No report.
		Coos County. Request of City of Coos Bay for lease rights on r/w along the water front. Purchase to be considered.
		Wheeler County. Widening parts of the Butte Creek-Summit Section of the John Day Hwy. No report.
		Portland. T. H. Banfield Expressway. Report on status of r/w acquisition.
		Portland. Purchase of Hunsperger land at the intersection of Union Avenue and Denver Avenue. No report.
		Condemnations. Suggestions for correcting problems caused by verdicts in condemnation action. No action.

Page	Date 1952	Subject
20791	Oct. 20	Tillamook County. City of Tillamook request for sidewalk construction. No report.
		Umatilla County. Improving Umatilla River Bridge near Hermiston. Report previously made.
		Ecola Park. Protest re overnight camping. Report previously made.
		Curry County. City of Brookings request for uniform r/w width. No report.
		Pacific Hwy. West. Improvements between Monmouth and Dayton Jct. Report rendered previously.
		Union County. Union Commercial Club request for direction signs at each end of Ladd Canyon Section denied.
		Union County. Dangerous condition on hwy. in Medical Springs. Installation of signs approved.
		Commission meeting date set for November 24 and 25, 1952, and tentatively for January 15 and 16, 1953.
20792		Umatilla County. State Line Road. Request to improve road which is partially in Washington denied.
		Marion County. City of Salem. Installation of traffic signals approved.
		Portland. Agreement providing for additions and deletions to the State Highway System approved.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Travel Information. Budget presented by Advisory Committee approved conditionally.
20794		Union County. La Grande. Designation of truck route considered. Action deferred.
		Wasco County. The Dalles Bridge over the Columbia. Easement for overcrossing and hwy. connection approved.
20795		Union County. Island City-La Grande County Road. Stop sign to be installed at railroad crossing.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Survey to be completed at early date.
		Travel conditions on state hwys. Wording in reports discussed.
20796		Budgets. Parks budget for 1953 approved conditionally.
		Budget for 1953 - Proposed working budget. Action deferred.
		Douglas County. Umpqua Hwy. Scottsburg. Negotiations to buy Myrtle tracts to be dropped.
		Construction program. Five-year bond program discussed. Action deferred.
		Agreements and other papers signed.
20797		Meeting adjourned at 4:30 to reconvene at 9:00 a.m., October 21.
20798	Oct.21	Bids for hwy. construction read.
20800		Clatsop County. Oregon Coast Hwy. Gearhart. Neon sign pointing to "Surfpine" discussed. Action deferred.
		Yamhill County. Pacific Hwy. West. McMinnville. R/w acquisition. McMinnville group to be contacted.
20801		Clatsop County. Oregon Coast Hwy. Gearhart. Delegation requests blinker light at "Surfpine" intersection.
		Pacific Hwy. West. Three Mile Lane Secdy. Hwy. Amity-Dayton Secdy. Hwy. Delegation urges improvement. No action.
20803		Meeting recessed at 11:00 a.m. to reconvene at 4:00 p.m.
		Contracts. Announcement of awards made.

Page	Date 1952	Subject
20804	Oct.21	Douglas County. Pacific Hwy. Oakland to Isadore. Easement agreement with Southern Pacific Company approved.
		Yamhill County. Pacific Hwy. West. St. Joseph Undercrossing. Easement agreement with Southern Pacific Company approved.
		Log hauling. Permission granted to haul logs on November 11.
		Election. Effect of trucking measure on hwy. funds discussed.
20805		Meeting adjourned at 4:45 p.m.
20806		EXHIBIT "A". Acquisition of r/w.
20826		EXHIBIT "B". Resolution naming "Ecola State Park".
20828		EXHIBIT "C-1". State Tax Street Funds.
20829		EXHIBIT "C-2". State Tax Street Funds.
20830		EXHIBIT "D". Orr Corner-Monmouth. 99W survey.
20832		EXHIBIT "E". Contracts completed and accepted.
20835		EXHIBIT "F". Lifting of reduced load limit. Secdy. Hwy. 130.
20836		EXHIBIT "G". Oregon Coast Hwy. "No Parking" zone removed.
20837		EXHIBIT "H-1", "H-2", and "H-3". Condemnation resolutions.
20846		EXHIBIT "I". Re-routing Tualatin Valley Hwy. in Forest Grove.
20848		EXHIBIT "J-1". Condemnation. Springfield Section.
20850		EXHIBIT "J-2". Condemnation. Deschutes County Line-Prineville Section.
20854		EXHIBIT "J-3". Condemnation. Garden Valley Road.
20858	Nov.24	Minutes of October 20 and 21, 1952, approved.
		Parks Superintendent reports on following matters:
		Hat Rock State Park. Umatilla County. Request of Pacific Telephone & Telegraph Co. for pole line across park approved.
		Umpqua Lighthouse State Park. Douglas County. Plaque for property from Menasha Woodenware Company approved.
		Van Duzer Corridor. Salmon River Hwy. Request of Alfred A. Loeb to purchase maple burls denied.
20859		Cape Sebastian State Park. Curry County. Request of Howard to construct roadway and spar pole approved.
		Sodaville State Park. Linn County. Request of Social Club to use building approved conditionally.
		Jefferson County. Donation of land at Blue Lake by H. L. Corbett accepted.
		Wallowa County. Request of Associated Ditch Companies for State to rebuild fish ladder in Wallowa River approved.
		Douglas County Park Supt. proposes state park on North Umpqua River east of Roseburg. Referred to State Parks Supt. for further study.
20860		Short Sand Beach State Park. Tillamook County. Request of St. Helens Pulp & Paper Co. to use road across park approved.
		Lincoln County. Oceanlake. Request for establishment of state park north of town. Action deferred.
		Coos County. Bandon. Chamber of Commerce asks State to purchase golf course for state park. Action deferred.
		Gilliam County. Condon. Request for state park near Condon and Fossil denied.
20861		Real property. Acquisition approved. See EXHIBIT "A".
		Real property. Acquisition of property for which no previous authority granted. See EXHIBIT "B".
		Sale of miscellaneous properties confirmed.

Page	Date 1952	Subject
20861	Nov.24	Multnomah County. West Portland-Harbor Drive Expressway. Exchange of properties with School District #1 approved.
20862		Portland. Purchase of Reidel property for 18th St.-19th St. 1-way couplet confirmed. State and City share expense.
		Coos County. North Bend. Transfer of leasehold of Coos Bay Timber Operators to Clarence Gould approved.
		Lane County. Springfield. Lease agreement with Mountain States Power Company to use state owned property approved.
		Hood River County. Hood River. Columbia River Hwy. Settlement with O. W. Bauer re rock wall approved.
		Lane County. Springfield. Condemnation of Albert Vik property authorized.
		Morrow County. Boardman. Requests from Bonneville Power Administration for easements granted.
20863		The Dalles-California Hwy. Lapine-Forest Boundary. R/w settlement demanded by Lawrence Kozowski. May have to condemn.
		C. W. Parker. Request from University of Oregon for services to conduct auction sales approved.
		Clatsop County. Astoria. Lease agreement with Union Oil for use of land in Astoria approved.
		Bids received on construction projects.
20866		Lincoln County. Oregon Coast Highway. Otter Crest. Settlement with Badley discussed. Action deferred.
		Meeting recessed at 12:00 noon.
		Highway 26 Association. Delegation urges improvements. Engineer to investigate.
20867		Condemnation proceedings authorized.
20868		Trial cases in court. Report made.
		Marion County. Pacific Highway East. Salem By-Pass Section. State vs George Brant re r/w approved.
		Coos County. Oregon Coast Hwy. Hauser-North Bend Section. State vs Clarence L. Stoddard re r/w approved.
		Coos County. Oregon Coast Hwy. Hauser-North Bend Section. State vs Darriell A. Gates re r/w approved.
		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser Unit. State vs Rollin M. Falk re r/w approved.
		Washington County. Pacific Hwy. West. Tigard-Tualatin River Unit. State vs Charlotte W. Kurth re r/w approved.
		Right of Way settlements reported:
		Lane County. Pacific Hwy. Goshen-Creswell Section. State vs Earl C. Law et al re r/w approved.
		Coos County. Oregon Coast Hwy. Hauser-North Bend Section. State vs Edward F. Bolt re r/w approved
20869		Douglas County. Umpqua Hwy. Reedsport-Luder Creek Section. Purchase of land from Earl S. Butler for r/w confirmed.
		Marion County. Pacific Hwy. East. Steiwer Hill-Albany Section. Santiam River Bridge. Karel Tomasek settlement approved.
		Jackson County. Pacific Highway. Medford-County Farm Section Settlement approved in Wm. Meredith Luse r/w case.

Page	Date 1952	Subject
20869	Nov.24	Washington County. Tualatin Valley Hwy. "Release of Access Restrictions" for Catherine Pointer approved.
20870		Washington County. Sunset Hwy. "Indenture of Access" approved providing connection to Pointer property.
		Surveys completed for following highways and adopted:
		Washington County. Wilson River Hwy. North Plains-Washburn Section following railroad grade. See EXHIBIT "L-2".
		Crook County. O'Neil State Secdy. Hwy. Deschutes County Line-Prineville Section. See EXHIBIT "L-1".
		Portland-Salem Expressway. Wilsonville to jct. with US99E near Salem. See EXHIBIT "L-3".
		Lane County. McKenzie Hwy. Springfield Section. (So."A"Street) See EXHIBIT "L-1"
		Lane County. Springfield. South "A" Project. City agreement approved.
20871		Lane County. Springfield. Option by City from Southern Pacific Railroad Co. for r/w improvement on South "A" Street approved.
		Portland. Steel Bridge ramp damage. Counsel's request to bring action against Wendell M. DeLorme approved.
		Marion County. North Santiam Highway. Settlement with Keith Phillips for state park access road approved.
		Douglas County. Pacific Hwy. Divide-Anlauf Unit. Solution of log problem with I. R. Lawrence approved.
20872		Malheur County. Authority granted to start suit against Tom Loe for gravel pit land.
		Deschutes & Klamath Counties. The Dalles-California Hwy. Lapine-Diamond Lake Jct. Section. Suit against Susie M. & Harry E. Ayers for r/w approved.
		Lincoln County. Otter Crest. Badley property. Old case to be dismissed. New complaint to be filed.
20873		Clatsop County. Oregon Coast Hwy. Gearhart. Installation of signal and signs for "Surfpine" road jct. approved.
		Linn County. Pacific Hwy. East. Albany. Extension of access road north of Albany denied.
20874		Permits. Reclassification of several hwys. from Group II to Group I approved.
		Sherman County. Wasco-Heppner Secdy. Hwy. Cottonwood Canyon Bridge. Removal of reduced load limit approved conditionally. See EXHIBIT "D".
		Marion County. North Santiam Secdy. Hwy. DeWitt's Road-Mill City. Removal of reduced load limit approved. See EXHIBIT "E".
20875		Coos County. Powers Secdy. Hwy. Log hauling violation by Leland Post. Revocation of PUC license requested.
		Used equipment and scrap materials sale in Salem. Bids received. Approved.
		Curry County. Oregon Coast Hwy. Brookings. City request for r/w on both sides of hwy. Approved conditionally.
20876		Forest Hwy. Programs for 1952-53. Engineer reports all but 7 projects placed under contract. No action.
		New Interstate Bridge between Washington and Oregon at Portland discussed by both Commissions.
		Plans for both the old and new to be toll bridges approved.

Page	Date 1952	Subject
20877	Nov.24	Mr. Bugge, Director of Highways for Washington, outlined procedure.
		Joint resolution re bridges adopted.
20879		Clackamas County. Portland-Salem Expressway. Boeckman Road. County Court protests closure of road. Action deferred.
		Coos County. Enegren Crossing. Coos River. Bids received for purchase of old ferry boats.
20880		Rock Production Projects. Authority confirmed to call for bids.
		Baker County. Pine Creek Secdy. Hwy. Halfway. Petition requesting road improvement denied.
		State Tax Street Funds. Plans approved. See EXHIBIT "G-1" and "G-2".
20881		Portland. T. H. Banfield Expressway. Halsey St. & 102nd Ave. Overcrossings. State to reinstall water mains.
		Coos County. Oregon Coast Hwy. North of Shinglehouse Slough. County Court request for new road connection approved.
		Award of contracts. Engineer reports satisfaction of conditions.
		Contracts. Increases in project authorizations for four hwy. projects approved.
20882		Sunset Hwy. at intersection with Murray Road. Illumination and turnout approved.
		Columbia County. Columbia River Hwy. St. Helens. Installation of signal approved conditionally.
		Jackson County. Medford (E. 8th St. & Riverside Ave.). Request for traffic control lights denied.
20883		Polk County. Dallas-Coast Hwy. & Salmon River Hwy. intersection. Installation of signal approved.
		Umatilla County. Milton-Freewater. Request for signals at Main and Elizabeth Streets denied.
		Linn County. Halsey-Sweet Home Secdy. Hwy. Brownsville. Request for signal at Main St. denied.
		Clatsop County. Oregon Coast Hwy. Seaside. Request for signal at 12th Ave. denied.
		Washington County. Beaverton-Aurora Secdy. Hwy. Railroad crossing. Installation of signal approved conditionally
20884		Yamhill County. Tualatin Valley Hwy. Yamhill. Request for signal at Main and Maple Streets denied.
		Extensions of time on hwy. contracts granted.
20892		Contracts completed and accepted. See EXHIBIT "H".
		Budgets for 1953. Highway, Parks and Travel budgets approved with changes
20893		Lake County. Warner Secdy. Hwy. Ski Grounds. Request for surfacing additional parking area approved.
		Deschutes County. Bend. Street assessment filed by City for Lafayette Ave. improvement approved.
		Klamath County. Crescent Lake Secdy. Hwy. Southern Pacific Railroad Company's request for improvement of hwy. deferred.
		Curry County. Oregon Coast Hwy.-Lower Fourmile County Road Jct. School District's request for elimination of hazardous condition approved.
		Travel Department advertising. Renewal of contract with MacWilkins, Cole & Weber for one year approved.

Page	Date 1952	Subject
20894	Nov. 24	Clackamas County. Oswego Hwy. at Stafford Road. Oswego. Engineer to advise City re traffic light.
		Coos County. Cape Arago Secdy. Hwy. near Empire. Revocable permit to Rupp for encroachment approved.
		Salary increases approved.
		Linn County. Santiam Hwy. Albany-Cascadia Section. Reduced speed zones. No shoulder parking and extension of truck lane approved. See EXHIBITS "I-1" and "I-2".
20895		Yamhill County. Pacific Hwy. West-Villa Road Jct. west of Newberg. No parking on north shoulder of hwy. approved. See EXHIBIT "J".
		Deschutes County. McKenzie-Bend and Redmond-Bend Hwys. Disposal of r/w approved. See EXHIBIT "K".
		Out of state travel authorized:
		R. H. Baldock to Hwy. Research Board, Washington, D.C.
		Mark H. Astrup to Hwy. Reasearch Board, Washington, D. C.
		W. W. Stiffler to Pacific Logging Congress, San Francisco.
		F. B. Crandall to Hwy. Research Board, Washington, D. C.
		Claims for damage approved:
		Grace Sweeney for damage to her car on Mt. Hood Hwy.
		H. M. Brown for damage to car on Interstate Bridge.
20896		Carl Mabry for damage to car and clothing.
		Wayne E. Allen for asphalt damage to car.
		William E. Blackaby for damage to car in Ontario.
		Ohio Casualty Ins. Co., for reimbursement to policy holder, Robert J. Bennett for damage to car in Lakeview.
		Clackamas County. Beaverton-Aurora Secdy. Hwy. Wilsonville crossing. Authority granted to call bids for ferry service.
		Lane County. Willamette Hwy. M.P. 8.73 to M.P. 8.93. No parking on shoulders approved.
20897		Secretary's report of papers signed approved.
		Unfinished business matters considered as follows:
		Yamhill County. Proposed re-routing of US99W through McMinnville pending.
		Klamath County. Jct. Merrill-Malin & Klamath Falls-Lakeview Hwys. Use for parking approved.
20898		Coos County. Coos Bay request for lease rights on excess r/w on waterfront pending.
		Wheeler County. John Day Hwy. Butte Creek-Summit Section. Major improvements requested.
		Condemnation actions. Verdicts explained by Counsel. Public Relations Section in R/W. Department approved.
		Tillamook. Wilson River Hwy. Request for sidewalk. Action deferred.
		Curry County. Brookings. Request for uniform width r/w along US101 to accomodate business.
		Coos County. Oregon Coast Hwy. Lakeside. Request for access road. Action deferred.
		Union County. La Grande. Proposed truck route through City. No action.
20899		Clatsop County. Gearhart. Request for safeguarding traffic at intersection of Oregon Coast Hwy. and road to "Surfpine".
		Extensions of time. Engineer's report not yet ready.

Page	Date 1952	Subject
20899	Nov.24	Commission meeting dates set for January 6, 1953, January 21-22, 1953, and February 26-27, 1953.
		Legislation. Oregon Roadside Council requests a bill re advertising along hwys. No action.
		North Portland. Swift Blvd. and Denver Ave. connection. Action on survey across Kernan property deferred.
		Contracts awarded. Public announcement made.
20901		Lane County. Siuslaw Hwy. Low Pass Section. Payment of claim to US Bureau of Land Management for 14 trees approved.
		Hood River County. Columbia River Hwy. Wyeth. Agreement with Union Pacific Railroad Co. for lease of gravel storage site approved.
		Wasco County. Columbia River Hwy. Rowena. Agreement with Union Pacific Railroad Co. re maintenance of water pipe line approved.
20902		Union County. Old Oregon Trail. Ladd Canyon Section. Extra payment for contruction of Molly Pebbler well approved.
		Jackson County. Pacific Hwy. Medford-Ashland Section. Release of frontage road rights for r/w purposes approved.
		Forrest Cooper promoted to First Assistant Construction Engineer.
		R. L. Porter promoted to Chief Right of Way Engineer.
		E. F. Chidsey promoted to Assistant Right of Way Engineer.
		A. F. Parsons assigned as Division Engineer at La Grande.
		Construction. Bond Program for $10,000,000 approved.
20905		Construction. Five Year Program based on Bonds and Federal Aid Funds approved.
20912		Meeting adjourned at 5:00 p.m.
20913	Nov.25	Chairman Chandler expressed seasons greetings and announced next meeting dates.
		Bids received on construction projects.
20915		Bonds. Sale authorized. Resolution adopted.
20917		Notice of sale approved.
20919		Bonds. Printing of bonds discussed. Bids to be received.
		Bonds. Proposed bill authorizing sale of additional bonds approved.
		Clackamas County. Government Camp property. Request to make state park of this property denied.
20920		Douglas County. North Umpqua River. Susan Creek and Circle "H" Lodge. Delegation requests state park. Action deferred.
20921		Lincoln County. Siletz Secdy. Hwy. Siletz-Kernville Section. Delegation urges hwy. improvements. Action deferred.
		Clatsop County. Oregon Coast Hwy. Seaside. Delegation requests relief of traffic congestion . Engineer to investigate.
20922		Clackamas County. West Portland-Hubbard Hwy. Boeckman Road closure. Delegation requests overpass. Engineer to review.
20923		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Linn County. Pacific Hwy. East. Albany. Delegation request for extension of access road north of Albany denied.
		Lincoln County. Oceanlake. Delegation requests state park within city limits. Action deferred.

Page	Date 1952	Subject
20924	Nov.25	Marion County. Woodburn. Request for access at Woodburn to proposed Portland-Salem Expressway denied for present.
		Contracts awarded. Public announcement made.
20926		Gilliam County. Condon. Delegation requests state park within City. Request denied.
		Tillamook County. Wilson River Hwy. Washburn-North Plains Section. Delegation inquires re plans for completion. Information given.
		Multnomah County. Columbia River Hwy. Columbia Gorge. "Save the Gorge" Committee urges acquisition of areas. Investigation to be made.
20927		Coos County. North Bend. Simpson Park. Easement to Al Peirce to construct road across park approved.
		National Hospital Association. Contract renewal accepted.
20928		Federal Aid Secdy. System. Additional mileage for 12 counties approved.
20929		Timber. Engineer to report re down timber and "danger" trees on hwy. r/w.
		Load limits. Engineer instructed to keep close watch on condition of hwys. due to winter season.
		Construction. Engineer to prepare maps showing contract work done on US Hwys. 30, 99 and 101.
		Agreements and other papers signed.
20931		Meeting adjourned at 4:00 p.m.
20932		EXHIBIT "A". R/w options.
20960		EXHIBIT "B". Acquisition of real property.
20962		EXHIBIT "C". Exchange of properties. West Portland
20964		EXHIBIT "D". Reduced load limit.
20965		EXHIBIT "E". Reduced load limit.
20966		EXHIBIT "F". No Parking. Rattlesnake Creek.
20968		EXHIBIT "G-1". State Tax Street Funds.
20969		EXHIBIT "G-2". State Tax Street Funds.
20970		EXHIBIT "H". Contracts completed and accepted.
20974		EXHIBIT "I-1". Speed zone resolution. Santiam Highway.
20976		EXHIBIT "I-2". No Parking. Sweet Home.
20978		EXHIBIT "J". No Parking. Newberg.
20980		EXHIBIT "K". Abandonment resolution. Tumalo-Bend Section.
20983		EXHIBIT "L-1", "L-2", "L-3". Adoption of surveys.
20989		EXHIBIT "M-1". Condemnation. Lapine-Forest Boundary Unit.
20993		EXHIBIT "M-2". Condemnation. Sylvan Section. Sunset Hwy.

Portland, Oregon
September 22, 1952

The State Highway Commission met in regular session at 9:00 a.m., Pacific Standard Time, in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Commissioner McIver was excused from attending this meeting.

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, at the conclusion of which it was announced that the awarding of contracts would be made at 3:00 p.m., Pacific Standard Time, in the same room:

PACIFIC HIGHWAY IN DOUGLAS COUNTY
CALAPOOYA CREEK BRIDGE AND STEARNS LANE OVERCROSSING

Snook Brothers, Corvallis	$111,100.00
Hamilton & Thoms, Eugene	111,660.00
Hannan Brothers, Portland	113,140.00
Tom Lillebo, Reedsport	114,870.00
C. J. Eldon, Portland	118,095.00
Fred H. Slate Oregon Limited, Portland	123,140.00

PACIFIC HIGHWAY IN JACKSON COUNTY
WAGNER CREEK BRIDGE

Ausland & Dodson, Grants Pass	$ 11,970.00
R. E. Meade & Co., Grants Pass	12,685.00
VaDare Construction Co., Portland	14,190.00
R & M Construction Co., Central Point	17,151.00
George E. Berry, Beaverton	17,810.00

LANE COUNTY
RICHARDSON-NOTI ROCK PRODUCTION PROJECT

Calkins Crushing Co., Ocean Lake	$ 24,150.00

Richardson-Noti Rock Production Project (cont.)

E. C. Swaggart, Coos Bay	$ 25,060.00
F. H. McEwen, Eugene	28,000.00
L. P. Stubblefield, Eugene	37,100.00

LINCOLN COUNTY
SPENCER CREEK PARK OVERNIGHT CAMPING AREA

Teller Construction Co., Portland	$ 23,817.00
Victor Johnston, Newberg	24,398.00
J. E. Jeremiah, Portland	26,174.78
Robert C. Wilson, Corvallis	27,287.50
Schrader Construction Co., Portland	32,218.50

MULTNOMAH COUNTY
ARATA ROAD UNDERCROSSING

Teller Construction Co., Portland	$ 35,712.80
Montag Brothers, Portland	37,095.00
C. M. Corkum, Portland	38,093.00
Orlando C. Bennard, Portland	38,338.00
C. J. Eldon, Portland	40,576.00
Schrader Construction Co., Portland	44,726.00
Fred H. Slate Co. Oreg. Ltd., Portland	47,350.00
United Builders, Inc., Beaverton	59,764.85

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
ONEONTA SECTION EMBANKMENT AND RIP RAP REPAIR

Rex C. Ayers, Portland	$ 7,230.00
B. M. Emery Co., Portland	9,860.00
C. J. Eldon, Portland	10,130.00
John A. Logan, Portland	10,150.00
J. N. Conley, Portland	10,975.00
River Bend Construction, Inc., Portland	11,150.00
F. C. Scott Construction Co., Portland	16,875.00

MULTNOMAH COUNTY TRAFFIC SIGNALS
POWELL BOULEVARD AND SANDY BOULEVARD

W. R. Grasle Co., Portland	$ 5,346.00
Montgomery Electric Co., Portland	6,725.00

The State Parks Superintendent reported on the following park

matters:

1. Proposal of Lane County Recreational Committee for development of a state park at Dorena Dam: The Parks Superintendent advised that pursuant to instructions from the Commission he has made a comprehensive study of the project and finds that while the area is desirable from a recreational standpoint and probably will be developed as a park sometime in the future, in his estimation, the State should not assume the responsibility until some of the other state parks in the vicinity of Eugene are further developed. He pointed out that the U. S. Corps of Engineers has developed areas at the Cottage Grove Dam which is not too far distant from Dorena and which will serve the people in this district for sometime to come. He also mentioned a number of state park developments in and around Eugene, and developments that had been made by the U. S. Forest Service along the Willamette and Upper McKenzie Rivers. He also pointed out that serious consideration should be given to the matter of the road improvement leading to the area, the Dorena area now being served by a county road about eight miles long which is partially oiled and partially graveled, and that the State will have to take this road over if the area is designated a state park. He recommended that nothing be done at the present time to establish a state park at this location. The Commission approved the recommendation unanimously.

2. Development of a state park along US 101 in North Lincoln County: The Parks Superintendent advised that he investigated six locations, including an area recommended by the Ocean Lake and Delake Chambers of Commerce near Ocean Lake, one of them being an area containing about 52 acres of land west of the highway at its junction with Roads End Road, and another being a 152-acre tract on the south side of Siletz Bay. He expressed his preference for the latter mentioned tract of all those investigated and recommended that options be negotiated to acquire this area, the development of which, he estimated, would cost about $28,000 including access roadway, sewers, water facilities, tables, stoves, etc. He estimated the cost of the tract opposite the intersection of the highway and Roads End Road at about $1,000 per acre or a total of $62,000. It was the feeling of the Commission that the tract located on the south side of the Siletz Bay would not satisfy the Ocean Lake Chamber of Commerce or others who are interested in the matter. Accordingly, action was deferred by the Commission until some future time.

3. Acquisition of "Petersen Rock Gardens" on the old route of US 97 between Redmond and Bend in Deschutes County: The Parks Superintendent advised that these gardens consist of many fantastic rock designs constructed by a Mr. Rasmus Petersen who spent a lot of time and effort collecting unusual stones and rocks from the Central Oregon area to create this very beautiful setting. He further stated that numerous suggestions have been received that this area be designated a state park. He gave as his belief that the area does not meet the requirements for a state park because it is entirely artificial in character and would not fit into the State Parks picture. Accordingly, he recommended against acquisition of the property. The Commission approved the recommendation.

4. Request of St. Helens Pulp and Paper Company for an extension of time within which to complete its log hauling operations across Short Sand Beach State Park, Tillamook County: The Parks Superintendent advised that the company is now operating across the park under an agreement with the Commission which expires on October 2, 1952 and that the company alleges that because of road building difficulties experienced in construction of a road across its own land adjoining the park, it is going to take about two years to complete the road and to log the timber they have in mind. The company's operations across the park, he said, will not detract from use of the park by the general public, and he accordingly recommended approval of the company's request for a two-year extension of the present arrangement. The Commission approved the recommendation.

5. Request of Ralph Koon for an extension of his agreement covering a logging road crossing of Devil's Elbow State Park on the Coast Highway: The Parks Superintendent advised that Mr. Koon has not completed his logging operations at this place and wants a two-year extension of the privilege previously granted which expires on October 5, 1952. He recommended approval of the request. The Commission approved the recommendation.

6. Request of R. A. Zimpel for an extension of his agreement with the Commission covering a logging road crossing of the Camas Mountain State Park on the Coos Bay-Roseburg Highway: The Parks Superintendent advised that the present agreement with Mr. Zimpel expires on October 9, 1952 and that Mr. Zimpel wants the time extended for a two-year period. He recommended approval of the request. The Commission approved the recommendation.

7. Confirm authority given Parks Superintendent to attend a meeting of the National Conference of State Parks which was recently held at Custer State Park near Rapid City, South Dakota: The Parks Superintendent advised that he incurred out-of-state travel expense in the amount of $231.85 to attend this meeting. The Commission authorized payment of this expense with State Highway Funds. In this connection the Parks Superintendent gave a brief resume of matters that were discussed at the meeting, pointing out that the meeting was attended by 125 people representing the Parks Departments of all of the states, whose reports indicate that their problems are very similar to those of the State of Oregon, and that they are being solved in much the same manner. He particularly pointed out that some of the states are extending themselves considerably more than the State of Oregon to provide overnight camping facilities.

8. Request of St. Helens Pulp and Paper Company to truck-haul logs over Saddle Mountain State Park Road, Clatsop County: The Parks Superintendent advised that the company's operations are quite extensive and will extend over a period of several years and that the company wants to transport all of the logs over the Saddle Mountain Road. He advised that the road is not suitable for this type of hauling, and undoubtedly will go to pieces unless it is reinforced. He also pointed out that the road is narrow and crooked and has very steep grades, so its use by logging operations will constitute a serious hazard to other traffic for which it was built. The State Highway Engineer gave further details with respect to the existing road. He estimated that it would cost about $80,000 to improve it as will be necessary if log hauling is permitted. He pointed out, as did the Parks

Superintendent, that the road was constructed for light traffic only and in its present condition is satisfactory for such purposes, so if the Commission reconditioned it to hold up under the use that the company wishes to put it, it would be spending State Highway Funds for private gain. He recommended that the company's request be denied. The Commission approved the recommendation and so ordered.

The Right of Way Engineer presented for the Commission's approval options obtained for the acquisition of real property needed as right of way or for other purposes in connection with State Highway construction. After careful consideration, the Commission approved the options as reported and authorized the Right of Way Engineer to close them in accordance with the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

In this connection the Commission discussed briefly the status of right of way acquisition on the T. H. Banfield Expressway, Portland. The Right of Way Engineer was instructed to render a report giving full information concerning this subject for all five units.

The Right of Way Engineer requested authority to negotiate acquisition of real property needed for the following purposes:

(1) Quarry site needed as a material source for the Portland-Salem Expressway near Butteville in Marion County, consisting of approximately 20 acres, owner Samons, Frohn, and Hart, Portland.

(2) Property needed for change in the channel of Wolf Creek on the Glendale Junction-Wolf Creek Section of the Pacific Highway near the town of Wolf Creek in Josephine County, in order to prevent flooding of private property caused by highway improvement, owners: John C. Porter, approximately 0.50 acre, and Harry Stewart, approximately 0.73 acre.

The Commission approved the request unanimously.

The Commission unanimously confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For a list of the properties sold, see copy of report prepared by Mr. C. W. Parker, Property Manager, dated September 22 and 23, 1952, on file in the Secretary's office under the heading "Miscellaneous Sales".)

The meeting recessed for luncheon at 10:30 a.m., Standard Time, and reconvened at 1:00 p.m., Standard Time, with the same persons present and participating.

The Commission considered and approved a Modification of Lease and Sale of Road Materials and Easement for Hauling Road with the Gilchrist Timber Company on the Lapine-Diamond Lake Junction Section of The Dalles-

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The Commission considered and approved a Modification of Lease and Sale of Road Materials and Easement for Hauling Road with the Gilchrist Timber Company on the Lapine-Diamond Lake Junction Section of The Dalles-

California Highway. (The lease was signed later in the session.)

The Commission also discussed and unanimously approved acquisition from the Southern Pacific Company of two longitudinal slope easements on the Lafayette-North Yamhill River Section of the Pacific Highway West, Yamhill County. (A form of easement was signed by the Commission later in the session.)

The Right of Way Engineer presented for the Commission's approval a correction deed conveying to Ernest G. Mitchell 0.06 acre of land in the City of Lakeview. He explained that the land is a portion of a stock pile site purchased some years ago, and that subsequently a minor boundary dispute arose. In order to dispose of the matter, he recommended that this small parcel be deeded back to Mr. Mitchell without charge. The Commission approved the recommendation. (The deed was signed later in the session.)

The Commission discussed and upon recommendation of the Right of Way Engineer unanimously approved changes in points of access to state highways as follows:

(1) Lentsch property on the Salem-Hayesville School Section of US 99E, File No. 13905.

(2) Dodds property on the Forest Boundary-Hauser Section of US 101, Coos County, File No. 18211.

(3) Judkins property on the Judkins Point-Goshen Section of US 99, Lane County, File No. 9311.

("Indentures of Access"covering each of the above changes were signed by the Commission later in the session.)

The Right of Way Engineer reported the results of negotiations to acquire tracts of land along the Umpqua Highway near Scottsburg whereon myrtle wood trees are growing. He recalled that the investigation was ordered by the Commission at the request of the "Save the Myrtle Woods, Inc." of Portland which sometime ago offered to contribute toward the expense involved. He advised that several parties were contacted, one being a Mrs. Gladys M. Kaskich who has agreed to sell her property for $1,000 but which, in his estimation, is too high. A Mr. Woodward and a Mr. Parker were also contacted, and it was determined they did not wish to sell their properties under any consideration so if their properties are acquired, acquisition would have to be by condemnation. He gave as his feeling that such procedure is not justified, and he recommended that none of the properties be acquired and that the matter be dropped. The Commission approved the recommendation unanimously. The Secretary was instructed to notify the association of the action taken, and to advise further that if the association sees fit to acquire the areas and to convey them to the State for park purposes without cost, the Commission will accept them.

The State Highway Engineer brought up for discussion a letter received from Mr. M. Edward Hunsperger, Washington, D. C., directed to Governor

McKay, regarding property that he owns at the intersection of Union Avenue and Denver Avenue in North Portland. It appears that Mr. Hunsperger owns approximately 29,000 square feet of land at this location which heretofore has been rented for business purposes from which he received a nice rental; however, construction of the highway at this point with its curves, islands, channels and markers, etc. has made it so inapproachable from the business standpoint, that his tenants have vacated the premises, and he has been unable to secure others so he wants the state to buy the property for which he asks the sum of $60,000. The Engineer advised that the State can use a small portion of Mr. Hunsperger's property for the proposed connection between Swift Secondary Highway and US 99W, but the entire property, which is appraised at $16,500, is not needed. He suggested that the Commission authorize negotiations with Mr. Hunsperger to acquire the property at somewhat near the appraised value. It was the feeling of the Commission that the price demanded by Mr. Hunsperger is entirely too high and, because the property is not needed immediately, that nothing be done about acquiring it at this time.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way or for other purposes in connection with various highway improvements, and to tender offers for the same in conformity with instructions given him in the resolution that was adopted by the Commission at its meeting on December 20, 1951:

County Farm-Ashland Section of the Pacific Highway

R 19532 - William Fox
Right of Way (Jackson)
0.07 acre

R 19533 - Maybelle A. Bunnell
Right of Way (Jackson)
0.32 acre

R 19534 - Thomas A. Klarin
Right of Way (Jackson)
0.25 acre

R 19535 - Edwin C. Gardner
Right of Way (Jackson)
0.02 acre

R 19536 - Charles K. Paulstick
Right of Way (Jackson)
0.26 acre

R 19537 - Wanda Crowl
Right of Way (Jackson)
0.08 acre

County Farm-Ashland Section of the Pacific Highway (cont.)

R 19542 - Jay B. Cochran
Right of Way (Jackson)
0.11 acre

Willamette River-White School Junction Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway

R 10625 - J. E. Langdon
Right of Way (Clackamas)
8.97 acres, plus drainage easement

R 10630 - Anna B. Wurster
Right of Way (Clackamas)
7.96 acres

R 17527 - Homer Langdon
Right of Way (Clackamas)
18.83 acres, plus drainage easement

R 18583 - James E. Langdon
Right of Way (Clackamas)
3.72 acres

R 19382 - Paul Cooney
Gravel Pit (Clackamas)
13.918 acres

R 19538 - Marie Schodde
Right of Way (Clackamas)
0.679 acre

R 19539 - John Downing
Right of Way (Clackamas)
0.604 acre

R 19540 - G. Mourens
Right of Way (Clackamas)
0.37 acre

State Street-South Unit of the Salem By-Pass Section of the Pacific Highway East

R 18294 - W. H. Grabenhorst Co.
Right of Way (Marion)
3.491 acres

R 18295 - G. H. Grabenhorst
Right of Way (Marion)
Parcel No. 1: 49.4 acres
Parcel No. 2: 23.195 acres
Parcel No. 3: 4.25 acres
Parcel No. 4: 0.153 acre

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State Street-South Unit of the Salem By-Pass Sec. of the Pacific Hwy. East (cont.)

R 18297 - Roy H. Simmons
Right of Way (Marion)
Parcel No. 1: 0.255 acre
Parcel No. 2: 0.168 acre

R 18300 - Arland Lovcik
Right of Way (Marion)
Parcel No. 1: 1.5 acres
Parcel No. 2: 8.35 acres

Unit No. 4 Section of the T. H. Banfield Expressway

R 14839 - Howard-Cooper Corporation
Right of Way (Multnomah)
1.16 acres

Rowena-The Dalles Unit of Mosier-The Dalles Section of the Columbia River Highway

R 16222 - W. R. Taylor
Right of Way (Wasco)

Reedsport-Luder Creek Section of the Umpqua Highway

R 15458 - Earle S. Butler
Right of Way (Douglas)
0.10 acre

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "I-1" through "I-9" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Chief Counsel rendered a written report of cases tried or in which judgment decrees have been entered since the August meeting of the Commission as follows:

(1) State vs. State Construction Company: This case involves a contractor who refused to accept the contract awarded to him by the State Highway Commission as a result of competitive bidding, the particular contract being for construction of piers for the Marion Street Bridge in Salem. The Chief Counsel advised that this case was decided against the State by the trial judge, but it is his intention to appeal.

(2) State vs. Anthony J. Becker, et al: This case involves acquisition of 0.675 acre of land needed as right of way for the improvement of the Newport-Toledo Section of the Corvallis-Newport

Highway. The jury in this case returned a verdict in the amount of $4,250.

(3) State vs. William R. Coats, et al: This case involves acquisition of 4.38 acres of land necessary as right of way for the Bay City-Tillamook Section of the Oregon Coast Highway with complete restriction of access to the new highway except for a farm crossing and the right to drive stock beneath the highway bridge. The jury in this case returned a verdict in the amount of $10,000. No interest was allowed by the court, but the court has not yet determined the amount of attorney's fees. The Commission approved the report. (For details see copy of report in the General Files.)

The Chief Counsel reported settlement of the following cases:

(1) State vs. Elmer H. Olsen et ux: This case involves acquisition of 5.46 acres of land needed as right of way for the Oakland Junction-Deady Section of the Pacific Highway. Offer tendered prior to commencement of condemnation proceedings was $5,128, which the owner refused because it did not leave sufficient property on which to carry on a saw mill operation. As a result of continued negotiations, an option was obtained for the purchase of 6.02 acres of land for the sum of $12,000, the owners being obligated to remove their saw mill from the property being taken by the State and to do other things in the State's interest. The Commission approved the settlement.

(2) State vs. Otto Nation, et al: This case involves acquisition of 0.927 acre of land needed as right of way for the Salem By-Pass Section of the Pacific Highway East. Offer tendered prior to the filing of a complaint was in the amount of $450. The property owner demanded $4,000. A compromised settlement has been reached at $2,500 and a deed has been secured from the owners on that basis. The Commission approved the settlement.

(3) State vs. Gordon T. Emery, et al: This case involves collection of a claim against Mr. Emery in the sum of $153.46 for damage to a State-owned delivery sedan in an accident involving a vehicle that was being driven by Mr. Emery. A compromised settlement was effected with the Oregon Automobile Insurance Company, Mr. Emery's insurance carrier, for the sum of $125, a check for which has been delivered. The Commission approved the settlement.

The Commission discussed and unanimously confirmed offers reported by the Chief Counsel, as follows, for acquisition of real property that is needed for various highway purposes which offers were tendered to the owners prior to institution of condemnation proceedings in conformity with authority granted him by the Commission in its resolution adopted December 20, 1951:

Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway

L-1816 - Owner: C. R. Lawrence, et ux. 18.40 acres for right of way and 0.31 acre for easement for channel change. Amount of offer $10,075.00. Authorized by Commissioner Reynolds on September 8, 1952.

Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway

R-19222 - Owner: Leo Schuemmer, et al. 0.20 acre for right of way. Amount of offer $1,000.00. Authorized by Commissioner McIver on August 21, 1952.

R-19221 -Owner: Paul M. McFarland, et ux. 0.12 acre for right of way. Amount of offer $2,500.00. Authorized by Commissioner McIver on August 21, 1952.

Unit No. 5 of the T. H. Banfield Expressway

R-19179 - Owner: Steve Calcagno, et ux. 0.417 acre for right of way. Amount of offer $1,200.00. Authorized by Commissioner McIver on August 21, 1952.

State Street South Unit of the Salem By-Pass Section of the Pacific Highway East

R-17361 - Owner: Helen R. Edmundson. 3.876 acres for right of way. Amount of offer $2,500.00. Authorized by Commissioner McIver on August 21, 1952.

Medford-County Farm Section of the Pacific Highway

R-18669 - Owner: L. C. Taylor, et ux. 0.18 acre for right of way, and 600 square feet for easement for channel change. Amount of offer $4,500.00. Authorized by Commissioner McIver on August 21, 1952.

R-19133 - Owner: John C. Kesler, et ux. 0.17 acre for right of way, and 0.76 acre for easement for channel change. Amount of offer $3,000.00 plus construction by the State of a chain link fence along the right of way and a foot bridge over the irrigation ditch. Authorized by Commissioner McIver on August 21, 1952.

R-18436 - Owner: I. W. Housechild, et al. 0.05 acre for right of way. Amount of offer $5,100.00. Authorized by Commissioner McIver on August 21, 1952.

R-19114 - Owner: E. H. Lamport, et ux. 0.20 acre for right of way, and 1,925 square feet for easement for construction of irrigation ditch. Amount of offer $1,000.00. Authorized by Commissioner McIver on August 21, 1952.

R-19151 - Owner: A. H. Boner, et al. 0.09 acre for right of way. Amount of offer $4,550.00. Authorized by Commissioner McIver on August 21, 1952.

R-19115 - Owner: William M. Luse. 0.05 acre for right of way, and 1,925 square feet for easement for construction of irrigation ditch.

Medford-County Farm Section of the Pacific Highway (cont.)

R-19115 (cont.) Amount of offer $900.00. Authorized by Commissioner McIver on August 29, 1952.

North Santiam State Park Access Road

R-17766 - Owner: Keith Phillips, et ux. 3.257 acres for park access road. Amount of offer $815.00. Authorized by Commissioner Reynolds on September 8, 1952.

The Chief Counsel brought up for discussion the question of renewal for a five-year period of the insurance policy in favor of the Union Pacific Railroad Company relating to snow removal in the Columbia Gorge. The Chief Counsel advised that the Commission has heretofore entered into two distinct snow removal agreements with the Railroad Company covering snow removal operations through the Columbia River Gorge -- one dated March 26, 1937, in which provision is made for the State to purchase liability insurance subject to the satisfaction of the Railroad Company, and the other dated December 19, 1950, by the terms of which the Railroad Company is to furnish necessary liability insurance to the satisfaction of the State. Pursuant to the terms of the 1950 agreement, he said, the Railroad Company submitted a certificate of insurance for the State's approval, but upon examination, was found to be unsatisfactory inasmuch as the coverage was on an award basis with respect to property damage liability rather than on an occurrence basis as was required by the 1950 agreement. He further explained that the matter was taken up with the Railroad Company which furnished a satisfactory endorsement but demanded that the 1937 agreement also be placed on an occurrence basis. These matters, he said, have now been taken care of, but the question arises whether or not it would be advisable to rewrite the policy for an additional five-year term on an occurence basis rather than securing an endorsement of the present policy. The cost of the endorsement, he said, would be nothing and the premium charge for the five-year renewal would be at the same rate the Commission is now paying, which is $800 per year. As a result of discussion, the Commission decided unanimously to dispose of the matter by endorsement to be attached to the present policy.

The Commission discussed briefly but deferred action until its next meeting, a written report from the Chief Counsel containing results of a study of the problem presented by verdicts in condemnation actions at times being too high and the remedial action that may be taken.

At the request of the Chief Counsel, the Commission unanimously confirmed for the record authority given to the Chief Counsel to remove the usual future frontage road clause from all right of way acquisitions for the Medford-County Farm and the County Farm-Ashland Sections of the Pacific Highway.

The Commission discussed and upon recommendation of the Chief Counsel and the Engineer unanimously approved a form of agreement with the North Slough Diking District Coos County, covering the installation of tide gates on a culvert structure at North Slough. The agreement provides that the

installation is to be made by the State at the sole cost of the district. (The agreement was signed later in the session.)

The Chief Counsel reported that settlement has been reached with Mr. Arthur M. Boner, et ux for right of way needed for the Medford-County Farm Section of the Pacific Highway. He explained that the taking is 0.09 acre of land including complete restriction of access to the new highway. He recalled that the Commission authorized condemnation of the property and an offer of $4,550 in connection therewith, but an option has been obtained from the owner for a consideration of $4,500. The Commission approved the settlement.

The Engineer reported the results of investigations conducted pursuant to the Commission's instructions to determine the necessity of stock passes on the Oregon Coast Highway between Coquille and Bandon. He said that investigation reveals that over a section 5.7 miles in length, there are nine ranchers who drive their dairy stock across the highway at least twice daily. He pointed out that during the years 1948 to date, the average daily traffic on the highway has increased from 1,823 to approximately 2,300 and that the accident rate on that section of highway also has been increasing steadily, although it has not yet exceeded the state-wide average rate of approximately five accidents per million vehicle miles. The investigation further reveals, he said, that the sight-distance at three of the cattle crossings is not sufficient for cars traveling 45 or 50 miles per hour to stop, but the sight-distance at the other six crossings is satisfactory. He recommended that there be included in the 1953 budget a minor betterment item for installation of three corrugated galvanized iron stock passes at the crossings serving the properties of Mr. C. M. Bogard at M. P. 285.51, Mr. J. W. Curtis at M. P. 287.05, and Mr. C. S. Danielson at M. P. 286.45. He estimated the cost involved at $7,500. The Commission approved the report and the recommendation.

The Engineer reported the results of the taking of bids in Salem on September 8, 1952 for the purchase of used equipment and scrap materials located at the highway shops in La Grande. He recommended acceptance of the high offer submitted for each item. The Commission approved the recommendation. (For details see tabulation of bids filed in the office of the Secretary under File No. 459, "Miscellaneous Proposals".)

A petition was presented signed by numerous citizens of Tillamook County in which request was made for sidewalk construction along the Wilson River Highway through the populated area east of Tillamook City. The Commission referred the matter to the Engineer for investigation and report.

The Commission discussed and denied a request from Mrs. Nettie Baker, Myrtle Point, Oregon, that the Myrtle Point-Sitkum County Road in Coos County be designated and improved as a state highway.

The Commission discussed a letter from the City of Haines requesting the oiling of the shoulders adjacent to the highway pavement on US 30 through the town's business district in order to eliminate a dust condition that obtains

during the summer season. The Engineer advised that this matter has been investigated and it has been determined that the work can be done for about $1,000. He recommended approval of the project as a minor betterment in 1953. The Commission approved the recommendation.

The Commission discussed a petition sponsored by Sixes Grange, Sixes, Oregon, Coos County, and bearing the signatures of numerous residents of this district, in which petition the Highway Commission is requested to construct a footwalk on the Sixes River Bridge for the safety and convenience of pedestrians. The Engineer advised that an investigation reveals that traffic, particularly truck traffic, is quite heavy on this structure. He pointed out that the bridge is 523 feet long and only 23 feet wide and that it takes a person about two minutes to walk across it which is too short a time to permit a pedestrian to wait for a break in traffic. He gave as his opinion there is justification for a sidewalk on this bridge and he recommended an expenditure of $5,000 for such purpose using reserve funds from the 1952 minor betterment budget. The Commission approved the recommendation.

The Engineer brought to the Commission's attention an error in the amounts allocated to two highway projects that were approved by the Commission at the previous meeting for the 1954 Federal Aid Program. These two projects are the paving of the Anlauf-Elkhead Road Section of the Pacific Highway, and the grading of the North Unit of the Elkhead Road-Rice Hill Section of the Pacific Highway both in Douglas County. The program as adopted, he said, shows an amount of $870,000 for the paving project and $200,000 for the grading project, whereas properly the amounts should be reversed. He asked the Commission to approve the change and to authorize the Secretary to correct the record of the previous meeting accordingly. The Commission approved the request unanimously.

The Engineer reported that the towns of Banks, Barlow, Bay City, Canyonville, Chiloquin, Corvallis, DeLake, Gearhart, Huntington, Lonerock, Mt. Vernon, Phoenix, Sisters, Waldport, and Waterloo have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the first six-month period of 1952; also that the towns of Boardman, Chiloquin, Joseph, Mt. Vernon, Prescott, Scappoose, and Siletz have satisfied the legal requirements with respect to State Tax Street Funds that accrued to them during the second six-month period of 1951; also that the towns of Chiloquin and Siletz have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that have accrued to them during the first six-month period of 1951. He further advised that the plans of the projects proposed to be financed with the funds in each instance have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto marked EXHIBITS "B-1", "B-2", and "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer requested an increase of $19,000 in the project authorization for the Cedar Point-Coquille Section of the Oregon Coast Highway under Contract No. 3464. He explained that the overrun of the original authorization was due to the necessity of using more sub-base and crushed rock surfacing materials than was anticipated. The Commission approved the increase unanimously.

A letter was presented from the County Court of Tillamook County requesting the oiling or construction of a black top surface on the Little Nestucca State Secondary Highway easterly from its junction with the Oregon Coast Highway to a place known as the Dunn Bridge. The County Court states that because of the dust condition of the present road, considerable losses are being caused to the owners of dairy farms located thereon. The Engineer advised that investigation reveals that the section of the highway referred to is 1.65 miles in length, and the the existing surfacing is of insufficient width or depth to permit oiling. This road, he said, carries considerable log hauling traffic and to improve it to an oil standard would cost about $25,000. He admitted that the dust nuisance is bad, but he pointed out there are many miles of county roads in Tillamook County that are in similar condition. He recommended that the request for oiling be denied until the Commission has more secondary highway funds than are available at the present time. The Commission approved the recommendation.

The Commission discussed and upon recommendation of the Engineer approved two agreements with the U. S. Bureau of Public Roads whereby the Bureau agrees to maintain for an additional one-year period two sections of state highways that were constructed with forest highway funds, one being the Ochoco Mountain Section of US 26, 18.15 miles in length, and the other being a 15.45 mile section of the Tiller-Trail Secondary Highway extending northerly from the summit. (The agreements were signed later in the session.)

The Commission discussed a request from the City of Baker that the State assume responsibility for improving and maintaining two city streets in Baker which connect at one end or the other with existing state highways. The Engineer advised that approval of this request by the Commission would establish precedent that would be far-reaching and eventually would involve an expenditure of a large sum of money which the Commission can ill afford. He recommended that the request be denied. The Commission approved the recommendation.

A letter was presented from the Secretary of State in which the Commission was requested to approve the improvement of Walnut Street in the City of Eugene in front of State Highway property which is under lease to the Secretary of State, so as to provide additional parking space for automobiles. The Engineer advised that the City of Eugene is improving Walnut Street between Franklin Boulevard (US 99) and 15th Avenue, a distance of 464 feet, of which the State's frontage extends 125 feet. Fifty feet of the State's frontage, he said, is occupied by the Secretary of State's office, and in order to provide suitable parking space along this frontage, it was considered advisable to construct a pavement several feet wider than standard. The city, he said, has completed the improvement on an understanding with the Secretary of State that the State would pay its regular assessment and would also pay the cost of the extra widening, or a total of approximately $1,900. Due to the large amount of truck traffic to and from the Highway Department's Maintenance Headquarters, the Secretary of State's Office, and the police operation, the Engineer recommended approval of the payment of this expense, and that the matter be presented to the next Legislative Assembly

to authorize payment of the amount if and when properly certified by the City of Eugene and the Secretary of State. The Commission approved the recommendation.

The Engineer reported that the survey for the revised location of the Divide-Rice Hill Section of the Pacific Highway in Douglas County has been completed. He exhibited a map showing the proposed location and explained details. He recommended adoption of the survey by the Commission. As a result of discussion, the Commission unanimously approved and adopted the said survey as recommended. The attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

The Engineer presented for the Commission's consideration an estimate for the 1953-1955 biennial budget which is required to be submitted to the Department of Finance and Administration for presentation to the 1953 Legislative Assembly along with the budget estimates of other state departments. The Commission approved the budget unanimously as prepared. (The budget was signed by the Commission later in the session.)

The Commission discussed and upon recommendation of the Engineer and Chief Counsel unanimously approved four agreements with the Southern Pacific Company relative to the Hauser-Douglas County Line Section of the Oregon Coast Highway, Coos County, as follows:

(1) Agreement covering construction of overcrossing at Ten Mile Creek.

(2) Easement for overcrossing structure and for slope easement adjacent to Ten Mile Creek structure.

(3) Longitudinal encroachment on the Hauser-Douglas County Line Section.

(4) Temporaty encroachment covering detour roadway.

(The agreements were signed by the Commission later in the session.)

The Engineer reported a request from Mr. George Korn, proprietor of the Willamette Pass Ski Area, for an enlargement of the car-parking area at the summit of the Willamette Pass as an accomodation to winter sports enthusiasts participating in winter sports at this location. He advised that the matter has been investigated and it has been determined that to do what Mr. Korn requests would cost about $7,150. He also said that the present parking area was constructed by the State in 1949 at a cost of $4,500 and because of its popularity has been used to full capacity during the past two winters and that the manager of the Ski Area predicts a much greater attendance at their winter sports events upon completion of the reconstructed Willamette Highway past Meridian Dam. He gave as his feeling that there is merit in Mr. Korn's request, but because of the lateness of the season, construction of the enlarged area should be deferred

until 1953 which would allow sufficient time to make further study of the project. Discussion of this matter brought out that the area to be improved is beyond the limits of the highway right of way and that Mr. Korn's resort is a private undertaking, also that the improvement requested by Mr. Korn is of a promotional nature. From the facts disclosed, the Chief Counsel questioned the Commission's authority to spend money for this purpose. The members of the Commission expressed reluctance to approve the project, and thereupon denied the request, at least for immediate undertaking. The Engineer was instructed to make a record of traffic conditions that occur at this location during the coming winter and to report his findings next spring when the matter will be reconsidered.

The Engineer requested authority to spend about $7,500 to enlarge the Highway Department's Maintenance Headquarters Building in Medford to accommodate the state police and the resident construction engineer who is to handle work either now under way or comtemplated in the near future in this locality. He suggested that the project could be financed within the limits of the current budget by transferring a portion of the funds heretofore budgeted by the Commission to construct a maintenance headquarters at Seaside, it being impossible to construct the Seaside project this year because a satisfactory building site has not as yet been found. As a result of discussion, the Commission unanimously approved construction of the building at Medford and the method of financing the same as suggested by the Engineer.

The Engineer also requested authority for an expenditure of about $1,200 for alterations to a building on the Ontario Spur Section of US 30 to accommodate personnel of the State Police Department and of the office of the Public Utilities Commissioner. He explained that the building is located near the west end of the Snake River Bridge and was acquired along with land that will be needed some time in the future for two additional traffic lanes when an additional bridge is built across the Snake River at this place. The State Police Department, he said, is very anxious to get additional office space at Ontario, and the Public Utilities Commissioner also wants accommodations which it is not practical to provide by enlarging the present highway building. The Police Department, he said, will pay $75 per month and the Public Utilities Commissioner $25 per month rental which is sufficient to retire the $1,200 investment in one year's time. He recommended approval of the expenditure. The Commission approved the arrangement unanimously.

The Commission approved a report from the Engineer advising satisfaction of the conditions covering the awards of the following contracts and also advising that contract and bond forms have been prepared and forwarded to the respective contractors pursuant to the Commission's instructions:

(1) Construction of the North Slough Culvert on US 101, Coos County. Conditions of award satisfied on September 3, 1952. Tom Lillebo, Reedsport, successful bidder.

(2) Grading and oil mat surfacing on the East Connection, Boardman Junction Section of US 30, Morrow County. Conditions of award satisfied August 28, 1952. Leslie Harris, Pendleton, successful bidder.

(3) Grading and paving the Shogren-Rowena Unit of the Columbia River Highway, Wasco County. Conditions of award satisfied August 22, 1952. Parker-Schram Company, Portland, successful bidder.

(4) Grading and oil mat surfacing on the Beaver Ammunition Storage Point in Columbia County. Conditions of award satisfied August 22, 1952. John R. Saxton, Clatskanie, successful bidder.

(5) Grading and paving on the Medford-County Farm Section of US 99, Jackson County. Conditions of award satisfied on August 20, 1952. T. W. Thomas, Portland, successful bidder.

The Engineer requested authority to contract construction of two bridges on the Lena-Nye Section of the Heppner Highway for which the sum of $17,000 was provided in the original project authorization for the improvement of this highway section. It was originally intended, he said, to use State forces to recondition these bridges to conform with Federal requirements; however, later it was deemed advisable to contract the work using state funds to finance it. By doing the work in this manner, he said, the project authorization for the Lena-Nye Project will be reduced by the amount of $17,000. The Commission approved the request.

The Engineer brought up for discussion the advisability of the State of Oregon joining with the other states of the Union, with the U. S. Bureau of Public Roads and with some of the industries in financing a test to determine the effect of single axle and tandem axle loadings on a wide range of rigid and flexible pavement sections in order to establish basic information to be used in the design of future highways and in the determination of load-carrying capacity of existing highways that are subject to heavy and frequent axle loads. He said that the study will include construction cost elements in relation to axle-load applications in order to correlate the original cost plus maintenance and depreciation of the different test sections with the magnitude and frequency of the applied load, and it is also to determine the effect of representation of stress on the service life of highway bridge structures. The location of the test section, he said, will be near the geographic center of the United States, in Illinois, and he estimated the total cost involved at approximately $3,500,000 of which about $1,500,000 will be paid with Federal Aid Funds; $1,000,000 will be contributed by industries; and the balance of approximately $1,000,000 will be contributed by the states, which means that each state will contribute between $20,000 and $25,000. He recommended that the State of Oregon join in this undertaking. In the discussion of the matter, the members of the Commission expressed themselves as being reluctant to obligate the sum required until the results of the Idaho test road have been made known and studied, and it was the feeling of the Commission that the formula covering the participation of each state should be adjusted so that those states which have larger revenues for highway purposes shall contribute proportionately more than those with small highway revenues. The Engineer was instructed to suggest such arrangement to the sponsors of the project.

The Engineer asked the Commission to confirm his action in ordering installation of traffic lights on the Dayton Bridge over the North Yamhill River, at a cost of $2,300. He explained that this is a narrow bridge and that recently a very serious accident occurred on it which convinced him that something should be done immediately to safeguard traffic inasmuch as it is not proposed to replace the bridge within the next five years. He added that because of the apparent emergency, he ordered installation of the signal on short notice. The Commission approved the Engineer's action.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

1. Zephyr Electric Company, Contract No. 3594, for installation of traffic signals on the Old Oregon Trail (Main Street) in the City of Baker, requested an additional extension of time of 24 days from June 21 to July 15, 1952, within which to complete this project. They attributed their failure to complete the project within the previously extended time limit to unavailability of necessary materials. The Engineer advised that the overrun in time limit was entirely due to slow delivery by materials suppliers and is not in any sense the fault of the contractor. He recommended in view thereof that the additional extension of time as requested be granted without penalty. The Commission approved the recommendation.

2. Parker-Schram Company, Contract No. 3537 for topping and paving on the Meridian Dam-Duval Creek Section of the Willamette Highway in Lane County, requested an extension of time of 15 days from August 1 to August 15, 1952, within which to complete this job. They stated that failure of other contractors to complete their grading contracts on schedule interfered with and delayed the placing of gravel topping materials; also that additional work and materials involved in a change in type of shoulder construction contributed to the overrun of time. The Engineer advised that the completion date specified in this contract was August 1, 1952; that all surfacing work was completed and the highway opened to travel by July 30, and that the overrun of time limit was required solely to permit the completion of stock piling of maintenance materials. The public, he said,has not been inconvenienced by the delay; neither has the State incurred any additional expense for engineering supervision. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. Leslie Harris, Contract No. 3693 for reoiling the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County, requested an extension of time of 302 days, from August 31, 1952 to June 30, 1953, within which to complete this job. He stated that it was impossible for him to complete this project within the specified time limit because rock which was to be furnished by the State had not yet been made available and indications are that it will not be available until

the spring of 1953. The Engineer advised that this contract provided that the rock for the reoiling operations would be furnished by the State through another contract and that failure of the other contractor to provide the rock in sufficient time to complete the oiling work this year necessitated postponement of such work until next year. The overrun in time limit, he said, is not the fault of the contractor, and he accordingly recommended that the extension of time as requested by granted without penalty. The Commission approved the recommendation.

4. Warren Northwest Inc., Contract No. 3699 for paving the Silverton (McLaine Street and West Main Street) City street project in the City of Silverton requested an extension of time of 46 days, from July 31 to September 15, 1952, within which to complete this job. The contractor explained that the delay in completing this project within the specified time limit was due to its plans to use materials from the paving plant which is to be set up at Monitor in connection with another state highway contract awarded to them, between Woodburn and Mt. Angel, which plant they expected to be in opetation by August 12, 1952. The Engineer advised that this contractor was awarded both contracts as stated, and it was their intention to pave both projects from the same setup Present indications are, he added, that both jobs will be completed in the very near future. He further stated that the state has incurred no extra expense for engineering supervision. In view thereof, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. Newport Construction Company, Contract No. 3665 for rock production on the Baker-Table Rock Creek Section of the Baker-Homestead Highway in Baker County, requested an extension of time of 120 days, from July 31 to November 30, 1952, within which to complete this job. The alleged their failure to complete the project within the specified time limit was due to the Engineer's request that they expedite several other state highway contracts which took longer than was expected, and as a result, the Baker rock production job got behind schedule. The Engineer advised that the contractor was requested to expedite several other contracts prior to starting this one in order that other major contracts would not be held up. The overrun of time, he said, will not cause any extra expense for engineering supervision, and he recommended, in view thereof, that the extension be granted without penalty. The Commission approved the recommendation.

6. United Contracting Company, Contract No. 3711 for grading and paving The Dalles Section of the Columbia River Highway in Wasco County, requested an extension of time of 61 days, from August 31 to October 31, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delay by the state in the award of the contract because of right of way difficulties and delays caused by the failure of the City of The Dalles to re-establish its water mains on four city blocks involved in this work. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He recommended, in view of the fact that the overrun of time was not the fault of the contractor, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

7. Western Paving and Construction Company, Contract No. 3733 for paving the Delake-Newport-Toledo Paving Project on the Oregon Coast Highway and certain city streets, in Lincoln County, requested an extension of time of 30 days from August 31, to September 30, 1952 within which to complete this job. They gave the following reasons for overrunning the specified time limit: "Late spring rain caused soft grade on contract we had with City of Sweet Home and delay in delivery and getting into operation of new equipment needed on this contract". The Engineer advised that the contractor purchased new equipment for this job and because of the failure of the manufacturer to deliver the equipment when expected, the contractor was delayed approximately six weeks in the performance of portions of this work. The State, he said, has incurred no extra expense for engineering supervision, and he recommended, in view thereof, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

8. Inland Construction Company, Contract No. 3682 for grading and paving and bridge construction on the Eagle Creek Section of the Clackamas Secondary Highway in Clackamas County, requested an extension of time of 45 days, from August 31 to October 15, 1952, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: delays incident to a 57-day steel strike; 20 days delay caused by a flash flood which destroyed bridge falsework; several days delay over procurement of spring from an adjacent property owner, and performance of extra work not included in the original contract. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct and that the overrun cannot be classed as the contractor's fault. He recommended, in view thereof, that the extension of time, as requested, be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

9. R. A. Heintz Construction Company, Contract No. 3534 for grading, paving, and bridge construction on the Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Sections of the Pacific Highway East in Multnomah County, requested an extension of time of 61 days, from July 31, 1952 to September 30, 1952, within which to complete this job. They gave the following reasons for overrunning the specified time limit:

a. Backfill could not be placed at the ends of the Slough Bridge because another contractor had not completed his work.

b. Necessity to allow fill materials to dry out so as to avoid settling when base rock and paving is placed.

c. Failure of the State and the City of Portland to reach an agreement relative to placement of curbs and driveways in front of business establishments on Union Avenue near Columbia Boulevard.

The Engineer advised that the contractor expedited the contract as much as he could, but because of the failure of another contractor to complete the Columbia Slough Bridge due to the steel strike, he could not complete the project within the specified time. He recommended, in view of the circumstances, that the extension of time,as requested, be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. Durbin Brothers Construction Company, Contract No. 3471 for grading and bituminous macadam surfacing on the Big Creek (Agate Beach-Newport) Section of the Oregon Coast Highway in Lincoln County, requested an extension of time of 32 days,from June 30. 1952 5o August 1, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions, extra work involved in construction of a box culvert necessitating the laying off of one shift of workers, and the necessity to readjust the oiling schedule because grading work was not completed on time. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He further stated that the traveling public was not inconvenienced by the delay, neither did the State incur additional expense for engineering supervision. He recommended, in view of the circumstances, that the extension of time, as requested, be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

11. O. C. Yocom Company and J. C. Compton Company, Contract No. 3706 for paving city streets in Carlton, Yamhill, and Lafayette, requested an extension of time of 30 days, from August 31, 1952 to September 30, 1952, within which to complete this job. They gave as their reasons for failure to complete the project within the specified time limit the necessity to start the Judkins Point-Goshen Paving Project, Contract No. 3618, immediately; also a crew to operate the McMinnville plant was not available until after September 1. The Engineer advised that all work in connection with this job except the paving work, was completed before the specified time limit expired and that the contractor's plant is set up to do the paving work on short notice. He further stated that at his request the contractor concentrated his efforts on the paving of the Judkins Point-Goshen Project. He recommended in view of the fact that the overrun of time was for the convenience of the Highway Department, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

12. H & R Construction Company, Contract No. 3631 for construction of the Second Street Overcrossing on the Columbia River Highway in Hood River, requested an extension of time of 30 days, from August 31, to September 30. 1952, within which to complete this job. They alleged that their failure to complete the job within the specified time limit was due to delay in securing clearance from the railroad company. The Engineer advised that before work on this project could start it was necessary that the railroad company move a water tank and do some other work. Due to the failure of the railroad company to move its tank, the contractor s operations were held up which accounted for the overrun of time limit. He recommended, in view of the circumstances, that

the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

13. Warren Northwest Inc., Contract No. 3769 for grading and paving the Summer Street Section (Chemeketa Street-Center Street) of US 99E in Salem, requested an extension of time of 30 days, from September 15 to October 15, 1952, within which to complete this job. The Engineer advised that this project involved construction of a portion of the Capitol Mall and that before the contractor could commence work, certain buildings had to be removed from the area. Because of delays in the moving of the buildings, the contractor's operations were held up for quite some time which accounted for the overrun of the time limit specified. The delay, he said, was not the fault of the contractor, and he recommended, in view thereof, that the extension of time be granted as requested, without penalty. The Commission approved the recommendation.

14. Portland Construction Company, Contract No. 3568 for landscaping the Coos Bay (Greenwood Avenue-Market Avenue) Section of the Oregon Coast Highway in the City of Coos Bay, requested an extension of time of 9 days from April 30 to May 9, 1952 within which to complete this job. They attributed their failure to complete the project within the specified time limit to delay of the grading contractor to do certain grading work as soon as was anticipated. The Engineer advised that this contract was worked in conjunction with the Fir Avenue-Ingersoll Avenue contract in the City of Coos Bay and because of the failure of the other contractor to complete the grading of the area to be seeded, the Portland Construction Company was not able to complete its job within the specified time limit. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

15. Ernest Ferrante and Company, Contract No. 3615 for roadside improvement on the West Prineville Section of the Madras-Prineville and Ochoco Highways in Crook County, requested an extension of time of 90 days, from June 30 to September 30, 1952, within which to complete this job. They stated that flood conditions and failure of the seed to germinate in an alkali area delayed completion of the project within the specified time. The Engineer advised that because of the alkali soil, it was necessary for the contractor ro reseed several of the areas in the landscaping project in order to comply with the specifications that the grass area must be mowed by the contractor at least three times before the project could be accepted. Because of the necessity of reseeding operations, he said, it was not possible for the contractor to complete the project until August 15, which was the actual completion date of the project. He recommended that an extension of time to August 15, 1952 be granted without penalty. The Commission approved the recommendation.

16. George E. Berry, Contract No. 3499 for fencing along the Willow Creek-Boardman Section of the Columbia River Highway in Morrow

County, requested an extension of time of 160 days, from November 30 to May 9, 1952, within which to complete this job. He alleged that he failed to complete the job within the specified time limit because he was unable to obtain all the necessary materials until May 1, 1952. The Engineer advised that this contract called for steel posts and steel wire, and because of steel shortages at the time the contractor was unable to secure delivery of such materials. He said that the overrun in time limit was not the fault of the contractor and he recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

17. D & H Paving Company, Contract No. 3561 for grading and paving the Hayesville-Salem (Lana Avenue) Section of the Pacific Highway East in Marion County, requested an extension of time of 17 days, from June 15 to July 2, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to an overrun of the quantities of materials to be handled. The Engineer advised that when this project was opened up, it was found that many pipes and culverts were in place which were not found during the preliminary investigations, so it was necessary to greatly increase the quantity of structural excavation, pipe removal, and reinstallation of pipe over the preliminary quantities. All of this work, he said, had to be completed before the contractor could commence regular grading operations with the result that the time schedule on the job was disrupted. He recommended in view of the fact that the extra work was no fault of the contractor that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein. The Commission approved the recommendation.

18. Vernie Jarl, Contract No. 3475 for grading the Herman Creek Road-Gorton Creek Section of the Upper Columbia River Highway in Hood River County, requested an extension of time of 274 days, from November 30, 1951 to August 31, 1952, within which to complete this job. He attributed his failure to complete the project within the specified time limit to delay of the Western Union Company to remove its pole line facilities from the highway right of way. The Engineer advised that the slowness of the Western Union Company to remove its poles from the right of way did contribute to the overrun of the time limit; however there were many other contributing factors which required the job to be operated very slowly, particularly two bad slides, one of which involved the railroad and necessitated the changing of the grade line in order to gain relief. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

19. K. C. Dack Construction Company, Contract No. 3712 for grading and oiling the Irrigon Ordnance Depot Access Road in Morrow County, requested an extension of time of 30 days, from August 15, 1952 to September 15, 1952, within which to complete this job. They attributed their failure to complete this project within the specified time limit to the delay of the State Highway Commission in awarding the contract. The Engineer advised that due to right of way

difficulties, the contract was not awarded until nearly 30 days after bids were received and that this delay did not permit the contractor to finish the grading operations in time to complete the oiling within the completion date specified. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

20. Cosmo Gilo, Contract No. 3421 for grading the Stout Creek-Mill City Section of the North Santiam Secondary Highway, requested an additional extension of time of 38 days, from July 1 to August 7, 1952, within which to complete this job. He attributed his failure to complete the project within the specified time limit to adverse weather conditions, to confusion of boundary lines with various property owners, and to additional work required to remove slides. The Engineer advised that this contract was awarded on October 10, 1950 with a specified completion date of July 15, 1951; further that Mr. Gilo commenced operations on October 23, 1950 but the work was suspended on November 10, 1951 because it could not proceed during the winter months but was resumed on April 14, 1952 and was completed on August 7, 1952. He recalled that because of right of way difficulties, the project was not completed within the specified time limit of July 15, 1951 so the Commission at its November 1951 meeting extended the completion date to July 1, 1952 with the understanding that no penalty would be assessed up to October 15, 1951 but that the contractor would be charged with the engineering expenses incurred by the State in connection with this job from that time up to the date the contract actually was completed. He gave as his opinion that Mr. Gilo has no legitimate excuse for an additional extension of time without penalty, and he recommended that the additional time now requested be granted subject to the condition that the contractor be assessed for all engineering expense incurred by him between October 15, 1951 and August 7, 1952 when the job was finally completed, except for the period between November 10, 1951 and April 14, 1952 when the work was closed down for the winter months. In the discussion of the matter, the Engineer presented Mr. Gilo's request for relief from the payment of the penalty. A letter was presented from the Bureau of Public Roads concurring in the Engineer's recommendation. As a result of the discussion, the Commission denied Mr. Gilo's request for relief of payment of the penalty but granted his request for the additional extension of time in conformity with the recommendation of the Engineer.

21. F. L. Somers, Contract No. 3535 for grading, surfacing, and rock production on the East Unit of the Antelope-Clarno Section of the Shaniko-Fossil State Secondary Highway in Wheeler County, requested an extension of time of 123 days, from April 30 to August 31, 1952, within which to complete this job. He attributed his failure to complete the project within the specified time limit to adverse weather conditions which prevented delivery of culvert pipe to the job in the fall of 1951, making it impossible for him to proceed with the grading and crushing work until the spring of 1952. The Engineer advised that the contractor experienced considerable trouble in securing metal pipe specified for the job, the

delivery of which was so late that he could not commence his grading operations until adverse winter weather set in. The conditions were such, he said, that the work could not be satisfactorily prosecuted during the winter months so it had to be held up until the spring of 1952. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The recommendation was approved by the Commission.

22. J. N. Conley, Contract No. 3595 for bridge construction, grading, and oil mat surfacing on the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road in Columbia County, requested an extension of time of 15 days from August 31 to September 15, 1952 within which to complete this job. He attributed his failure to complete the project within the specified time limit to inclement weather. The Engineer advised that the contractor's grading operations were held up due to a modification of a bridge design to fit unexpected foundation conditions; also that the overrun of time has not increased the cost of the engineering. In view thereof, he recommended that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein. The Commission approved the recommendation.

23. Snook Brothers, Contract No. 3573 for construction of the Banzer Bridge over the Nehalem River on the Nehalem State Secondary Highway in Columbia County requested an additional extension of time of 56 days, from June 15 to August 27, 1952, within which to complete this job. They gave the following reasons for overrunning the previously extended time limit: "Delays caused by loss of falsework from high water and subsequent repairs to the damaged structure". The Engineer advised that this project includes the removal of an existing bridge which could not be done until State forces had constructed and surfaced the approaches to the new structure, and that such work was not completed until May 22, 1952. The extension of time now requested, he said, is simply to allow for the removal of the existing structure. He recommended approval of such extended time limit without penalty because of the conditions prevailing. A letter was presented from the Bureau of Public Roads concurring therein. The recommendation was approved by the Commission.

24. Allen E. Sackett. Contract No. 3353 for grading and oil mat surfacing on the Salisbury Junction-Poker Creek Section of the Sumpter Valley Highway in Baker County, requested an additional extension of time of 16 days from June 30 to July 16, 1951, within which to complete this job. He gave no particular reason for overrunning the previously extended time limit other than to accommodate the oiling subcontractor. The Engineer advised that all work on this contract with the exception of the oiling, was completed by June 30, 1951. The oiling work, he said, was subcontracted to one of the larger oiling contractors whose schedule was arranged to take care of several other more important state projects prior to operating on this one. The delay, he said, did not inconvenience the traveling public, and the State incurred only $300 additional expense for engineering supervision which was more than offset by the benefits received from the adjustment of the oiling contractor's schedule. He recommended in view of the

circumstances that the additional extension of time as requested be granted without penalty notwithstanding that the Bureau of Public Roads will not concur therein. The Commission approved the recommendation.

24-a. Warren Northwest Inc., Contract No. 3519 for grading and paving the Davies-Forest Grove Section of the Nehalem Secondary Highway in Washington County, requested an extension of time of 280 days, from October 15, 1951 to July 22, 1952, within which to complete this job. They stated that their failure to complete the project within the specified time limit was due to prior commitments and inability of their supplier of materials to furnish sufficient materials to complete the project within the specified time. The Engineer advised that in connection with this job it was necessary for the contractor to get his paving materials from a commercial plant which, due to prior commitments, was unable to supply the materials in sufficient quantities to complete the paving work before bad weather set in last fall, so the work had to be carried over into the season of 1952. He recommended in view thereof that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads concurred therein. The recommendation was approved by the Commission.

25. M. L. and C. R. O'Neil and George E. Berry, Contract No. 3385 for bridge construction, grading and topping on the North Powder River Section of the Old Oregon Trail in Union County, requested an additional extension of time of 277 days, from November 15, 1951 to August 13, 1952, within which to complete this job. They stated that the project overran the specified completion date because of a 90-day delay with the railroad company before the job could be started, and because of a small misunderstanding with the resident engineer with respect to several small clean-up items. The Engineer advised that the contractor was held up for 90 days because of failure to reach an agreement with the railroad company, thus forcing his operations into adverse weather conditions during the fall and winter of 1950. He also said that all of the grading, topping, and structures were completed by December 22, 1951 and there remained only the removal of some oversized material and a small amount of refinishing of the hand rails on the North Powder overcrossing structure to complete the project. The State, he said, has incurred no extra engineering expense because of the overrun in time, neither was there any inconvenience to the paving contractor on this section. He recommended in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts Nos. 3353, 3385, 3421, 3474, 3475, 3499, 3504, 3535, 3561, 3568, 3573, 3594, 3597, 3610, 3615, 3628, 3635, 3644, 3651, 3652, 3655, 3657, 3658, 3668, 3677, 3683, 3738, and 3740 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and said projects are now ready for acceptance. After due consideration, the Commission, by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Secretary presented a letter from Mr. John A. Laing, Chairman of the Travel Advisory Committee, recommending in behalf of the Committee the appointment of Mr. Arthur O. Waud, Tillamook, Oregon, Manager of the Oregon Coast Association, as a member of the Committee to fill the vacancy caused by the resignation of Mr. Verne H. Tennerstet, former Manager of the Oregon Coast Association. The Commission unanimously approved the recommendation and instructed the Secretary to tender the appointment to Mr. Waud.

The Engineer brought up for discussion the utilization of IBM machines for the computation of earthwork quantities on construction projects. He advised that a Mr. W. E. Murphy, former employee of the State Highway Department, developed the idea and had it copyrighted. Moreover, he has applied for a patent, but none as yet has been issued, and in the opinion of the Legal Department, a patent will not be granted. He further explained that subsequent to Mr. Murphy's initial idea, the system was greatly improved by employees of the State Highway Department. Mr. Murphy, he said, is requesting payment in the amount of $12 per thousand for IBM cards should the Highway Department utilize this system, whereas, the price of regular IBM cards is only about $2.50 per thousand which indicates a profit of $9.50 per thousand to him, or a total royalty of about $8,000 per year. It is the opinion of the Chief Counsel, he said that the State Highway Commission should not pay any amount whatsoever to Mr. Murphy but should institute the use of IBM cards for the purpose desired since it will afford a material savings in engineering manpower. He requested authority to proceed immediately with the use of this method of computation notwithstanding a possible suit by Mr. Murphy, and to let the courts decide what, if any, compensation Mr. Murphy is entitled to. The Commission approved the request.

The Engineer reported that he has ordered the removal of the 36 ton maximum gross load limit heretofore in effect on the Grand Ronde River Bridge at M. P. 02.64 on the Wallowa Lake Highway effective August 29, 1952, this bridge having been reenforced so that it now will safely carry legal weight loads. He asked the Commission to confirm his action. The Commission approved the Engineer's action in this matter unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed Ordinance No. 315 passed by the Common Council of the City of Central Point on September 2, 1952, making it unlawful for any person to park a motor vehicle on the westerly side of Front Street (US 99)

between Manzanita Street and Bush Street within the City of Central Point. In the discussion, it was recalled that the Commission at the previous meeting indicated its approval of such an order on the condition that the City would adopt an appropriate ordinance relative thereto. It was the feeling of the Commission that the ordinance now under consideration satisfies that requirement; accordingly, the Commission approved the ordinance and unanimously adopted the attached resolution prohibiting the parking of vehicles on the westerly side of the highway between the limits covered by the ordinance, marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from Mr. Lewis C. Dyer, Condon, Oregon, complaining of the hazards that are created by people parking their automobiles on the shoulders of the Upper Columbia River Highway near its crossing with the Sandy River at Troutdale, and suggesting that something be done to correct the situation. The Engineer advised that a number of complaints have been received relative to parking of vehicles on the highway right of way at this point and that investigation reveals that the complaints are well founded. He recommended the establishment of a "NO PARKING ON HIGHWAY SHOULDERS" zone prohibiting the parking of cars on either side of this highway between M. P. 15.11 on the west side of the river and M. P. 15.69 on the east side of the river. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported the need to establish a "NO PARKING ON HIGHWAY SHOULDERS" zone on the east side of the Pacific Highway at its intersection with the Garden Valley Road about two miles north of the City of Roseburg where a channeled traffic interchange was recently completed. He explained that the highway has four traffic lanes between Roseburg and this junction and at the traffic interchange a transition is made from two lanes northbound to one land northbound. He also said that the parking of cars on the shoulders on the east side of the highway interfers with such transition,and he recommended appropriate action by the Commission prohibiting the parking of cars on that side of the highway between M. P. 197.63 and M. P. 197.76. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "F-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and denied the following requests for establishment of reduced speed zones on state highways:

(1) Petition from citizens of Newberg requesting establishment of a reduced speed zone along a portion of ORE 219 for a distance of approximately one mile north of the city limits of Newberg.

(2) Letter from the Superintendent of Schools of Myrtle Creek, Oregon, for the designation of a reduced speed zone on US 99 south of the town of Myrtle Creek through a community known as Tri-City.

The Commission's action was based on reports of the State Highway Engineer which indicated that the designation of such speed zones is not warranted by conditions obtaining at these locations.

There was presented to the Commission a petition signed by numerous residents of Oakridge and vicinity requesting the removal of several trees growing on the right of way of the Willamette Highway in Willamette City, an unincorporated town adjoining Oakridge; also requesting establishment of a 25-mile per hour speed zone through this district. The Engineer advised that this matter has been investigated, and it has been determined that a reduced speed limit is warranted. He recommended the establishment of speed zones as follows:

(1) 35 miles per hour between M. P. 34.87, west of Willamette City, and M. P. 36.07 at the west city limits of Oakridge.

(2) 40 miles per hour speed limit between M. P. 36.74, east city limits of Oakridge, and M. P. 36.93, easterly thereof.

As to the request for the removal of trees, the Engineer stated that, in his estimation,they do not constitute a hazard, and there is no reason to remove them other than to possibly benefit some small businesses that are somewhat shielded from view by the trees. He recommended that they not be removed unless further investigation reveals them to be unsound. The Commission approved both recommendations. The attached resolution designating the reduced speed zones as recommended by the Engineer, marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

The Engineer reported that the State Speed Control Board at its meeting on September 4, 1952, designated certain maximum speeds for traffic on state highways within the corporate limits of the City of Forest Grove. He further stated that investigation indicates that certain highways approaching the city limits should also be zoned for reduced speeds to conform to those effective within the city limits. He recommended the following:

Tualatin Valley Highway (ORE 6) (Highway No. 29)

From Martin Road (M. P. 17.77) to the east city limits of Forest Grove (M. P. 18.14) -- 35 miles per hour

Tualatin Valley Highway (ORE 47) (Highway No. 29)

From the south limits of Forest Grove (M. P. 19.68) to M. P. 19.84-- 35 miles per hour

Nehalem Highway (ORE 47) (Highway No. 102)

From a point north of Willamina Avenue (M. P. 88.12) to the north city limits of Forest Grove (M. P. 88.56) -- 40 miles per hour

The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "G-2" and "G-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to a claim presented by Hardware Mutuals for reimbursement in the amount of $55 for a claim paid to their insured, Hubert F. Hunt, under the comprehensive coverage clause contained in his policy. The Engineer advised that Mr. Hunt's car was damaged by road oil that was accidently sprayed on it during the operations of an oiling crew on the Sunset Highway ten miles east of Seaside on July 20, 1952. He recommended payment of the claim. The Commission approved the recommendation unanimously.

The Commission discussed and unanimously approved out-of-state travel expense amounting to $115 for Mr. W. C. Williams, Assistant State Highway Engineer, to attend a meeting of the Western Association of State Highway Officials Advisory Committee in Ogden, Utah during the early part of October; also for Mr. Lester Orton, Agronomist, to attend the Washington State Weed Control Conference at Chehalis, Washington, on October 27 and 28, expense involved $24.

The Commission discussed the items of unfinished business appearing on the Secretary's Summary, dated August 19, 1952, as follows:

(1) Request of Lane County Recreation Committee that the State develop a recreational area at Dorena Dam: The Commission ordered this item removed from the list of unfinished business, the Parks Superintendent's report on the subject having been rendered earlier in the session.

(2) Request of Delake and Ocean Lake Chambers of Commerce for establishment of a state park on US 101 near the Dorchester House: The Parks Superintendent reported on this subject earlier in the session. The Commission ordered the item deleted from the list.

(3) Proposed re-routing of US 99W through McMinnville: The Engineer advised that his report on this subject is not as yet ready to be presented to the Commission. The item was ordered retained on the list of unfinished business.

(4) Proposed purchase of seventy acres of timber land adjoining Honeyman State Park as an addition to the park: Chairman Chandler advised that he has given this matter considerable thought since the last meeting of the Commission and is convinced that it is not necessady at this time to acquire the property for which the owner is asking the sum of $7,500. He recommended deferment of the purchase until some future time. Commissioner Reynolds stated his concurrence in the recommendation, whereupon the item was ordered deleted from the list of unfinished business.

(5) Proposed use of the triangular area formed by the intersection of the Merrill-Malin and Klamath Falls-Lakeview Highways about four miles east of Klamath Falls: The Engineer advised that he has not yet had an opportunity to discuss this matter with Mr. Arthur W. Schaupp, former State Highway Commissioner, so has no report to make at this time. The item was ordered retained on the list of unfinished business.

(6) Request of the Hermiston Chamber of Commerce for the following improvements:

a. Widening of the Union Pacific Railroad underpass on ORE 207 three miles south of Hermiston.

b. Installation of traffic signals at the intersection of First and Gladys Streets in Hermiston.

c. Widening of the bridge on the old route of US 30 one mile south of Hermiston.

d. Erection of more adequate signs at the intersec ion of US 30 and ORE 207.

The Engineer estimated the cost of a new underpass and the widening of the existing roadway on ORE 207 three miles south of Hermiston at $110,000. The Commission decided not to approve this project; however, in the discussion, Commissioner Reynolds pointed out the need for a new bridge over the Umatilla River in close proximity to the underpass. The Engineer was instructed to investigate this bridge structure and report his findings.

As to Item No. 2 -- installation of traffic signals at the intersection of First and Gladys Streets: The Engineer advised that the Traffic Engineer made a further investigation and particularly checked the volume of traffic at peak hours as requested by the delegation from Hermiston that appeared before the Commission at the previous meeting. The investigation revealed, he said, that the conditions prevailing at this point still do not warrant installation of a traffic signal, based on standards adopted by the American Association of State Highway Officials. He again recommended that the request for signalization be denied. The Commission approved the recommendation.

As to the third item -- widening of the bridge on old US 30 one mile south of Hermiston: The Engineer advised that it has been determined from investigation that the existing bridge can be widened to a width of 32 feet for a cost of $6,200, and that it would cost an additional $1,500 to widen the approaches thereto, making a total expenditure of $7,700. This bridge, he said, is a potential hazard, and he recommended approval of the widening project as a betterment item in 1953. The Commission approved the recommendation.

As to Item No. 4 -- erection of more adequate signs at the intersection of

US 30 and ORE 207: The Engineer advised that this matter has also been investigated, and the Sign Engineer has arranged to replace the existing finger board signs with rectangular signs 3' by 4½' in dimension. The signs, he said, have been ordered and will be placed soon. The Commission approved the action taken by the Engineer in this matter.

In view of the Engineer's report on this item, the Commission ordered it deleted from the list of unfinished business.

(7) Request of the County Court of Wasco County for the rerouting of US 197 to connect directly with the proposed new bridge across the Columbia River at The Dalles: The Engineer advised that there will be nothing to report on this subject until the survey, which is now underway, is completed. He recommended that the item be deleted from the list of unfinished business because it will naturally come before the Commission again when he reports the results of the survey. The Commission approved the recommendation.

(8) Advisability of constructing cattle passes on the Oregon Coast Highway between Coquille and Bandon: This item was ordered deleted from the list of unfinished business because the Engineer's report on the subject was rendered earlier in the session.

(9) Request of the City of Coos Bay for lease rights on excess right of way along the waterfront in Coos Bay: The Right of Way Engineer advised that he is still negotiating with the City of Coos Bay. The Commission ordered the item retained on the list of unfinished business.

(10) Adoption of a program for $10,000,000 of highway funds to be made available by the sale of bonds after January 1, 1953: The Commission deferred action in this matter and order it deleted from the list of unfinished business.

(11) Proposed changes in the tentative five-year construction program for Federal Aid and bond monies: The Commission deferred action in this matter and ordered the item deleted from the list of unfinished business.

(12) Request of the Fossil Community Club for the widening of narrow sections on the Butte Creek-Summit Section of the John Day Highway, Wheeler County: The Engineer advised that his report on this subject is not yet ready for presentation to the Commission. The Commission ordered this item retained on the list of unfinished business.

The Commission considered and approved the Secretary's report on papers signed by him on behalf of the Commission during the period August 15 to September 19, 1952.

The Commission discussed briefly its proposed inspection trip of state highways through the western part of the State and decided not to make

the trip until sometime next year.

The Chief Counsel reported settlement of the case of the State Highway Commission vs. Artilla Pittman, legal file No. 1910, for the sum of $170. He explained that this case involves acquisition of two acres of land necessary as right of way for improvement of the North Corvallis Section of the Pacific Highway West, Benton County, together with complete restriction of access to the highway from the owner's remaining land and that the offer made prior to commencement of condemnation proceedings was $170 as authorized by the Commission which amount was accepted by Mr. Pittman after the filing of the complaint, and the condemnation case was dismissed. The Commission approved the report.

The Engineer reported a recommendation from the Memorials Committee of the Oregon Historical Society that three additional text boards containing historical information be erected on Oregon highways as follows:

(1) Memorial to Lewis and Clark to be erected just east of Corbett on the Upper Columbia River Highway where there is a suitable location. He said that the Royal Arch Masons of Oregon have offered to pay for the erection of the text board so it will cost the State nothing.

(2) Canyon Creek Memorial to be erected in the Narrow Canyon Creek Canyon a short distance south of Canyonville, Oregon, on US 99.

(3) Jesse Applegate Memorial to be erected on the present Pacific Highway in the vicinity of Yoncalla.

The Engineer estimated the total cost to erect the Canyon Creek and Jesse Applegate Memorials at approximately $600, and he recommended approval of the expenditure. He also recommended approval of the following texts for the three memorials which, he said, were prepared by the Memorials Committee:

LEWIS AND CLARK

"The Lewis and Clark expedition camped by this rock on November 2, 1805. Under the leadership of Meriwether Lewis and William Clark this was the first and most important American trans-continental expedition. It helped to establish the claim of the United States to the Pacific Northwest and to add to the national domain the present States of Oregon, Washington, Idaho and parts of Montana and Wyoming."

CANYON CREEK

"The first white travelers along this narrow gorge were Alexander Roderick McCould and a group of Hudson's Bay Company trappers enroute to California in 1828. Eighteen years later an official expedition of the Provisional Government, seeking a more direct route from Fort Hall, ex-

plored the canyon. During the next decade emigrants struggled down this river bed. Packers from the Port of Scottsburgh supplied the miners and settlers of southwestern Oregon and northwestern California via this route. Before the building of the railroad in the 1880's this was the main thoroughfare for the stages and the freight wagons between Oregon and California."

JESSE APPLEGATE

"Pioneer, statesman, philosopher, Jesse Applegate settled here in 1849. His home, which stood (so many miles) west of this spot near Mt. Yoncalla, was a center for much early Oregon history. In it was held the first session of the Provisional Government Court for the southern district. Applegate was first Surveyor General in 1844; the next year he helped reorganize the Provisional Government; in 1846 he helped blaze the southern route from Fort Hall into the Willamette Valley; in 1849 he was a member of the Territorial Government; in 1857 he helped frame the Constitution of Oregon."

The Commission approved both recommendations unanimously.

The Chief Counsel asked the Commission to take action by resolution readopting the survey and location of the Goshen-Creswell Section of the Pacific Highway in Lane County. He explained that the Commission at its meeting on February 26, 1951 by resolution adopted the survey and location of this highway section, but reference was made therein to a map bearing file No. 7B-6-4 which number was assigned prior to the actual completion of the map and was overlooked later when the map was completed and a new number was then assigned to it. This discrepancy, he said, involves a condemnation action to acquire right of way from Earl C. Law, et al, and in order to avoid embarrassment when the case comes to trial, he suggested adoption of a new resolution containing the correct map file number. The Commission approved the suggestion and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed briefly matters that are to be presented by delegations on the following day, but took no action thereon.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 3:00 p.m., Pacific Standard Time, Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action being unanimous:

"Construction of Calapooya Creek Bridge and Stearns Lane Overcrossing on the Oakland Junction-Deady Unit of the Pacific Highway in Douglas County: Snook Brothers, Corvallis, was the low bidder for this work in the amount of $111,100.00. There were five higher bids. The contract has been awarded

to Snook Brothers at its bid price.

"Widening the Wagner Creek Bridge on the Pacific Highway between Medford and Ashland in Jackson County: Of the five bids received, Ausland and Dodson, Grants Pass, was the low bidder for this work at $11,970.00. The contract has been awarded to the low bidder, Ausland and Dodson, at its bid price.

"Richardson-Noti Rock Production Project on the Richardson-Eugene Highway, Lane County: The Commission received four bids for this work, the low one being that of Calkins Crushing Company, Ocean Lake, at $24,150.00. The contract has been awarded to the low bidder at its bid price.

"Construction of the Spencer Creek Park Overnight Camping Area about seven miles north of Newport on the Oregon Coast Highway, Lincoln County: Five bids were received for this work, the low one being that of Teller Construction Company, Portland, at $23,817.00. The Commission has awarded the contract to Teller Construction Company, the low bidder, at its bid price.

"Construction of a reinforced concrete structure known as the Arata Road Undercrossing over the T. H. Banfield Expressway east of Portland, Multnomah County: Teller Construction Company, Portland, was the low bidder for this work at $35,712.80. Seven higher bids were submitted for this work. Teller Construction Company, the low bidder, has been awarded the contract at its bid price.

"Embankment and riprap repair on the Oneonta Section of the Columbia River Highway about 0.6 mile east of Multnomah Falls, Multnomah County: Of the seven bids received for this work, Rex C. Ayers Co., Portland, was the low bidder at $7.230.00. The contract has been awarded to the low bidder, Rex C. Ayers Co., at its bid price.

"Installation of traffic signals on Powell Boulevard and Sandy Boulevard in Multnomah County: Only two bids were received for this job, the low one being that of W. R. Grasle Company, Portland, in the amount of $5,346.00. The Commission has awarded the contract to W. R. Grasle Company at its bid price."

Chairman Chandler inquired concerning a letter received from a Mr.. Joseph A. Minott who offers objections to the granting of overnight camping privileges in Ecola State Park. Mr Minott alleges that when the park was donated to the State of Oregon by the former owners, it was understood that overnight camping would not be allowed in the area. The Parks Superintendent advised that he is developing a small overnight camping area at this place and that a thorough search of the records fails to disclose anything to the effect that such use of the property was not to be allowed. He was instructed by the Commission to convey such information to Mr. Minott.

The Engineer presented a request from Mr. Archie C. Pierce, President of Pierce Freight Lines, for the weighing of several passenger buses of the Greyhound and TrailwaysCompanies on some pre-arranged date at three typical locations along the Pacific Highway across the State of Oregon. It was the feeling of the Commission that Mr. Pierce's request should be granted and accordingly the Engineer was authorized to do such weighing subject to the condition that the bus companies

shall be notified in advance as to the time and location where the tests are to be made and that the weighmasters will have the cooperation and assistance of State Police officers in connection therewith. The matter was referred to the Assistant State Highway Engineer, Mr. W. W. Stiffler, to handle the details.

Commissioner Reynolds brought up for discussion a letter from the Union Commercial Club Union, Oregon, suggesting the maintenance of signs on the new Ladd Canyon route of the old Oregon Trail bearing information to tourists as to the location and distance to the towns along the old highway route between La Grande and North Powder. The matter was referred to the Engineer for investigation and report.

Commissioner Reynolds also brought up for discussion a dangerous condition that exists on the Medical Springs Secondary Highway in the town of Medical Springs where the highway is on a curve and where accidents frequently occur. He suggested that a sign should be maintained on each side of this point to warn traffic of the danger. The Engineer advised that the matter is now being investigated and that a report will be rendered to the Commission when the investigation is completed.

The Chief Counsel requested a leave of absence for one month to attend a one week's orientation course to be conducted by the Sixth Army Infantry School at Fort Benning, Georgia from October 12 to October 18, 1952, and to visit for a few days with relatives in the East. The Commission approved the request.

The Commission discussed a report of the Engineer on his meeting with the Washington State Highway Commission in Olympia, Washington, on Tuesday, September 16, 1952 with reference to the design of a proposed low level bridge across the Columbia River between Vancouver and Portland paralleling the present structure between these points. He explained briefly the matters that were discussed and pointed out particularly a suggestion offered that the Highway Commissions of both states appoint a working committee consisting of its Engineer and its Attorney to make a further study of this project as a joint venture. He recommended approval of such plan. The Commission approved the recommendation subject, however, to the understanding that the Commission is making no commitment, implied or otherwise, with respect to the project. (For further details see copy of Engineer s written report on the subject dated September 18 1952 in General Files.)

The Engineer brought up for discussion the question whether or not to charge for plans and specifications that are furnished to the suppliers of materials that go into State Highway construction. He recalled that the Commission at a meeting held on December 20, 1948 authorized the furnishing of such plans without charge to suppliers of steel for bridge projects but he said, suppliers of other materials now have asked for the same concession and the question arises how far he should go in furnishing the information free of charge. He expressed himself in favor of charging everyone for the plans regardless of who they may be--suppliers of materials or contractors, the

present rate being $2 for each set furnished. The Commission unanimously approved charging everyone for the plans at the present rate.

The meeting adjourned at 3:45 p.m., Pacific Standard Time, to reconvene on the following morning in the same room.

Portland, Oregon
September 23, 1952

The meeting of the State Highway Commission reconvened at 9:00 a.m., Pacific Standard Time, in the Green Room of the Imperial Hotel with the same persons present and participating.

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which it was announced that the Commission would award contracts at 3:00 p.m., Pacific Standard Time:

WEST PORTLAND-HUBBARD HIGHWAY IN CLACKAMAS COUNTY
GRADING AND PAVING

Roy L. Houck & Son, Salem	$320,721.00
F. C. Scott Construction Co., Portland	339,585.00
R. A. Heintz Construction Co., Portland	342,130.50
Vernie Jarl, Gresham	342,205.00
Steelman Duff, Inc., Portland	347,098.50
Babler & Rogers, Portland	347,910.00
John Havlik, Jr. Scappoose	349,902.50
Durbin Brothers, Eugene	350,962.50
O. C. Yocom, McMinnville	355,015.50
Fred H. Slate Oreg. Ltd. and E. C. Hall Co., Portland	362,420.00
Guy F. Atkinson Co., Portland	362,566.00
J. N. Conley, Portland	363,460.50
Cosmo Gilo, Lowell	368,098.00
Parker-Schram Co., Portland	378,682.50
J. C. Compton Co., McMinnville	389,915.00
Kuckenberg Construction Co., Portland	390,042.50
Gibbons and Reed, Salt Lake City, Utah	398,189.00

WILLAMETTE RIVER BRIDGE IN CLACKAMAS COUNTY
WILSONVILLE BRIDGE STEEL

Bethlehem Pacific Coast Steel Corp., Seattle, Washington $462,872.00

Willamette River Bridge Steel (cont.)

General Construction Co., Portland	$487,200.00
Judson Pacific-Murphy Corp., Emeryville, Calif.	488,092.00
American Bridge Division, U. S. Steel Corp, Portland	504,860.00

COOS COUNTY
BULLARDS FERRY BRIDGE

Carl M. Halvorson, Inc., Portland	$639,993.00
C. J. Eldon, Portland	655,929.00
Tom Lillebo, Reedsport	657,665.00
Hamilton & Thoms, Eugene	683,220.00
General Construction Co., Portland	738,718.50
Guy F. Atkinson Co., Portland	742,563.00

The following members of the Common Council of the City of Ashland were present regarding improvement of US 99 along the route of the present highway through Ashland. Honorable P. H. Stansbury, Mayor; Fred Taylor, Fred Homes, Walt Weiler, Dick Niell, and Art Eriesman, all City Councilmen; and Elmer Biegel, City Superintendent. Mayor Stansbury headed the group. He read aloud and presented to the Commission a petition requesting:

(1) Widening of Highway 99 within the city limits of Ashland
(2) Installation of traffic lights on Main Street in Ashland

He also presented a copy of a resolution that was adopted by the City Council at a meeting in February, 1952 in which resolution the Highway Commission is requested to conduct a survey for the purpose of determining the advisability of widening Highway 99 within the City of Ashland to a four-lane highway wherever possible, and to commence construction of the project as soon as funds are available to finance it. He called upon other members of the delegation to speak in behalf of the project. Three members responded with brief remarks. In reply, Chairman Chandler advised that the Commission is not in any position at this time to make a statement with respect to improvement of the highway through Ashland and cannot take action until an engineering investigation has been made to determine what is needed and the cost involved. He pointed out that there is a shortage of engineering personnel so it would take sometime to conduct any investigation or survey that the Commission might authorize; however, he said, the Commission will ask the Engineer to make the investigation as soon as that can be conveniently done. The Engineer was thereupon instructed to make such a survey.

Honorable Robert O. Dimmick, Mayor of the City of Brookings, Oregon, and Mr. Charles Echols, City Engineer, were present and asked

the Commission to provide a uniform width of right of way along the Oregon Coast Highway north of their city which, they said, is necessary to permit property owners to properly develop their adjacent holdings. He said that the city has been undergoing considerable growth and development, and at this location it is very hard to establish a uniform setback for improvements because of the varying widths of the highway right of way. They exhibited a map showing the section involved, and advised that property owners are willing to cooperate by extending culverts and filling in the old highway to a level with the new one at their own cost and expense. They requested permission in behalf of the property owners to fill in the old road, and they also asked the Commission to grant access to the highway at each end of the filled-in section. The Engineer advised that this matter was previously considered by the Commission at the request of Mr. Elmer Bankus of Brookings, that the matter was investigated, and that the Commission adopted his recommendation that Mr. Bankus be permitted to fill in the old road up to the approximate level of the new highway provided the area between the old and the new highways was left in its present condition. Moreover, no objections were offered to allowing Mr. Bankus access to the new highway at each end of the fill. He further stated he has no reason to change his previous recommendation on the subject. As a result of discussion, the Commission instructed the Engineer to make a further investigation of the matter and report his findings. Mayor Dimmick then asked the Commission to construct curbs, gutters, and sidewalks along the highway within the city limits, which, he said, has been extended northerly to include Harris Beach State Park. He was informed that the other matter should be disposed of first.

The meeting recessed at 11:00 a.m., Pacific Standard Time, and reconvened at 1:00 p.m., Pacific Standard Time, with the same persons present and participating.

The Commission discussed briefly matters pertaining to the adoption of a program for $10,000,000 of State Highway Funds that will become available when additional bonds are sold after the first of January, 1953 but deferred action until later.

A delegation from Douglas County consisting of Messrs. Eugene Fisher and Cecil Denny, farmers, Oakland, and Ted Taylor and A. R. Marsh, merchants, Elkton, was present in the interest of the Elkton-Sutherlin State Secondary Highway. Mr. Fisher headed the group. He urged the Commission to improve the northerly end of this highway, particularly the section between Kellogg Bridge and Smith Bridge, and he gave the following reasons in support of his request: (1) The Elkton-Sutherlin Highway provides the shortest route to the coast from Roseburg and Central Douglas County, being fourteen miles shorter than the route through Drain. (2) The two-mile section between Kellogg Bridge and Smith Bridge contains many sharp curves and steep grades which should be eliminated so farmers can truck-haul their produce to market without taking a roundabout course about twenty-two miles longer. Trucks, he said, cannot negotiate the hills. (3) Improvement of the road would facilitate movement of log and timber products from seven or eight small sawmills which operate in the vicinity, to Elkton. (4) The road in its present condition is not safe for the operation of school buses, two of which operate over it. He stated further that this highway was placed on the State

Secondary Highway System in 1931 and in his estimation its improvement is merited. Messrs. Taylor and Marsh endorsed the remarks of Mr. Fisher. Chairman Chandler pointed out that the Highway Commission has spent a lot of money on this road during the past two years and is now endeavoring to find funds to improve the southerly end at Sutherlin. He explained briefly the provisions of the new Federal Aid Law and advised that the present outlook is that the Commission will have no more money to spend on this road for the next couple years other than right in Sutherlin. He added that if the Commission had sufficient funds available, it would be glad to improve the road as requested, but such funds are not available without depriving other communities of funds that rightfully belong to them, and whose roads are equally as bad or perhaps worse than the Elkton-Sutherlin Highway. The Highway Commission, he said, is endeavoring to distribute its funds throughout the State on an equitable basis, and according to the records, Douglas County presently is receiving more highway money than any other county in the State. In conclusion, Mr. Fisher stated that they will be satisfied with a small improvement each year. He filed with the Commission a brief and petition in support of his oral arguments.

The following persons representing the City of Astoria appeared before the Commission regarding adoption of a one-way street grid system for certain streets in the central business district of Astoria including those over which the state highway is routed: Mr. Brewer Billie, City Manager, Mr. J. A. Greenberg, Member of the Traffic Committee; and Sergeant Harold A. Ellsworth, City Police Department. Mr. Billie was principal spokesman. He recalled that in 1949 a survey of traffic conditions in the City of Astoria was made by the State Highway Department and from the results thereof, a tentative plan for establishment of a one-way street grid was formulated. This plan, he said, provides for the designation of Bond Street as a one-way street for southbound highway traffic, and the designation of Commercial Street as a one-way route for northbound highway traffic. He further stated that the City Council has approved the establishment of this system and has authorized its installation if the State Highway Commission will cooperate. A map was exhibited showing the system as planned which included provisions for one-way traffic on several streets that intersect the highway route. Chairman Chandler inquired if the city will put into effect its one-way street grid on city streets at the same time the Highway Commission puts into effect the one-way couplet for highway traffic, to which Mr. Billie replied in the affirmative. Chairman Chandler then gave as his understanding that the entire cost of the project so far as the highway couplet is concerned and including traffic signals is estimated at $32,000, of which amount the City has agreed to pay $14,000, the balance of $18,000 to be assumed by the State. He inquired if that understanding is correct. Mr. Billie again replied in the affirmative. He added that the City expects to install at least one extra signal and perhaps more, and that the cost of the same will be paid entirely with city funds; also, that the city is now ready to proceed with the installation. The State Highway Engineer mentioned that if the Commission approves the project, plans and specifications can be prepared so that bids can be received by the Commission either at its November or December meetings. As a result of discussion, the Commission unanimously approved the project for construction in 1953 on the basis that the State's contribution will be $18,000

and the City's contribution $14,000, and that the City will pass necessary ordinances. The matter is to be covered by a written agreement between the City and the State. The Engineer was authorized to advertise the project for bids later in the year.

The County Court of Crook County, represented by County Commissioners J. C. Minson and Wm. R. McCormack, was present and requested additional improvements to the Paulina State Secondary Highway. Mr. Minson was principal spokesman. He advised that the United States Reclamation Service which has had under consideration for a long time the selection of a site for the Prineville Dam in Crooked River recently selected a site near the point where the river crosses the Crooked River Highway about fifteen miles south of Prineville, and in view thereof, theybelieve that now is the time to further improve the Paulina Secondary Highway easterly from the end of the present improvement. He referred to a brief presented to the Commission about two years ago pointing out the need for this road. Commissioner Reynolds mentioned the improvement already completed on this highway, and he recalled that the County Court was previously informed that the road would be further improved sometime in the future when the traffic developed, but he said, the records do not disclose that the volume of traffic has yet reached that point. He further stated that improvement of the Paulina Secondary Highway is in the Commission's overall state program but no monies have been allocated or set up for it as yet, and there is a question when necessary funds will become available. Mr. McCormack inquired as to the new Federal Aid Secondary Highway Funds and was informed by Chairman Chandler that the program for the funds that will become available during the fiscal year 1954 has already been arrangedbut does not include an allotment for the Paulina Highway, although the Commission is tentatively considering an allocation for this road in future programs. He assured the Court that the Commission will give the Paulina Road equal consideration as other highways in the allocation of future highway funds.

Mr. J. Shelt Burres, rancher, Condon, Oregon, and Mr. Van Rietmann of the Condon Commercial Club were present regarding the Wasco-Heppner State Secondary Highway, particularly with reference to the use of the bridge over the John Day River which is posted for maximum 15-ton load. Mr. Burres stated that the people of this district are extremely desirous of transporting over this bridge loads weighing in excess of weight for which this bridge is posted, and he gave as his understanding that such permission would be granted by the State Highway Commission if a bond of sufficient amount were furnished to guarantee repairs to this structure if it were damaged by reason of such overloads. He inquired as to the amount of the bond that the Commission would require. He was informed by Chairman Chandler that the Commission cannot accept a bond from anyone to cross this bridge with a load weighing more than weight for which the bridge is posted. At his request the Chief Counsel advised that the furnishing of a bond would merely indemnify the State against damage to the bridge but not against loss of life if that should happen. In view of the Chief Counsel's statement, Chairman Chandler advised that the Commission will not authorize movements over this bridge weighing more than fifteen tons for which the bridge is posted because, according to the Engineers the bridge is not safe for loads of greater weights and in cases of this kind, the Commission must abide by the opinion of its experts. In reply

to an inquiry from Mr. Burres as to how long it will be before the bridge is replaced with a better structure, Chairman Chandler advised that indications are that it will be quite a few years.

Mr. Burres then stated that rumors are current in their district that the State Highway Commission intends to reroute the western end of this highway so as to connect with the Sherman Highway in the town of Moro, by-passing the grain warehouses in Hay Creek Canyon. He inquired as to the plans of the Commission in that regard. The Engineer advised that such rerouting has been requested but the Commission has taken no action in the matter.

The following persons representing the Westside Highway Association came before the Commission in the interest of the Pacific Highway West (US 99W): Messrs. Floyd B. Willert, Member of the Westside Highway Association, Dayton; B. M. LeFevre, Chairman of Chamber of Commerce Highway Committee, Newberg; and Carl Francis, State Representative, Dayton. Mr. Willert headed the group. He said that the Westside Highway Association had an appointment with the Commission at this meeting but the time was too short to prepare for it so they are going to ask for another appointment during the next meeting of the Commission. He mentioned briefly that they have in mind to ask the Commission for a number of improvements to this highway between Dayton Junction and Rickreall, including the widening and straightening of the highway at a number of points, elimination of railroad grade crossings, replacements of weak bridges, etc., and he asked the Commission to be prepared at that time to advise them regarding the things that they propose to bring up for discussion. Mr. LeFevre asked that something be done to eliminate the hazardous underpass on US 99W north of Rex where, he said, accidents have occurred. He suggested an alternate routing of the highway at this point. The Commission instructed the Engineer to render a report on the subjects presented by both Mr. Willert and Mr. LeFevre.

The Commission discussed with the Engineer the bids received during the morning session for highway construction and at 3:00 p.m., Pacific Standard Time, Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the action of the Commission being by unanimous vote:

"Grading and paving 2.11 miles, the Willamette River-Marion County Line Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway, Clackamas County: The Commission received seventeen bids for this work, the low one being that of Roy L. Houck & Son, Salem, at $320,721.00. The bid of Roy L. Houck & Son in the sum of $320,721.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Furnishing and erecting all structural steel for the Willamette River Bridge near Wilsonville on the West Portland-Hubbard Highway, Clackamas County: Four bids were submitted for this work, the low one being that of Bethlehem Pacific Coast Steel Corporation, Seattle, Washington, in the amount of

$462,872.00. The contract has been awarded to the low bidder, Bethlehem Pacific Coast Steel Corporation, at its bid price.

"Construction of 0.49 mile highway roadbed and surfacing and construction of a reinforced concrete and steel bridge with movable span, (Bullards Ferry Bridge) over the Coquille River on the Seven Devils Highway near Bandon, Coos County: Carl M. Halvorson, Inc., Portland, submitted the low bid for this work at $639,993.00. There were five higher bids received. The bid of Carl M. Halvorson in the sum of $639,993.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as Coos County's share of this project in the sum of $300,000 has been deposited with the Highway Commission."

A telegram was presented from Mr. John J. Hunter, Crescent Lake, Oregon, in which the Commission was asked to give consideration to the immediate improvement of the Crescent Lake Secondary Highway which extends from the Willamette Highway to Crescent Lake in the northern part of Klamath County. The Secretary was instructed to inform Mr. Hunter that according to reports from the Engineer the road is in good condition, and in view thereof, the Commission cannot see its way clear to spend additional highway funds on it at this time.

The Chief Counsel requested authority to institute condemnation proceedings, if necessary, to acquire right of way for highway improvements across the following properties:

Unit No. 5 of the T. H. Banfield Expressway

R 19070 - Leonard O. Osburn *
Right of Way (Multnomah)
0.63 acre

Goshen-Creswell Section of the Pacific Highway

R 18452 - Earl C. Law *
Right of Way (Lane)
1 acre

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "J-1" and "J-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

FOOTNOTE * Offer to be made in conformity with provisions of resolution adopted by the Commission at its meeting on December 20, 1951.

The Chief Counsel advised that a meeting of the American Right of Way Association is scheduled to be held in either Olympia or Seattle, Washington, during October 18 and 19, 1952. Because of the importance of the meeting, he

requested authority for the Right of Way Engineer, Mr. Forrest Cooper, to attend the meeting at state expense. The Commission approved the request.

The Commission had under discussion the setting of dates for its next two regular meetings and decided unanimously to hold such meetings in Portland on Monday and Tuesday, October 20 and 21, and on Monday and Tuesday, November 24 and 25. The Secretary was instructed to make the usual arrangements to hold these meetings in the Green Room of the Imperial Hotel.

The Commission considered and signed agreements, etc., as follows:

Modification of Lease re easement for hauling road with the Gilchrist Timber Company on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway.

Easement Form re acquisition of two longitudinal slope easements on the Lafayette-North Yamhill River Section of the Pacific Highway West from the Southern Pacific Company.

Correction Deed conveying to Ernest G. Mitchell 0.06 acre of land in Lakeview. No consideration.

"Indentures of Access" re changes in points of access to state highways as follows:

1. Lentsch property on the Salem-Hayesville School Section of US 99E
2. Dodds property on the Forest Boundary-Hauser Section of US 101
3. Judkins property on the Judkins Point-Goshen Section of US 99.

Agreement with North Slough Diking District concerning installation of tide gates on a culvert structure at North Slough, Coos County.

Agreement with the U. S. Bureau of Public Roads covering maintenance of two sections of state highways constructed with forest highway funds, one being the Ochoco Mountain Section of US 26, 18.15 miles in length, and the other being the Summit North Section of the Tiller Trail Secondary Highway, 15.45 miles in length.

1953-1955 bi-annual budget estimate to be submitted to the Department of Finance and Administration.

Four Agreements with Southern Pacific Company relative to the Hauser-Douglas County Line Section of the Oregon Coast Highway, Coos County, as follows:

1. Agreement re overcrossing at Ten Mile Creek
2. Easement for overcrossing structure and slope easement adjacent to Ten Mile Creek structure

3. Longitudinal encroachment on the Hauser-Douglas County Line Section
4. Temporary encroachment covering detour roadway

Cooperative Construction Agreement with Coos County covering the Bullard Bridge (Coquille River) Section FAS 550. (Authorized July 10, 1952)

One package certificate of retirement awards.

Agreement with Clarence L. Lash covering extension of former agreement to November 30, 1952 relating to the salvage logging on Salmon River Highway in Tillamook and Lincoln Counties.

Project Agreements:

Woodburn-Mt. Angel Section of the Hillsboro-Silverton Highway
Benton County Line-Cheshire Section, Territorial Highway
Middle Unit, Reedsport-Dean Creek Section, Umpqua Highway
Lone Pine School-O'Neil Secondary, Lone Pine School Road.
Deschutes County Line-Crooked River Section, Terrebonne-O'Neil Road

Bureau of Public Roads Letter re inclusion of Ukiah-Starkey and Belknap Springs-Clear Lake roads as part of the Forest Highway system.

The meeting adjourned at 3:15 p.m., Pacific Standard Time.

Chairman

State Highway Engineer

Commissioner

Secretary

September 23, 1952

EXHIBITS "A" through "J"

Minutes of

September 22 and 23, 1952

EXHIBIT "A"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #5 - T. H. BANFIELD EXPRESSWAY

19069 - Page, Victor M. and Eunice E. (Mayhew)
Right of Way
Option expires February 14, 1953

0.38 acre at $1500. per acre.	$ 570.00
Damage.	750.00
Amount to be paid owner - chrg to Right of Way	$1,320.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY

19526 - Meehan, Alice (Smith)
Right of Way
Option expires February 25, 1953

1 Lot 50x100. $ 700.00

Amount to be paid owner - chrg to Right of Way $ 700.00

Takes all -

State to assume 1950 - 53 taxes. Estimated Cost $ 30.00

19525 - Norstrom, Paul L. and Isabella M. (Smith)
Right of Way
Option Expires February 24, 1953

Lots 4 and 11. Lump Sum.	$1,300.00
House - 928 sq. ft.	9,280.00
Garage - 14x18.	800.00
Amount to be paid owner - chrg to Right of Way	$11,380.00

Takes all -

19392 - Brost, Bernard A. and Camille (Johnson)
Right of Way
Option expires February 14, 1953

7,500 sq. ft. Lump Sum. $2,000.00

Amount to be paid owner - chrg to Right of Way $2,000.00

State to assume 1952-53 taxes. Estimated Cost. $ 25.00

GRAND TOTAL (Estimated) Charge to Right of Way $2,025.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY (cont.)

19397 - Syring, Milo and Edna — Vern L. Martin and Everett E. Calder (Johnson)
Right of Way
Option expires February 4, 1953

1 lot, 100x125.	$1,000.00	
House - 679 sq. ft.	6,084.00	
Garage - 120 sq. ft.	240.00	
2 chicken houses - 160 sq. ft.	160.00	
Allowance - 150 ft. of picket fence, lawn, shrubs and trees.	500.00	
Amount to be paid owner - chrg to Right of Way		$7,984.00
State to assume 1952-53 taxes. Est. Cost	$ 60.00	
GRAND TOTAL (Estimate) Charged to Right of Way		$8,044.00

Takes all -

19393 - Gaines, Richard Elton and Doris Marie — Gordon M. and Carrie Farr (Smith)
Right of Way
Option expires February 11, 1953

1 lot, 75x100.	$1,550.00	
House - 1080 sq. ft.	10,800.00	
Amount to be charged to Right of Way		$12,350.00
Amount to be paid Richard Elton Gaines.	$5,561.00	
Amount to be paid Gordon M. Farr	6,789.00	
State to assume 1952-53 taxes. Est. Cost		$ 175.00
GRAND TOTAL (Estimate) Charged to Right of Way		$12,525.00

Takes all -

COLUMBIA RIVER HIGHWAY - CROWN POINT

19544 - Multnomah County — (Armstrong)
Park Site
Deed dated 8-14-52

10 acres, more or less.	$100.00	
Amount to be paid owner - chrg to Park Sites		$100.00

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

McMINNVILLE-NEWBERG SECTION - PACIFIC HIGHWAY WEST

19346 - Evergreen Memorial Park Association (Witt)
Right of Way
Option expires April 28, 1953

0.3 acre at $500. per acre. $150.00

Amount to be paid owner - chrg to Right of Way $150.00

Access controlled - no access allowed

SEASIDE SECTION - OREGON COAST HIGHWAY

19387 - Clatsop County (Witt)
Maintenance Site
Bargain & Sale Deed

Lots 5, 6, 8, 9, 10, 42 and 43, Block 11, Gratis

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST

19407 - Schrunk, L. W. and Bernis L. (Byrum)
Right of Way
Option expires February 25, 1953

84,942 sq. ft. at $0.06 per sq. ft. $5,096.52

Amount to be paid owner - chrg to Right of Way $5,096.52

State to assume 1952-53 taxes. Est. Cost 75.00

GRAND TOTAL (Estimate) Charged to Right of Way $5,171.52

Takes all -

19457 - Morley, W. H. and Ira M. (Benson)
Right of Way (Detour Road)
Option expires February 21, 1953

500 sq. ft. (easement) Lump Sum. $25.00

Amount to be paid owner - chrg to Right of Way $25.00

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

19457 - Morley, W. H. and Ira M. (cont.) (Benson)

THINGS TO BE DONE BY THE STATE:

Remove rock and replace dirt, when use of detour road is over.

Access not controlled -

SALEM-WEST SALEM SECTION - SALEM - DALLAS HIGHWAY

19529 - Burk, Earl C. and Eunice O. Pearl C. Couey et al
Right of Way
Option expires November 2, 1952 (Benner)

7600 sq. ft. at $1.05+ per sq. ft.	$8,000.00
Amount to be paid owner - chrg to Right of Way	$8,000.00

Access not controlled -

Confirmation of approval by Commissioner M. K. McIver - 9/8/52

STOUT CREEK-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

19341 - Rogers, Franklin G. and Edith (Witt)
Gravel Pit
Option expires February 20, 1953

20 acres at $100. per acre.	$2,000.00
2 acres at $250. per acre	500.00
0.14 acre. Lump Sum.	50.00
Loss of 10 year old Walnut Tree.	25.00
Amount to be paid owner - chrg to Gravel Pit	$2,575.00

Confirmation of approval by Commissioner M. K. McIver - 8/29/52

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

19527 - Shoemaker, Glen W. and Elizabeth H. (Witt)
Right of Way
Option expires March 9, 1953

0.8 acre at $200. per acre. $160.00

Amount to be paid owner - chrg to Right of Way $160.00

Takes all -

4243 - Allen, Dale and Geneva (Witt)
Right of Way
Bill of Sale for Timber

600,000 feet of Hemlock & Spruce timber, at $10.50 per thousand. $6,500.00

Amount to be paid owner - chrg to Right of Way $6,500.00

Access controlled -

LOW PASS SECTION - SIUSLAW HIGHWAY

19228 - Andrews, D. D. (Reeder)
Right of Way
Option expires February 19, 1953

0.22 acre. Lump Sum. $69.00

Amount to be paid owner - chrg to Right of Way $69.00

THINGS TO BE DONE BY THE STATE:

Private approach South side, at Station 25+50, 25' in width.

Access controlled -

EXHIBIT "A" (cont)

Minutes of September 22 and 23, 1952

RESOLUTION

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18615 - Phillips, Grant R. and Opal O. (Stuntz)
Right of Way
Option expires February 25, 1953

0.21 acre (9148 sq. ft. at $0.20+ per sq. ft.).	$1,830.00
Damage due to irregular shape.	670.00
Amount to be paid owner - chrg to Right of Way	$2,500.00

Access controlled - no access allowed

18509 - Shepherd, Margaret Lucile and James Kyle (Stuntz)
Right of Way
Option expires February 28, 1953

.13 acre. Lump Sum.	$ 800.00
House - 240 sq. ft.	1,650.00
Toilet (outside)	50.00
Amount to be paid owner - chrg to Right of Way	$2,500.00

Takes all -

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

19245 - Saum, Wesley M. and Mary S. (Stuntz)
Gravel Bar
Option expires February 10, 1953

59.67 acres at $108.93+ per acre.	$6,500.00
Amount to be paid owner - chrg to Right of Way	$6,500.00

THINGS TO BE DONE BY THE STATE:

State to assume 1952-53 taxes. Est. Cost	$ 50.00
State will permit grantor to maintain existing power line across property, State to move at its expense, if operations interfere, but State must keep power flowing continuously.	
GRAND TOTAL (Estimate)	$6,550.00

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

19134 - Hasenfurter, Eugen Estate (Gemmell)
Right of Way and Easement
Option expires February 20, 1953

4356 sq. ft. at $0.06- per sq. ft.	$262.00
Easement	38.00
Hedge and stone masonry.	250.00

Amount to be paid owner - chrg to Right of Way $550.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 298+40, 16' wide, west side.

Access controlled -

18313 - Furry, Mary I. (Estate) (Gemmell)
Right of Way
Option expires October 15, 1952

0.32 acre at $1200.+ per acre. $400.00

Amount to be paid owner - chrg to Right of Way $400.00

Access controlled - no access allowed

19147 - Yundt, Clarence P. and Dottie V. (Gemmell)
Right of Way
Option expires February 12, 1953

482 sq. ft. Lump Sum. $200.00

Amount to be paid owner - chrg to Right of Way $200.00

THINGS TO BE DONE BY THE STATE;

Reconstruct commercial approach 16' wide on the west side, 20' north of Grantors property line.

Access controlled -

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18315 - Huggins, M. M. and Frances D. (Gemmell)
Right of Way
Option expires October 15, 1952

0.13 acre. Lump Sum.	$ 450.00
Allowance - moving sign.	200.00
Amount to be paid owner - chrg to Right of Way	$650.00

Access controlled - no access allowed

19169 - Brackenbury, Beatrice et al (Gemmell)
Right of Way
Option expires February 12, 1953

0.11 acre. Lump Sum.	$ 500.00
7 trees at $50. each.	350.00
Damage to Grocery store.	867.00
Allowance - moving Service Station.	4,783.00
Amount to be paid owner - chrg to Right of Way	$6,500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 384+30, 50' wide, and surface with asphaltic concrete 2" in depth.
Construct commercial approach at Station 383+30, 30' wide, west side.
Right of access granted at Station 385+20, east side, 25' wide.

Access controlled -

18430 - California - Pacific Utilities Company (Holt)
Right of Way
Option expires February 13, 1953

1408 sq. ft. at $0.20- per sq. ft.	$ 275.00
Amount to be paid owner - chrg to Right of Way	$ 275.00

Takes all -

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

MEDFORD-COUNTY FARM - PACIFIC HIGHWAY (cont.)

18419 - Heithkamp, Martin and Gertrude — Medford Concrete Const. Co. (Gemmell)
Right of Way, Haul Road & Gravel Bar Easement
Option expires February 14, 1953.

12,197 sq. ft. at $0.045+ per sq. ft. (chrg. to R/W)	$ 560.00	
500 sq. ft. Lump Sum. (chrg. to R/W)	25.00	
20 yr. easement over 29.2 acres of gravel bar at $500.+ per acre. (chrg. to Gravel Bar)	14,765.00	
Allowance - 62 rods of fence at $4.+ per rod. (chrg to Gravel Bar)	250.00	
Amount to be paid owner		$12,500.00
Amount to be paid Medford Concrete Const. Co.		3,100.00
Total Consideration		$15,600.00

THINGS TO BE DONE BY THE STATE:

Grantor given access across easement, and given right to irrigate from Bear Creek.	
State to fence both sides of haul road Est. 145 rods of fence. Chrg. to R/W.	$ 870.00
Construct 16' approaches, East side at Stations 455+63, 456+43, 461+17, 462+80 and 466+70. (Comm.)	
GRAND TOTAL (Estimate)	$16,470.00

Access controlled -

19172 - Blunt, Wm. & Vera E. (Gemmell)
Right of Way
Option expires February 19, 1953

1750 sq. ft. at $0.10 per sq. ft.	$ 175.00	
15 trees and 3000 sq. ft. of lawn.	555.00	
75 sq. ft. of septic pipe system	100.00	
Allowance - reconnect walkin refrigerator.	125.00	
- moving signs	60.00	
Allowance - reconstruction cost of building, wiring, plumbing and roadway.	4,385.00	
Damages.	600.00	
Amount to be paid owner - chrg to Right of Way		$6,000.00

(cont.)

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

MEDFORD-COUNTY FARM - PACIFIC HIGHWAY (cont.)

19172 - Blunt, Wm. & Vera E. (cont.) (Gemmell)

THINGS TO BE DONE BY THE STATE:

Construct approaches 50' wide at Station 392+14 and 391+50, west side, to be surfaced with asphaltic concrete (commercial).

Access controlled -

18422 - Lowry, B. B. and Lilla (Gemmell)
Right of Way
Option expires February 13, 1953

12,700 sq. ft. at $0.10 per sq. ft. $1,270.00

Amount to be paid owner - chrg to Right of Way $1,270.00

THINGS TO BE DONE BY THE STATE:

Relocate fence along new right of way. Est. 77 rods of fence at $8. per rod. $ 616.00
Replace irrigation structures, with head gates and other mechanisms.
Irrigation system shall not be affected during irrigation season.
Interference with water pipes under highway must have permission of Grantors.
Reconstruct commercial approaches at Stations 481+24, 482+43, 16' wide, east side.
Right of Access granted at Stations 484+00, 478+87 and 475+00, 16' wide, east side. (commercial).

GRAND TOTAL (Estimated) Charged to Right of Way $1,886.00

Access controlled -

18391 - Jensen, Henry R. and Lottie Elmer E. and Marie Smith (Gemmell)
Right of Way
Option expires February 10, 1953

Allowance - to move Neon Sign. $100.00

Amount to be paid Elmer E. and Marie Smith - Chrg to R/W $100.00

(cont.)

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18391 - Jensen, Henry R. and Lottie Elmer E. and Marie Smith (cont.)

THINGS TO BE DONE BY THE STATE:

Surface an area not to exceed 6000 sq. ft. to a depth of two inches, on Grantors property. Est. Cost	$500.00
Construct approaches east side at Station 368+95 and 369+35, 35' wide. (Commercial)	
GRAND TOTAL (Estimate)	$600.00

Access controlled -

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

19381 - Zumwalt, W. H. and Roxie E. (Benner)
Right of Way
Option expires February 20, 1953

0.36 acre. Lump Sum.	$350.00
Amount to be paid owner - chrg to Right of Way	$350.00

Access controlled - no access allowed

19463 - Work, Dana S. and Mary G. (Benner)
Gravel Bar
Option expires February 20, 1953

0.75 acre at $150. per acre.	$112.50
18 rods of fence at $4. per rod.	72.00
Amount to be paid owner - chrg to Gravel Bar	$184.50

19270 - Wilson, William C. and Daisy P. Burnie A. Isom and Lorene L. (Benner)
Gravel Bar
Option expires February 20, 1953

1.25 acre at $150. per acre.	$187.50
0.5 acre at $225. per acre.	112.50
72 rods of fence at $4. per rod.	288.00
Amount to be paid owner - chrg to Gravel Bar	$588.00

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY (cont.)

19273 - Klimek, Marcel and Julia (Benner)
Gravel Bar
Option expires February 19, 1953

1.5 acres at $150. per acre.	$225.00
56 rods of fence at $4. per rod	224.00
Amount to be paid Julia Klimek - chrg to Gravel Bar	$336.50
Amount to be paid Marcel Klimek - chrg to Gravel Bar	112.50
Total Consideration	$449.00

THINGS TO BE DONE BY THE STATE:

Grantor allowed to continue use of pump and pipe line at Station 169+00, when not in way of State's operations, and water right not to be abrogated because of same.

19261 - Mullins, Robert L. and Irene S. (Holt)
Right of Way
Option expires March 1, 1953

10,000 sq. ft. at $0.10 per sq. ft.	$1,000.00
Damages - encroachment and loss of area.	2,000.00
Amount to be paid owner - chrg to Right of Way	$3,000.00

THINGS TO BE DONE BY THE STATE:

Reconstruct unrestricted approaches at Stations 26+20 and 27+90, south side, 25'wide, and blacktop same for a distance of 20'.

Access controlled -

19379 - Peterson, Charles A. and Leona R. (Holt)
Right of Way
Option expires February 28, 1953

.43 acre at $1000. per acre.	$430.00
1 fruit tree.	20.00
Encroachment damages.	600.00
Amount to be paid owner - chrg to Right of Way	$1,050.00

THINGS TO BE DONE BY THE STATE:

Reconstruct unrestricted approaches, south side at Stations 91+70 and 96+66 25' wide.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY (cont.)

19266 - Daw, L. J. and Lelia M. C. Lininger & Sons (Holt)
Right of Way
Option expires February 21, 1953

.06 acre. Lump Sum.	$100.00
Allowance - to cont. Pur. to reestablish roadway.	100.00
Amount to be paid owner - chrg to Right of Way	$200.00

THINGS TO BE DONE BY THE STATE:

3 points of access reserved, same point as under File No. 19268.
State to take reasonable precaution to protect grantor's property from water erosion.

Access controlled. -

19385 - Thorndike, Eugene (Benner)
Right of Way
Option expires February 27, 1953

0.10 acre, more or less. Lump Sum.	$200.00
Amount to be paid owner - chrg to Right of Way	$200.00

THINGS TO BE DONE BY THE STATE:

Access reserved for unrestricted use at Stations 219+00 and 222+00, South side, 25' wide.

Access controlled -

19274 - Lacy, Lloyd S. and Ethel G. Agnes M. Hackler (Benner)
Gravel Bar
Option expires February 18, 1953

1.03 acres at $150. per acre.	$154.50
38 rods of fence at $4. per rod.	152.00
Amount to be paid owner - chrg to Gravel Bar	$306.50

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY (cont.)

19264 - Bergren, William and Ormae Terry Coffee (Holt)
Right of Way
Option expires February 18, 1953

2800 sq. ft. Lump Sum.	$ 100.00
30,300 sq. ft. at $0.04 per sq. ft.	1,212.00
Amount to be paid owner - chrg to Right of Way	$1,312.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 75+10, south side, to existing width.

Access controlled -

19267 - Aderholt, Hoyt D. and Ruth M. (Holt)
Right of Way
Option expires February 21, 1953

5663 sq. ft. at $0.05 per sq. ft.	$283.15
6 large fruit trees.	100.00
Amount to be paid owner - chrg to Right of Way	$383.15

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 97+00, east side, 25' wide, (Commercial).
Restore grantor's water supply if service is disrupted due to State's operations.

Access controlled -

19263 - Lewis, Herbert and Nell Marie Perrine (Holt)
Right of Way
Option expires February 14, 1953

.13 acre. Lump Sum.	$ 100.00
4.0 acres at $800. per acre.	3,200.00
Severance damages.	1,800.00
Amount to be paid owner - chrg to Right of Way	$5,100.00

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY (cont.)

19263 - Lewis, Herbert and Nell Marie Perrine (cont.) (Holt)

THINGS TO BE DONE BY THE STATE:

Grantor reserves right of access, between Station 71+00 and 81+00, east side, exact point to be determined at some future time.
Grantor reserves right to bridge relocate channel of Bear Creek, East side, at his sole expense.

Access controlled -

17714 - Ottinger, J. C. and Gertrude (Holt)
Right of Way
Option expires February 17, 1953

2.22 acres at $800. per acre.	$1,776.00
0.39 acres at $2000. per acre.	780.00
Allowance to move neon sign.	125.00
Amount to be paid owner - chrg to Right of Way	$2,681.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 59+70, south side, to existing width. (Comm.)

Access controlled -

19268 - Lininger, M. C. and Sons (Holt)
Right of Way
Option expires February 21, 1953

0.12 acre. Lump Sum.	$100.00
Amount to be paid owner - chrg to Right of Way	$100.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach east side at Station 84+30, 25' in width.
Grantor reserved right of two additional access points between Stations 83+00 and 102+00, points to be determined at later date.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY (cont.)

19260 - Amberg, John W. and Lillian L. — John W. Jr., and Betty Lou Amberg - B. D. Greene (Holt)
Right of Way
Option expires March 4, 1953

3000 sq. ft.	Lump Sum.	$ 200.00
7500 sq. ft. at $0.06 per sq. ft.		450.00
22,800 sq. ft. at $0.05 per sq. ft.		1,140.00
1.11 acres at $908. per acre.		1,008.00
86 rods of fence at $3.50 per rod.		301.00

Amount to be paid owner - chrg to R/W (John W. Amber, Sr.) $ 200.00
Amount to be paid John W. Jr., and Betty Lou Amberg 2,449.00
Amount to be paid B. D. Greene 450.00
Total Consideration - chrg to R/W 3,099.00

THINGS TO BE DONE BY THE STATE:

Construct unrestricted approaches at Stations listed as follows: Stations 20+45, 22+70, 24+25, 25+72, 28+18, 24+70, South Side, 25' in width.

Access controlled -

PORT ORFORD-EUCHRE CREEK SECTION - OREGON COAST HIGHWAY

4351 - Nash, Norman J. (Jones)
Stockpile Site
Option expires February 27, 1953

0.16 acre.	Lump Sum.	$100.00

Amount to be paid owner - chrg to Stockpile Site $100.00

HOOD RIVER MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17067 - Standard Oil Co. of California — CORRECTION REPORT
Right of Way

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17067 - Standard Oil Co. of Calif. (cont.)

0.133 acre		$ 535.36
Relocate garage and office bldg. (actual cost plus 10%)		8,177.38
Grading by State (Estimated)		1,500.00
	Total Cost	$10,212.74
Amount approved by Comm. 5-24-51 (Estimate only)		6,522.70
Addition Cost for relocating garage etc., Chrg. to R/W		$3,690.04

Access controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18133 - Hathaway, George H. and Viola (Landon)
Right of Way
Option expires February 14, 1953

0.003 acre.	Lump Sum.	$10.00
Amount to be paid owner - chrg to Right of Way		$10.00

Access controlled - no access allowed

18135 - Steward, Lee and Dorothy Leonard & Eva Lee Dalbeck (Landon)
Right of Way
Option expires February 12, 1953

0.51 acre at $800. per acre.	$408.00
Allowance - move 22 rods of fence at $3.50 per rod.	77.00
Amount to be paid owner - chrg to Right of Way	$485.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

18175 - Sackmeister, John M. (Landon)
Right of Way
Option expires February 18, 1953

0.46 acre at $200. per acre.	$ 92.00
Allowance - moving house.	604.00
Amount to be paid owner - chrg to Right of Way	$696.00

Access controlled - no access allowed

OWYHEE RIVER BRIDGE SECTION - NYSSA-ADRIAN HIGHWAY

19461 - McEwen, Eleanor (Brainerd)
Right of Way(Detour Road Easement)
Option expires December 1, 1952

1.05 acre.	Lump Sum.	$300.00
Amount to be paid owner - chrg to Right of Way		$300.00

THINGS TO BE DONE BY THE STATE:

State to restore ground used to present condition.
North river bank where distrubed by State to be ripraped.
Fill across stream channel to be removed when State work completed.
Fill across field to be dirt and removed when State work completed
State to have right to use gravel out of river channel for detour road fill.

Access not controlled -
Confirmation of approval by Commissioner Chas. H. Reynolds 9/2/52

WEST PORTLAND-HARBOR DRIVE-EXPRESSWAY

19530 - School Dist. #1., Multnomah Co. (Johnson)
Right of Way
Option expires September 22, 1952

9375 sq. ft.	Exchange property

(cont.)

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

WEST PORTLAND-HARBOR DRIVE-EXPRESSWAY (cont.)

19530 - School Dist. #1., Multnomah Co. (cont.) (Johnson)

Convey to the grantor abo e all of Lots 1, 2, 3, 4, and portions of Lots 5, 6, and 7, Block 33, to be acquired, as an exchange part of the settlement (26,875 sq. ft.)

Access controlled - no access allowed

BOONES-FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19548 - Wagner, Frederick W. and Margaret (Smith)
Right of Way
Option expires March 9, 1953

2 acres at $1500. per acre.	$3,000.00
2 acres at $750. per acre.	1,500.00
8.4 acres at $300. per acre.	2,520.00
Damages. for eliminating farm crossing and two private accesses.	980.00
Amount to be paid owner - chrg to Right of Way	$8,000.00
State to assume 1952-53 taxes. Est. Cost	80.00
GRAND TOTAL (Estimate) Charged to Right of Way	$8,080.00

Access controlled - no access allowed

PORTLAND-OREGON CITY SECTION - CASCADE HIGHWAY

19512 - Baroni, Nick and Mary (Mayhew)
Ditch Easement
Option expires March 15, 1953

3800 sq. ft. for Easement for ditch.	$10.00
Amount to be paid owner - chrg to Right of Way	$10.00

THINGS TO BE DONE BY THE STATE:

Construct a "V" ditch.
Spread material from ditch over adjacent land to North.
Maintain ditch from Highway to creek (410').

(cont.)

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY

19454 - Lock, William W. and Althea E. (Byrum)
Right of Way
Option expires March 9, 1953

50,094 sq. ft. at $0.05 per sq. ft.	$2,504.70
Amount to be paid owner - chrg to Right of Way	$2,504.70

Takes all -

13923 - Smith, Clarence D. and Ruth R. (Benson)
Right of Way (North Salem Traffic Interchange)
Option expires March 10, 1953

0.794 acres, with house, garage, chicken house, well, pump & pumphouse, etc.	$16,000.00
Amount to be paid owner - chrg to Right of Way	$16,000.00

Takes all -
This option supersedes and cancels previous option of May 4, 1951 and approved by Commission May 24, 1951.

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

17983 - Ward, Elsie O. and Carl M. A.F. & Florence M. Devoe (Haskin)
Right of Way
Option expires January 2, 1953

44,640 sq. ft. at $0.10+ per sq. ft.	$4,500.00
Damage - to motel	1,500.00
Plus low bid for moving. (Burt)	7,322.00
Plus Amt. to pay Escrow fee, closing fee & Title Insurance Est.	500.00
Amount to be paid owner - chrg to Right of Way	$13,822.00

THINGS TO BE DONE BY THE STATE:

Convey to the Grantor above, Lot 12, Block 8, Dixon 2nd Addition, acquired from Roy H. Murphy et al, File#

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

17983 - Ward, Elsie O. and Carl M. (cont.)

17982, as an exchange part of the settlement, upon the ground and for the reason that the said property, in the opinion of the Commission, is no longer needed, required or useful for highway purposes. $4,000.00

State to remove old house from Lot 12.

GRAND TOTAL (Estimate) $17,822.00

Access controlled - no access allowed

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19430 - Landwing, Clarence A. and Betty (Reeder)
Right of Way
Option expires March 3, 1953

0.44 acre at $250. per acre $110.00

Amount to be paid owner - chrg to Right of Way $110.00

Access controlled - no access allowed

GARDEN VALLEY ROAD-2ND CROSSING-SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18511 - Anderson, George A. and Ruby R. (Stuntz)
Right of Way
Option expires March 10, 1953

0.16 acre. Lump Sum. $750.00
Damages. 200.00

Amount to be paid owner - chrg to Right of Way $950.00

State to assume last half of 1952-53 taxes. Est. $ 25.00

GRAND TOTAL (Estimate) Charged to Right of Way $975.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

18508 - Anderson, George A. and Ruby R. (Stuntz)
Right of Way
Option expires March 9, 1953

2 Lots, each approx. 40x140' at $500. each.	$1,000.00	
House - 280 sq. ft.	1,400.00	
Chicken house, 10x10 addition and outside toilet	650.00	
1008 lin. ft. of 3/4" water pipe.	450.00	
Amount to be paid owner - chrg to Right of Way		$3,500.00
State to assume last half of 1952-53 taxes. Est.		30.00
GRAND TOTAL (Estimate) Charged to Right of Way		$3,530.00

Takes all -

18516 - High, Frank C. and Ida M. (Stuntz)
Right of Way
Option expires March 8, 1953

0.33 acre (approx) Lump Sum.	$ 400.00	
1.50 acres (approx) at $750. per acre.	1,125.00	
1½ story house - 576 sq. ft.	2,304.00	
Chicken house, garage and outhouse.	586.00	
87' deep well, ½ H.P. pump & tank.	400.00	
Trees, shrubs, fencing & concrete walk.	185.00	
Amount to be paid owner - chrg to Right of Way		$5,000.00
State to assume 1952-53 taxes. Est. Cost	$ 40.00	
GRAND TOTAL (Estimate) Charged to Right of Way		$5,040.00

Takes all -

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18992 - Gillam, G. W. and Beryl (Stuntz)
Right of Way
Option expires February 25, 1953

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18992 - Gillam, G. W. and Beryl (cont.) (Stuntz)

15.19 acres at $609.00 per acre. $9,250.00

Amount to be paid owner - chrg to Right of Way $9,250.00

Access controlled - no access allowed

19252 - Gillam, G. W. et al (Stuntz)
Right of Way
Option expires February 25, 1953

Approx. 3.87 acres. Lump Sum. $7,000.00

Amount to be paid owner - chrg to Right of Way $7,000.00

Takes all -

19427 - Putnam, Clifford J. and Mabel (Gemmell)
Right of Way
Option expires March 11, 1953

0.03 acre. Lump Sum. $10.00

Amount to be paid owner - chrg to Right of Way $10.00

Access controlled - no access allowed

19421 - Lee, Menzie and Vioda M. (Gemmell)
Right of Way
Option expires March 11, 1953

0.71 acre. Lump Sum. $150.00

Amount to be paid owner - chrg to Right of Way $150.00

Access controlled - no access allowed

CHENOWETH PARK-DEADY UNIT-OAKLAND JUNCTION-DEADY SECTION-PACIFIC HIGHWAY

19547 - Garrett, Charles P. and Myrtle S. (Gemmell)
Channel change
Option expires March 9, 1953

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

CHENOWETH PARK-DEADY UNIT-OAKLAND JUNCTION-DEADY SECTION-PACIFIC HIGHWAY (cont.)

19547 - Garrett, Charles P. and Myrtle S.. (Cont.) (Gemmell)

0.57 acre.	Lump Sum.	$100.00
Amount to be paid owner - chrg to Right of Way		$100.00

Access controlled - no access allowed

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18420 - Oregon-California Theatres, Inc. (Stuntz)
Right of Way and Haul Road
Option expires February 24, 1953

0.09 acre.	Lump Sum.	$200.00
+ permit for Haul Road.		Gratis
Amount to be paid owner - chrg to Right of Way		$200.00

THINGS TO BE DONE BY THE STATE:

State to move fence.
Reconstruct 2 forty foot approaches at Stations 465+40 and 466+35, north side. (unrestricted)
Reconstruct 25' access at Station 462+80, north side. (unrestricted)
State will keep approach to theatre open and passable every evening during construction.

Access controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18130 - Moore, Harvey R. and Alicia (Landon)
Right of Way
Option expires February 20, 1953

5.46 acres at $1000. per acre	$5,460.00
House - 576 sq. ft.	1,728.00
Barn - 1000 sq. ft.	2,500.00

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

18130 - Moore, Harvey R. and Alicia (cont.) (Landon)

Hog house - 10x12.	$ 100.00	
Allowance - irrigation pipe and reconstructing septic tank drain.	212.00	
Amount to be paid owner - chrg to Right of Way		$10,000.00

Grantor to furnish State an easement, for installation of irrigation pump and pipe line.

Access controlled - no access allowed

18131 - Fields, John and Martha J. (Landon)
Right of Way
Option expires February 28, 1953

7.63 acres at $800. per acre.	$6,104.00	
Allowance - barn.	1,800.00	
48 rods of fence at $3. per rod.	144.00	
Allowance - chicken house, 10x20.	300.00	
Damages.	1,652.00	
Amount to be paid owner - chrg to Right of Way		$10,000.00

Access controlled - no access allowed

18137 - Dolan, Violet and James (Landon)
Right of Way
Option expires March 10, 1953

0.98 acre at $200. per acre.	$196.00	
3.74 acres at $50. per acre.	187.00	
Amount to be paid owner - chrg to Right of Way		$383.00

Takes all -

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

18178 - Hays, Allen B. and Ollie Vay (Landon)
Right of Way
Option expires March 9, 1953

Approx. 2.00 acre at $200. per acre.	$400.00
Small house - 438 sq. ft.	547.50
Hog house, out house and incompleted house.	440.00
Amount to be paid owner - chrg to Right of Way	$1,387.50

Takes all -

NORTH OF BEND - THE DALLES-CALIFORNIA HIGHWAY

19184 - Malm, Carl, L. F. McGuie and Margaret Dugan (Cozad)
Scale Site
Option expires March 8, 1953

0.28 acre. Lump Sum.	$1,232.00
Amount to be paid owner - chrg to Miscellaneous Sites	$1,232.00

THINGS TO BE DONE BY THE STATE:

Grantor granted access west side at Station 778+80, 40' wide. (Comm.)

Accss not controlled -

DOOLEY MOUNTAIN FOUNTAIN SECTION - BAKER-UNITY HIGHWAY

19332 - Silven, Carl D. and Grace S. (Brainerd)
Roadside Picnic Area
Option expires March 9, 1953

1.03 acres. Lump Sum.	$100.00
Amount to be paid owner - chrg to Park Site	$100.00

Access not controlled -

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18245 - Withrow, Laura Ingeborg et al (Cooper)
Right of Way
Option expires January 20, 1953

2.68 at $400. per acre. $1,072.00

Amount to be paid owner - chrg to Right of Way $1,072.00

THINGS TO BE DONE BY THE STATE:

Private access granted west side, 16' wide at Station 420+00.

Access controlled -

BANDON-DENMARK SECTION - OREGON COAST HIGHWAY

19550 - Cope, A. W. and Eva M. (Jones)
Gravel Bar & Haul Road
Option expires February 28, 1953

4.421 Acres. (Haul Rd. & Gravel Bar Easement)
Lump Sum. $2,500.00

Amount to be paid owner - chrg to Gravel Site $2,500.00

THINGS TO BE DONE BY THE STATE:

Construct cattle guard at entrance to haul road from Floras Lake Road.

TIGARD-TUALATIN RIVER SECTION - PACIFIC HIGHWAY WEST

18537-A- Annand, John D. and Catherine T. (Smith)
Slope Easement
Option expires March 15, 1953

25' easement. Gratis

Access not controlled -

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD. - WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY

19531 - Van De Moortele, Louis and Daisy D. (Smith)
Right of Way
Option expires March 15, 1953

3.98 acres at $750.+ per acre $2,922.00

Amount to be paid owner - chrg to Right of Way $2,922.00

State to assume 1952-53 taxes. Est. Cost $ 50.00

GRAND TOTAL (Estimated) Charged to Right of Way $3,042.00

Access controlled - no access allowed

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY

19434 - Sunset Development Co. (Johnson)
Waysides
Option expires December 16, 1952

5 lots, 50x130. (32,500 sq. ft.) at $250. per lot. $1,250.00

Amount to be paid owner - chrg to Park Sites. $1,250.00

Takes all -

19451 - Buck, Joseph S. and Dove F. (Johnson)
Waysides Area
Option expires March 10, 1953

2 lots, 50 x 100. 10,00 sq. ft. at $0.05 per sq. ft. $500.00

Amount to be paid owner - chrg to Park Sites $500.00

Takes all -

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

SUNSET CITY SECTION - OREGON COAST HIGHWAY

19496 - Oerding, Ida F. (Jones)
Park Site
Option expires March 16, 1953

5.42 acres at $500. per acre. $2,710.00

Amount to be paid owner - chrg to Park Site $2,710.00

Takes all -

SEASIDE SECTION - OREGON COAST HIGHWAY

19386 - City of Seaside (Witt)
Maintenance Site
Deed signed Sept. 8th, 1952

13 full lots and 2 half lots. Gratis

STOUT CREEK-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

18304 - United States Government
Gravel Bar

Payment due in connection with timber on Quarry Site on O.&C. Land. $145.20

Amount to be paid owner - chrg to Quarry Site $145.20

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18428 - Jinks, Ray and Ada Patricia (Stuntz)
Easement
Option expires February 13, 1953

2100 sq. ft. at $0.06- per sq. ft. $125.00

Amount to be paid owner - chrg to Right of Way $125.00

THINGS TO BE DONE BY THE STATE:

State to patch two holes in parking area.
Keep approaches to "Red Barn" open between 12 noon and 2:30 A. M.

(cont.)

EXHIBIT "A" (cont.)

Minutes of September 22 and 23, 1952

RESOLUTION

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18428 - Jinks, Ray and Ada Patricia (cont.)

Construct commercial approaches 30' wide, east side at Stations 497+60, 498+22 and 499+92.
Grantor will move "Red Barn" sign at his own expense, within 30 days from date of option.

Access controlled -

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

19542 - Cochran, Jay B. and Margaret K. (Holt)
Right of Way
Option expires March 17, 1953

10019 sq. ft. at $0.12 per sq. ft.	$1,200.00
Building - 2520 sq. ft.	8,820.00
Well.	130.00
Amount to be paid owner - chrg to Right of Way	$10,150.00

Takes all -

DEADY-WINCHESTER SECTION - PACIFIC HIGHWAY

19412 - Russell, Jesse G. and Versa R. (Gemmell)
Right of Way
Option expires March 14, 1953

0.50 acre. Lump Sum.	$200.00
Amount to be paid owner - Chrg to Right of Way	$200.00

Access controlled - no access allowed

19422 - Carey, Harvey and Beula (Gemmell)
Right of Way
Option expires March14, 1952

7.5 acres at $200. per acre.	$1,500.00
132 rods of fence at $4. per rod.	528.00
Amount to be paid owner - chrg to Right of Way	$2,028.00

EXHIBIT "A" (cont.)

Minutes of September 22, and 23, 1952

RESOLUTION

DEADY-WINCHESTER SECTION - PACIFIC HIGHWAY (cont.)

19422 - Carey, Harvey and Beula (Cont.)

THINGS TO BE DONE BY THE STATE:

Grantors have permanent easement on well and housing at Station 2063+00.
Grantors have right to irrigate, and water stock from creek.

Access controlled - no access allowed

19413 - Reynolds, Gus F. and Mattie Mae (Gemmell)
Right of Way
Option expires March 14, 1953

11.0 acres, more or less, at $200. per acre. $2,200.00

Amount to be paid owner - chrg to Right of Way $2,200.00

Takes all -

EXHIBIT "B-1"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Banks	$1,017.73	Huntington . .	$1,984.03
Barlow	203.00	Lonerock . .	102.86
Bay City . . .	2,059.82	Mt. Vernon .	1,220.74
Canyonville . .	2,330.50	Phoenix . . .	2,019.22
Chiloquin . . .	1,808.10	Sisters	1,956.97
Corvallis . . .	43,867.98	Waldport . . .	1,864.94
DeLake	1,743.13	Waterloo . . .	487.21
Gearhart . . .	1,537.42		

AND WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 22nd day of September, 1952.

20701

EXHIBIT "B-2"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Boardman	$ 376.72
Chiloquin	2,097.10
Joseph	2,090.82
Mt. Vernon	1,415.86
Prescott	373.58
Scappose	2,068.84
Siletz	1,789.44

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 22nd day of September, 1952.

EXHIBIT "B-3"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Chiloquin	$1,688.13
Siletz	1,453.17

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 22nd day of September, 1952.

20703

EXHIBIT "C"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Elkhead Road-Rive Hill Section of the Pacific Highway in Douglas County and in connection therewith, to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission and,

WHEREAS, after due consideration of said survey, field notes, map, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members being present and affirmatively voting as follows:

1. That the survey of the Elkhead Road-Rice Hill Section of the Pacific Highway beginning at Engineer's Station 685+48, which point is about 700 feet north of the point where said survey crosses the London Springs County Road in Section 31, T 22S R4 W, Douglas County, and extending southerly therefrom to Engineer's Station 1047+63.53 which is the junction point of said survey with the existing Pacific Highway near Rice Hill in Section 28, T 23S R5 W, W.M. Douglas County, together with the map, which for identification purposes bears map File No. 7 B-14-15&16 and the date of September, 1952, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. The approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

(cont.)

EXHIBIT "C" (cont.)

4. That the survey of said section of said Pacific Highway has been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the Throughway Law, and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission, November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 22nd day of September, 1952.

EXHIBIT "D"

Minutes of September 22, and 23, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3353 with Allen E. Sackett for grading and oil mat surfacing on the Sumpter Valley Highway in Baker County, completed July 16, 1951.

Contract No. 3385 with M. L. and C. R. O'Neil and George E. Berry for grading, topping and structures on the North Powder River Section of the Old Oregon Trail Highway in Union and Baker Counties, completed August 13, 1952.

Contract No. 3421 with Cosmo Gilo for grading on the Stout Creek-Mill City Section of the North Santiam Highway in Marion County, completed August 6, 1952.

Contract No. 3474 with McNutt Brothers for grading on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, completed June 10, 1952. Final clean-up of site and removal of equipment was completed August 18, 1952.

Contract No. 3475 with Vernie Jarl for grading and paving on the Herman Creek Road-Gorton Creek Section of the Columbia River Highway in Hood River County, completed August 20, 1952.

Contract No. 3499 with George E. Berry for fencing on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties, completed May 9, 1952.

Contract No. 3504 with Robert C. Wilson for constructing Warm Springs Maintenance Building in Wasco County, completed August 13, 1952.

Contract No. 3535 with F. L. Somers for grading and surfacing on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Highway in Wasco County, completed July 31, 1952.

Contract No. 3561 with D-H Paving Company for grading and paving on the Hayesville-Salem (Lana Avenue) Section of the Pacific Highway East in Marion County, completed July 2, 1952.

EXHIBIT "D" (cont.)

Contract No. 3568 with the Portland Construction Company for landscaping on the Coos Bay (Greenwood Avenue-Market Avenue) Section of the Oregon Coast Highway in Coos County, completed May 9, 1952.

Contract No. 3573 with Snook Brothers for constructing the Banzer Bridge over the Nehalem River on the Nehalem Highway in Columbia County, completed August 27, 1952.

Contract No. 3594 with Zephyr Electric for installing traffic signals in Baker, Baker County, completed July 15, 1952.

Contract No. 3597 with H. G. Wirtz for constructing the Bly Maintenance Building in Klamath County, completed July 31, 1952.

Contract No. 3610 with H. G. Carl Construction Company for constructing paint shop at Salem Shops in Marion County, completed August 31, 1952

Contract No. 3615 with Ernest Ferrante and Company for roadside improvement on the West Prineville Section of the Madras-Prineville and Ochoco Highways in Crook County, completed August 15, 1952.

Contract No. 3628 with P. B. Doherty and Son for furnishing crushed material in stockpile on the Silverton-Rocky Point School Section of the Silver Creek Falls Highway in Marion County, completed August 22, 1952.

Contract No. 3635 with Knight Pearcy Nursery and Parkrose Nursery for landscaping on the Front Avenue (Steel Bridge-Alder St.) Section of the Pacific Highway West in Multnomah County, completed August 30, 1952.

Contract No. 3644 with George E. Berry for Santiam River rail replacement in Linn County, completed July 30, 1952.

Contract No. 3651 with Mill Electric Company for installing traffic signals in Coos Bay, Coos County, completed August 31, 1952.

Contract No. 3652 with Felix Carlson Dredging Company Inc. for Coos Bay Bridge fender pile replacement in Coos County, completed August 25, 1952.

Contract No. 3655 with E. H. Itschner Company for furnishing crushed materials in stockpile on the Sisters Section of the McKenzie-Santiam and McKenzie-Bend Highways in Deschutes and Jefferson Counties, completed August 16, 1952

Contract No. 3657 with Heavy Hauling Company (Koppisch Construction Company Inc.) for grading and oil mat surfacing on the North Unit, Princeton-Follyfarm Section of the Diamond Valley and Rome-Princeton Highways in Harney County, completed August 26, 1952

(cont.)

EXHIBIT "D" (cont.)

Contract No. 3658 with N. A. Toole Construction Company for furnishing crushed materials in stockpile on the Suntex Section of the Central Oregon and Lakeview-Burns Highways in Harney County, completed July 31, 1952.

Contract No. 3668 with Tri-State Painting Company for Umpqua River Bridge painting in Douglas County, completed August 30, 1952.

Contract No. 3677 with Glenn Snook for constructing the Silverton Branch overcrossing on the Salem ByPass in Marion County, completed September 9, 1952.

Contract No. 3683 with J. C. Compton Company for reoiling on the Division No. 3 Reoiling Project on 5 state highways in Coos and Curry Counties, completed August 18, 1952.

Contract No. 3738 with Cascade Construction Company for paving on the Sherwood (Pine St.) City Street Section in Washington County, completed August 29, 1952.

Contract No. 3740 with Warren Northwest Incorporated for paving on the Junction City (14th St. and Laurel St.) City Street Section in Lane County, completed August 23, 1952.

THEREFORE BE IT RESOLVED that the work covered by said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "E"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, on the 19th day of February, 1952, at a meeting of the Oregon State Highway Commission, two members being present and participating, the Commission adopted a resolution reducing the maximum load limit on the following described state highway bridge, to-wit:

WALLOWA LAKE PRIMARY HIGHWAY NO. 10

M. P. 2.64	Bridge No. 4821 over the Grande Ronde River in Wallowa County	36 tons (72,000 lbs.)

and,

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the permissible load limit on the said bridge be and the same hereby is rescinded and cancelled as of August 29, 1952, and that the maximum load limit permissible on said bridge structure hereafter shall be the maximum load limit provided by law; and,

IT IS FURTHER ORDERED that certified copies of this resolution be furnished to the Wallowa County Clerk and to the Superintendent of the Department of State Police for their information.

Dated this 22nd day of September, 1952.

OREGON STATE HIGHWAY COMMISSION

By Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner

R. H. Baldock
State Highway Engineer

Attest
H. B. Glaisyer, Secretary

20709

EXHIBIT "F-1"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, Front Street in the City of Central Point is a street heretofore selected and designated as a street over which to route state highway traffic, particularly Pacific Highway traffic within the corporate limits of Central Point; and

WHEREAS, it has been demonstrated that the parking of vehicles on the westerly side of said Front Street between Manzanita Street and Bush Street in said city constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said street; and,

WHEREAS, it appears that the Common Council of the City of Central Point on the second day of September, 1952, adopted Ordinance No. 315 making it unlawful for any person to park any motor vehicle or trailer on the westerly side of said Front Street between Manzanita Street and Bush Street; and,

WHEREAS, it is the judgment of this Commission that the State through its State Highway Commission should cooperate with the City of Central Point in the accomplishment of the purpose of said ordinance.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members being present and affirmatively voting as follows:

1. That the Commission does hereby ratify and approve said Ordinance No. 315 as adopted September 2, 1952, by the Common Council of the City of Central Point and hereby offers the cooperation of the State Highway Department to the end that the full benefit of said ordinance may be accomplished and the convenience and safety of the traveling public thereby advanced.

2. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING AT ANY TIME" signs on the westerly side of Front Street between Manzanita Street and Bush Street and at such points between said termini as in the judgment of the said Engineer are necessary to accomplish the purposes of said city ordinance and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be sent to the Central Point City Counsel for its information and guidance.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 22nd day of September, 1952.

EXHIBIT "F-2"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, the Columbia River Highway is one of the major state highways of the state and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 2 and U.S. Highway No. 30; and,

WHEREAS, it appears that on said highway situate in the vicinity of the Sandy River Bridge near Troutdale, Multnomah County, there is an area consisting of a gravel pit, and land adjoining which is used by swimmers and picnickers, and that people park their vehicles along the shoulders of said highway at said location and leave said vehicles parked for extended periods of time; and,

WHEREAS, this said highway throughout its entire length carries a large volume of traffic and the parking of vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and occupants of said parked vehicles; and,

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of said highway and shoulders thereof for parking purposes be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation made by and under the supervision of the State Highway Engineer, that the parking of vehicles along the shoulders of the Columbia River Highway between M. P. 15.113 at the intersection of the road to Troutdale with the Columbia River Highway, a short distance west of the Sandy River Bridge, and M. P. 15.59, east of the Sandy River Bridge and approximately opposite a dike erected to control flood waters, creates a hazard not only to through traffic on said highway but also to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of this Commission, should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles for extended periods of time on both sides of the right of way of said highway between M. P. 15.113 and M. P. 15.59 should be and hereby is prohibited.

(cont.)

EXHIBIT "F-2" (cont.)

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs on both sides of the highway at said termini and at such points between said termini as in the judgment of the Engineer are necessary to accomplish the purpose of this resolution and the action of the Commission as herein described.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police and a like copy be mailed to the Board of County Commissioners of Multnomah County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 22nd day of September, 1952.

EXHIBIT "F-3"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, the Pacific Highway is one of the major state highways of the state and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 1 and U.S. Highway No. 99; and,

WHEREAS, it appears that on said highway situate approximately two miles north of the city of Roseburg in Douglas County, there is in existance a chanelized traffic interchange, at the intersection of the Garden Valley Road with the Pacific Highway at which point the traffic interchange makes a transition from two lanes northbound to one lane northbound, and that people park their vehicles on the east side of the highway at said location and leave said vehicles parked for extended periods of time; and,

WHEREAS, because said highway throughout its entire length carries a large volume of traffic, the parking of said vehicles on said east shoulder of said highway tends to restrict and impair the use of the traveled portion of the highway and interferes with the transition from two lanes to one lane to such an extent that in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and occupants of said parked vehicles; and,

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of said shoulder of said highway within said area for the parking of vehicles shall be prohibited.

NOW, THEREFORE, be it and it hereby is resolved by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations made by and under the supervision of the State Highway Engineer, that the parking of vehicles along the easterly side of the Pacific Highway between M.P. 197.63 (Engineer's Station 2490+14) which point is approximately .14 mile north of the Douglas County road to Garden Valley, and M.P. 197.76 (Engineer's Station 2497+00) at the intersection of the Garden Valley Road, a distance of .13 mile, creates a hazard not only to through traffic on said highway but also to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles thereon and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

(cont.)

EXHIBIT "F-3" (cont.)

3. That this Commission does further find and declare that the parking of vehicles for extended periods of time on the easterly side of the right of way of said highway between said M. P. 197.63 and said M. P. 197.76 should be and hereby is prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs on the easterly side of the highway at said termini and at such points between said termini as in the judgment of the Engineer are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police and a like copy be mailed to the Sheriff of Douglas County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 22nd day of September, 1952.

EXHIBIT "G-1"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and,

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and,

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A. as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: Willamette Highway

HIGHWAY NUMBER: 18 ROUTE NUMBER: ORE 58

Location of Termini		Established Speed
M. P. 34.87 (west of Willamette City)	to M. P. 36.07 (west city limits of Oakridge)	35 miles per hour
M. P. 36.74 (east city limits of Oakridge)	to M. P. 36.93 (east of Oakridge)	40 miles per hour

(cont.)

EXHIBIT "G-1" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 22nd day of September, 1952.

EXHIBIT "G-2"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and,

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and,

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: Tualatin Valley Highway

HIGHWAY NUMBER: 29 ROUTE NUMBER: State Routes 6 and 47

Location of Termini		Established Speed
M. P. 17.77 (Jct. Martin Rd. on State Route 6)	to M. P. 18.14 (East city limits of Forest Grove)	35 miles per hour
M. P. 19.68 (South city limits of Forest Grove on State Route 47)	to M. P. 19.84 (approx. 200 ft north of Gales Creek Bridge)	35 miles per hour

(cont.)

EXHIBIT "G-2" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate placed in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 22nd day of September, 1952.

EXHIBIT "G-3"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and,

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and,

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: Nehalem Secondary Highway

HIGHWAY NUMBER: 102 ROUTE NUMBER: State Route 47

Location of Termini		Established Speed
M. P. 88.12 (north of Willamina Ave.)	to M. P. 88.56 (north city limits of Forest Grove)	40 miles per hour

(cont.)

EXHIBIT "G-3" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 22nd day of September, 1952.

EXHIBIT "H"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, the Commission on the 26th day of February, 1951 fully approved and adopted the final survey of the Goshen-Creswell Section of the Pacific Highway between the said Pacific Highway junction with the Willamette Highway East of Goshen and a point approximately 2.18 miles Southerly thereof in Lane County, Oregon, and, in connection therewith, ordered the survey maps, field notes and other engineering data to be filed and preserved in the records of the Commission at Salem, Oregon; and,

WHEREAS, the said resolution of February 26, 1951, referred to certain engineer survey map file numbers for identification purposes, namely, map file numbers 5B-35-9 and 7B-6-4; and,

WHEREAS, it has been called to the attention of the Commission that an error was committed in the numbering of the said map file number 7B-6-4, and that the true and correct map file numbers for the said section of the said highway should be 5B-35-9 and 7B-10-15, rather than 5B-35-9 and 7B-6-4, as stated in the said resolution of February 26, 1951; and,

WHEREAS, the said section is located on a primary state highway, which highway, by a resolution dated November 3, 1948, was designated as a throughway within the meaning of Chapter 226, Oregon Laws 1947; and,

WHEREAS, it was the intention of the Commission on February 26, 1951, to not only adopt and approve the above mentioned survey, as such, but, in addition, to specifically provide that said section was to be constructed as a throughway and within the meaning and purpose of said Chapter 226, Oregon Laws 1947; and,

WHEREAS, the said resolution adopted February 26, 1951, failed to fully state the intentions and desire of the Commission with respect to the adoption of said section survey as a throughway;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. That the resolution dated February 26, 1951, approving and adopting the survey of the Goshen-Creswell Section of the Pacific Highway, be, and the same hereby is, amended by deleting therefrom for identification purposes, engineering map file number 7B-6-4, and, in lieu thereof and incorporating therein, for identification purposes, engineer map file number 7B-10-15.

(cont.)

EXHIBIT "H" (cont.)

2. That the resolution dated February 26, 1951, approving and adopting the survey of the Goshen-Creswell Section of the Pacific Highway in Lane County, Oregon, be, and the same hereby is, amended so as to include and incorporate therein the following paragraph:

> That the survey of the Goshen-Creswell Section of the Pacific Highway in Lane County, Oregon, has been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the "Throughway Law', and said survey was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948. Therefore, the construction of said section of said highway shall be accomplished pursuant to the provisions of the said Throughway Law and said November 3, 1948 resolution.

3. That this amending resolution be entered in the minutes and records of the Commission this 22nd day of September, 1952.

EXHIBIT "I-1"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property, which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the West Portland-Hubbard Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as the Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, and has ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "I-1" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for use in connection with the construction, improvement and maintenance of the Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, the following described real property, to wit:

R-17527
Owner: Homer Langdon

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 26, Township 3 South, Range 1 West, W. M., Clackamas County, Oregon, and being a portion of that property described in that deed to Homer Langdon, recorded in Book 242, Page 216, of Clackamas County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the West Portland-Hubbard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 594+81, said Station being 519.34 feet South and 1235.38 feet West of the Northeast corner of said Section 26; thence South 0° 03' 30" East 4219 feet to Station 637+00; said center line crossing the Northerly and Southerly lines of said property approximately at Stations 618+00 and 635+90, respectively.

The center line described in this description is parallel to and 100 feet Easterly of the center line described in those deeds to the State of Oregon recorded in Book 450, Page 181, and in Book 451, Page 65, of Clackamas County Deed Records.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
616+00	618+50	160 feet	200 feet
618+50	629+20	100 feet	To West line of said property
629+20	630+00	100 feet	144 feet to 122 feet
630+00	631+00	100 feet	122 feet to 100 feet
631+00	636+00	100 feet	100 feet

The parcel of land to which this description applies contains 18.83 acres.

2. That in addition to the acquisition of fee simple title to the

(cont.)

EXHIBIT "I-1" (cont.)

above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the West Portland-Hubbard Highway of a width of 25 feet on the west side of said highway, opposite Highway Engineer's center line Station 635+50, for private access only.

b. A right to cross the West Portland-Hubbard Highway for farm purposes only, said crossing to be 25 feet in width at Highway Engineer's center line Station 635+50, provided, however, that upon the alienation of either of the portions of the property severed by the said highway, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event, the right hereby reserved to the owners will be automatically forfeited, and the Highway Commission shall have the power to close and barricade said crossing for all purposes.

c. A right of access to a corrugated steel cattle underpass, eighty-four inches in diameter, to be constructed under the said West Portland-Hubbard Highway at Highway Engineer's center line Station 635+90.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road

(cont.)

EXHIBIT "I-1" (cont.)

within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 22nd day of September, 1952.

EXHIBIT "I-2"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property, which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the West Portland-Hubbard Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as the Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, and has ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

20727

EXHIBIT "I-2" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for use in connection with the construction, improvement and maintenance of the Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, the following described real property, to wit:

R-18583
Owner: James E. Langdon, Jr.

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 35, Township 3 South, Range 1 West, W. M., Clackamas County, Oregon, and being a portion of that property described in that deed to James E. Langdon, Jr., and Ruth Betty Langdon, racorded in Book 448, Page 541, of Clackamas County Records of Deeds, the said parcel being that portion of said property lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 35, and included in a strip of land 200 feet in width, 100 feet on each side of the center line of the West Portland-Hubbard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 635+00, said Station being 735.35 feet North and 1422.34 feet East of the North quarter ($N\frac{1}{4}$) corner of said Section 35; thence South 0° 03' 30" East 4,000 feet to Station 675+00, said center line crossing the lines of that part of said property lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 35 approximately at Stations 655+44 and 663+53.

The center line described in this description is parallel to and 100 feet Easterly of the center line described in that deed to the State of Oregon, recorded in Book 451, Page 65 of Clackamas County Deed Records.

The parcel of land to which this description applies contains 3.72 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the West Portland-Hubbard High-

(cont.)

way of a width of 25 feet on the West side of said highway, opposite Highway Engineer's center line Station 663+50, for private access only.

b. A right to cross the West Portland-Hubbard Highway for farm purposes only, said crossing to be 25 feet in width at Highway Engineer's center line Station 663+50, provided, however, that upon the alienation of either of the portions of the property severed by the said highway, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of said crossing for any purpose other than as a passage-way from one side of the said highway to the other for farm purposes, then and in that event, the right hereby reserved to the owners will be automatically forfeited, and the High-way Commission shall have the power to close and barricade said crossing for all purposes.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any com-mercial institution or activity extablished or conducted on the adjoining property which in any manner caters to, in-vites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "I-2" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 22nd day of September, 1952.

EXHIBIT "I-3"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission, is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the West Portland-Hubbard Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as the Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, and has ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "I-3" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for use in connection with the construction, improvement and maintenance of the Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, the following described real property, to wit:

R-10625
Owner: James E. Langdon, Sr., et ux

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 26, and in the East half ($E\frac{1}{2}$) of Section 35, Township 3 South, Range 1 West, W. M., Clackamas County, Oregon, and being a portion of that property described in that deed to James E. Langdon and Marie Langdon, recorded in Book 230, Page 232, of Clackamas County Records of Deeds, the said parcel being that portion of said property included in a strip of land 200 feet in width, 100 feet on each side of the center line of the West Portland-Hubbard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 635+00, said Station being 735.35 feet North and 1422.34 feet East of the North quarter ($N\frac{1}{4}$) corner of said Section 35; thence South 0° 03' 30" East 4,000 feet to Station 675+00; said center line crossing the North line of said property approximately at Station 635+90 and crossing the South line of said property approximately at Station 655+44.

The center line described in this description is parallel to and 100 feet Easterly of the center line described in those deeds to the State of Oregon, recorded in Book 450, Page 181, and in Book 451, Page 65, of Clackamas County Deed Records.

The parcel of land to which this description applies contains 8.97 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the West Portland-Hubbard Highway of a width of 25 feet on the West side of said highway,

(cont.)

EXHIBIT "I-3" (cont.)

opposite Highway Engineer's center line Station 648+40, for private access only.

b. A right to cross the West Portland-Hubbard Highway for farm purposes only, said crossing to be 25 feet in width at Highway Engineer's center line Station 648+40, provided, however, that upon the alienation of either of the portions of the property severed by the said highway, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event, the right hereby reserved to the owners will be automatically forfeited, and the Highway Commission shall have the power to close and barricade said crossing for all purposes.

c. A right of access to a corrugated steel cattle underpass, eighty-four inches in diameter, to be constructed under the said West Portland-Hubbard Highway at Highway Engineer's center line Station 635+90.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property

(cont.)

is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of the said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 22nd day of September, 1952.

EXHIBIT "I-4"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domian, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, may, in its discretion, acquire an entire lot, block or tract of land, if by so doing the interest of the owner and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that said unit and section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title

(cont.)

EXHIBIT "I-4" (cont.)

to said real property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for use in connection with the proposed establishment, construction, improvement and maintenance of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East, the following described real property, to wit:

R-18300
Owner: Albin W. Lovcik, et ux

Parcel No. 1:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter($NW\frac{1}{4}$), and in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 25, Township 8 South, Range 3 West, W.M., Marion County, Oregon, and being a portion of that property described in that deed to Albin W. Lovcik and Barbara B. Lovcik, recorded in Book 318, Page 546, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land 100 feet in width, lying on the Westerly side of the center line of the South bound traffic lane connection from the Salem By-Pass Section to the Pacific Highway East as said center line has been located, which center line is described as follows:

Beginning at Engineer's center line Station 558+52.2, said Station being 1240 feet South and 29 feet West of the Northwest corner of said Section 25; thence on a spiral curve right (the long chord of which bears South 19° 21' East) 400 feet to Station 562+52.2 equals 273+82.5; thence on a 5729.58 foot radius curve right (the long chord of which bears South 12° 14' East) 1156.7 feet; thence on a spiral curve right (the long chord of which bears South 5° 07' East) 400 feet to Station 289+39.2 equals 289+73.8; thence South 4° 27' East 426.2 feet to Station 294+00; the Westerly line of said strip of land crosses the West line of said property approximately opposite Station 562+38 and passes through the Southeast corner of said property approximately opposite Station 293+50, containing 1.5 acres.

2. The Commission does hereby find and declare that the acquisition of the real property hereinabove described as Parcel No. 1 and the denial of access to the owners' remaining property from the said State Street South Unit of the Salem By-Pass Section of the Pacific Highway East will result in depriving the owners of all means of access from the said remaining real property lying Westerly of the real property hereinabove described as Parcel No. 1 and

(cont.)

EXHIBIT "I-4" (cont.)

the said highway, and, therefore, it is in the best interest of the owners, as well as the interest of the State of Oregon, that the State acquire fee simple title to all of the owners of said remaining real property lying Westerly of the West boundary of the said highway, which said remaining real property is described as follows, to wit:

Parcel No. 2:

All that portion of that property conveyed to Albin W. Lovcik and Barbara B. Lovcik by deed recorded in Book 318, Page 546, of Marion County Records of Deeds, lying West of a line which is parallel to and 100 feet Westerly of the located center line of the South bound traffic lane connection from the Salem By-pass Section to the Pacific Highway East, which center line is described as follows:

Beginning at Engineer's center line Station 558+52.2, said Station being 1240 feet South and 29 feet West of the Northwest corner of said Section 25; thence on a spiral curve right (the long chord of which bears South 19° 21' East) 400 feet to Station 562+52.2 equals 273+82.5; thence on a 5729.58 foot radius curve right (the long chord of which bears South 12° 14' East) 1156.7 feet; thence on a spiral curve right (the long chord of which bears South 5° 07' East) 400 feet to Station 289+39.2 equals 289+73.8; thence South 4° 27' East 426.2 feet to Station 294+00, containing 8.35 acres.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement

or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 22nd day of September, 1952.

EXHIBIT "I-5"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Umpqua Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Reedsport-Luder Creek Section of the said Umpqua Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to the said real property for right of way and other highway purposes; and

WHEREAS, the said Umpqua Highway is a major highway of the state, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement and maintenance of the Reedsport-Luder Creek Section of the Umpqua Highway, the following described real property located in Douglas County, Oregon, to wit:

R-15458
Owner; Earle S. Butler, et al

A parcel of land lying in Lot 7 of Section 34, Township 21 South, Range 11 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Earle S. Butler and Harriette Butler recorded in Book 153, Page 522, of Douglas County Record of Deeds, the said

(cont.)

EXHIBIT "I-5" (cont.)

parcel being all that portion of the foregoing described property included in a strip of land 40 feet in width, lying on the Southerly side of the center line of the Umpqua Highway, as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land being determined by the said center line from Station 310+16.1 to Station 312+54.1, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 310+16.1 opposite and 40 feet distant from which point the Southerly line of the said strip of land intersects the West line of said property; said point being 289.09 feet North and 405.72 feet East of the South quarter ($S\frac{1}{4}$) corner of Section 34, Township 21 South, Range 11 West, W. M.; thence South 71° 14' East a distance of 238.0 feet to Engineer's Station 312+54.1, opposite and 40 feet distant from which station the Southerly line of said strip intersects the East line of said property.

The parcel of land to which this description applies contains 0.10 acre.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential common law or statutory rights of access between the right of way of the said Reedsport-Luder Creek Section of the Umpqua Highway and all of the contiguous real property of the owners, remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Umpqua Highway of a width of 25 feet on the South side of the said Umpqua Highway, opposite Highway Engineer's center line Station 311+50, for ordinary travel for private residential use only, and shall not be used in connection with any commercial activity; said access from said remaining rpoperty shall not be used by the owners, their heirs and assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission,

EXHIBIT "I-5" (cont.)

will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of the said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized and empowered to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 22nd day of September, 1952.

20741

EXHIBIT "I-6"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, and maintain the County Farm-Ashland Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be improved, widened and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this

(cont.)

EXHIBIT "I-6" (cont.)

Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the proper widening, improvement and maintenance of the County Farm-Ashland Section of the Pacific Highway as a throughway, and in connection therewith the construction of a connecting road between the old Pacific Highway and a county road, the following described real property, to wit:

R-19534
Owner: Thomas A. Klarin and Flora A. Klarin
Husband and Wife

A parcel of land lying in Donation Land Claim No. 60, situated in the Southwest quarter ($SW\frac{1}{4}$) of Section 23, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of that property described in that deed to THOMAS A. KLARIN and FLORA A. KLARIN, Husband and Wife, recorded in Book No. 374, Page 320 and Book No. 352, Page 86, of Jackson County Records of Deeds. The said parcel being that portion of said property lying Easterly of a line which is parallel to and twenty-five (25) feet Westerly of the center line of the Talen Road Connection between Pacific Avenue and the County Road as said connection has been located, which center line is described as follows:

Beginning in the center of the old Pacific Avenue at Engineer's center line Station 0+00, said Station being 251.5 feet South and 892.5 feet West of the Southeast Corner of Donation Land Claim No. 59 in said Section 23; thence on a 143.24 foot radius curve left (the long chord of which bears North 35° 16' West) 48.33 feet; thence North 44° 56' West 264.75 feet; thence on a 102.31 foot radius curve left (the long chord of which bears North 67° 30' West) 80.60 feet to Engineer's Center Line Station 3+93.68, which is on the Center Line of the County Road. Said connection road center line intersects the Easterly and Northerly lines of said property approximately at Stations 1+15 and 3+20 respectively.

The parcel of land to which this description applies contains 0.25 acres.

2. That in addition to the acquisition of fee simple title to the above described real property it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the County Farm-Ashland Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns

for service of the said remaining land, the following:

A right of access to a connecting road to be constructed by the State upon the above described real property and Westerly of the main Pacific Highway, said connecting road to be connected to the said main highway or other public ways only at such point or points as are designated by the State of Oregon.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it is found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1952.

EXHIBIT "I-7"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the proper construction and maintenance of the T. H. Banfield Expressway as a throughway, the following described real

(cont.)

EXHIBIT "I-7" (cont.)

property, to wit:

Owner: Howard-Cooper Corporation
File No. R-14839

A parcel of land lying in the Mandale Addition to the City of Portland, situated in Section 31, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon.

The said parcel being described as follows: All of that portion of Blocks 2 and 3, Mandale Addition to the City of Portland, and that portion of vacated Northeast Oregon Street between said Blocks 2 and 3, which lies north of the following described property:

Beginning at the southeast corner of Block 1 of said Mandale Addition; thence northerly along the westerly line of Northeast 60th Avenue 733.98 feet thence southwesterly in a straight line to a point in the east line of Northeast 58th Avenue, said point being 483.24 feet Northerly along the Easterly line of Northeast 58th Avenue from the Southwest corner of said Block 1 of said Mandale Addition; thence Southerly along the Easterly line of Northeast 58th Avenue 483.24 feet to the Southwest corner of said Block 1 of said Mandale Addition; thence Easterly along the Northerly line of Northeast Glisan Street 339.9 feet more or less to the point of beginning.

The parcel of land to which this description applies contains 1.16 acres.

2. That in addition to the acquisition of fee simple title to the above described property it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of said T. H. Banfield Expressway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if

EXHIBIT "I-7" (cont.)

any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of this Commission this 22nd day of September, 1952.

20747

EXHIBIT "I-8"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property, which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the West Portland-Hubbard Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as the Barbur Boulevard-Willamette River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway, and has ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from the said highway should be controlled; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, improve and maintain the Barbur Boulevard-Willamette River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway and, in connection therewith, to construct and maintain approach or connecting roads between the said highway and Harrington Avenue, Roosevelt Avenue and the Upper Boones Ferry Road, and for which purpose and in connection

(cont.)

EXHIBIT "I-8" (cont.)

therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes for the construction of the Barbur Boulevard-Willamette River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway, and in connection therewith the construction and maintenance of approach or connecting roads between the said highway and Harrington Avenue, Roosevelt Avenue and the Upper Boones Ferry Road, the following described parcels of real property, to wit:

Owner: Marie and Fred Schodde
File No. 19538

Two (2) parcels of land lying in Lots 1, 2 and 3, Block 6, Lake Forest Plat No. 2, a Subdivision of Section 7, Township 2 South, Range 1 East, W. M., Clackamas County, Oregon.

The said parcels being described as follows:

Parcel No. 1: All of that portion of said Lot 1 not previously conveyed to the State of Oregon by and through its State Highway Commission by that certain deed recorded in Book No. 239, Page 194, Clackamas County Deed Records;

Parcel No. 2: All that portion of said Lots 2 and 3 lying Westerly of the West line of Roosevelt Avenue extended, said Parcel No. 2 being more particularly described as follows:

Beginning at the most Northerly corner of said Lot 3; running thence South 47° 43' 40" West along the Northwesterly line of said Lots 3 and 2, 190 feet to the most Northwesterly corner of said Lot 2; thence South 44° 37' 20" East along the Southwesterly line of said Lot 2, 131.30 feet to the Southwesterly corner of said Lot 2; thence South 89° 02' 30" East along the Southerly line of said Lot 2, 70.09 feet to the Westerly line of Roosevelt Avenue extended; thence North 0° 20' West along said Westerly line of Roosevelt Avenue extended 202.38 feet to the Northeasterly line of said Lot 3; thence North 44° 37' 20" West along said Northeasterly line to the point of beginning.

EXHIBIT "I-8" (cont.)

The parcels of land to which this description applies contain 0.679 acre.

Owner: Gabriel Mourens
File No. 19540

A parcel of land lying in Lot 15, Block 5, Lake Forest Plat No. 2, a subdivision of Section 7, Township 2 South, Range 1 East, W. M., Clackamas County, Oregon.

The said parcel being all that portion of said Lot 15 not previously conveyed to the State of Oregon, by and through its State Highway Commission, by that certain deed recorded in Book No. 277, Page 556, Clackamas County Records of Deeds.

The parcel of land to which this description applies contains 0.37 acre.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of the said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

6. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 22nd day of September, 1952.

EXHIBIT "I-9"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property, which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the West Portland-Hubbard Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway, to be known as the Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, and has ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled, and

WHEREAS, said Commission is authorized to take fee simple title to the said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "I-9" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for use in connection with the construction, improvement and maintenance of the Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway as a throughway, the following described real property, to wit:

Owner: Anna B. Wurster
File No. 10630

A parcel of land lying in the Southeast quarter (SE$\frac{1}{4}$) of Section 35, Township 3 South, Range 1 West, W. M., Clackamas County, Oregon, and being a portion of that property conveyed by that deed to Anna B. Wurster, recorded in Book 304, Page 744, of Clackamas County Records of Deeds. The said parcel being that portion of said property included in a strip of land 200 feet in width, 100 feet on each side of the center line of the West Portland-Hubbard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 675+00, said Station being 2019.9 feet North and 1420.4 feet East of the South Quarter ($\frac{1}{4}$) corner of said Section 35; thence South 0° 03' 30" East 690.04 feet to Station 681+90.04 Back = 681+01.76 Ahead; thence on a spiral curve right (the long chord of which bears South 0° 36' 30" West) 400 feet; thence on a 5729.58 foot radius curve right, (the long chord of which bears South 3° 32' 15" West) 319.17 feet; thence on a spiral curve right (the long chord of which bears South 6° 28' West) 400 feet; thence South 7° 08' West 215.42 feet to the South line of said Section 35 at Engineer's center line Station 694+36.35; said station being approximately 1325.4 feet east of the South quarter ($\frac{1}{4}$) corner of said Section 35; said center line crossing the North and South lines of said property approximately at Stations 676+72 and 694+36.35.

The parcel of land to which this description applies contains 8.10 acres, of which 0.14 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 7.96 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway, and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the West Portland-Hubbard Highway of a width of 25 feet on the West side of said highway, opposite Highway Engineer's center line Station 681+70, for private access only.

(cont.)

EXHIBIT "I-9" (cont.)

b. A right of access to the West Portland-Hubbard Highway of a width of 25 feet on the West side of said highway, opposite Highway Engineer's center line Station 685+00, for private access only.

c. A right of access to the West Portland-Hubbard Highway of a width of 25 feet on the West side of said highway, opposite Highway Engineer's center line Station 690+00, for private access only.

d. A right of access to the West Portland-Hubbard Highway of a width of 25 feet on the East side of said highway, opposite Highway Engineer's center line Station 681+70, for private access only.

e. A right of access to the West Portland-Hubbard Highway of a width of 25 feet on the East side of said highway, opposite Highway Engineer's center line Station 685+00, for private access only.

f. A right of access to the West Portland-Hubbard Highway of a width of 25 feet on the East side of said highway, opposite Highway Engineer's center line Station 690+00, for private access only.

g. A right to cross the West Portland-Hubbard Highway for farm purposes only, said crossing to be 25 feet in width at Highway Engineer's center line Station 681+70, provided, however, that upon the alienation of either of the portions of the property severed by the said highway, this right of crossing shall be forfeited and shall cease, and if the owners their heirs or assigns, shall commit, suffer or permit any use of said crossing for any purpose other than as a passageway from one side of said highway to the other for farm purposes, then and in that event, the right hereby reserved to the owners will be automatically forfeited, and the Highway Commission shall have the power to close and barricade said crossing for all purposes.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land

abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highwya or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of the said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 22nd day of September, 1952.

EXHIBIT "J-1"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized, and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Creswell Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and decla- d that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

(cont.)

EXHIBIT "J-1" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way, for the proper relocation, construction, improvement and maintenance of the Goshen-Creswell Section of the Pacific Highway as a throughway, the following described real property, to wit:

R-18452
Owner: Earl C. Law, et al

A parcel of land lying in the Northwest quarter (NW$\frac{1}{4}$) of the Northwest quarter (NW$\frac{1}{4}$) of Section 24, Township 18 South, Range 3 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning at a point on the North line of said Section 24, said point being 594 feet West of the intersection of the North line of said Section 24 and the West line of the Milton Riggs Donation Land Claim No. 57; thence South 89° 56' East along said North line a distance of 3.1 feet to a point which is 80 feet distant Southwesterly from (when measured at right angles to) the relocated center line of the Willamette Highway; thence South 60° 00' 30" East parallel to and 80 feet from said highway center line a distance of 394.3 feet to the North line of the Pebbles property; thence North 89° 56' West parallel to the North line of said Section 24 a distance of 443.3 feet; thence North 26° 39'30" East parallel to the Westerly line of said Milton Riggs Donation Land Claim a distance of 220 feet to the point of beginning, containing 1 acre, more or less.

(Save and except all that portion lying within the right of way of the present Willamette Highway.)

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said property.

(cont.)

EXHIBIT "J-1" (cont.)

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1952.

20757

EXHIBIT "J-2"

Minutes of September 22 and 23, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt , establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the oonstruction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as Unit No. 5 of the T. H. Banfield Expressway, and has ordered and declared that said Unit No. 5 of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from said highway should be controlled; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, improve and maintain Unit No. 5 of the T. H. Banfield Expressway, and to construct and maintain a frontage or connecting road between Birdsdale Road, also known as Multnomah County Road No. 682, and Osburn Road, also known as Multnomah County Road No. 952, and to realign the said Birdsdale Road in order to provide an underpass carrying said Birdsdale Road under the said Unit No. 5 of the T. H. Banfield Expressway, and for which purpose and in connection therewith, the real property hereinafter described is necessary;

(cont.)

EXHIBIT "J-2" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for use in connection with the construction, improvement and maintenance of Unit No. 5 of the T. H. Banfield Expressway, and the construction of a frontage or connecting road between Birdsdale Road, also known as Multnomah County Road No. 682, and Osburn Road, also known as Multnomah County Road No. 952, and the realigning of said Birdsdale Road in order to provide an underpass carrying said Birdsdale Road under the said Unit No. 5 of the T. H. Banfield Expressway, the following described real property, to wit:

R-19070
Owner: Leonard O. Osburn, et al

A parcel of land lying in the Jacob Zimmerman Donation Land Claim, Township 1 North, Range 3 East, W.M., Multnomah County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Leonard O. Osburn and Margaret Osburn, recorded in Book 946, Page 318 of Multnomah County Records of Deeds, the said parcel being described as follows:

That certain portion of the Jacob Zimmerman and Leboldine Zimmerman Donation Land Claim No. 39, all described with reference to a certain stone monument herein referred to as the initial point which stone monument is set in center line of Sandy Road at a point 17 feet Easterly from the West line of said Donation Land Claim, measured at right angles with the said West line of said claim, from said stone run South parallel to and 17 feet Easterly from the West line of said Donation Land Claim 1629.49 feet to the Northwest corner and beginning point of the tract herein described; thence Easterly along the North line of said tract 86.86 feet, more or less, to a point 85.0 feet Easterly of, when measured at right angles to, the center line of Birdsdale Avenue; thence Southerly 201.01 feet, more or less, to a point 90.0 feet Easterly of, when measured at right angles to, the center line of Birdsdale Avenue, said point also being 165 feet Northerly of, when measured at right angles to, the Northerly right of way line of the Union Pacific Railroad; thence Southeasterly parallel to and 165 feet Northerly of said Northerly right of way line 340.29 feet, more or less, to the South line of said property; thence Westerly along said South line 427.58 feet, more or less, to the Southwest corner; thence Northerly parallel to and 17 feet Easterly of the West line of said Donation Land Claim 258.50 feet to the point of beginning. Excepting therefrom that portion of said tract that lies in Birdsdale Avenue.

EXHIBIT "J-2" (cont.)

The parcel of land to which this description applies contains 0.63 acre, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinquished all existing, future or potential rights of access between the right of way of the said Unit No. 5 of the T. H. Banfield Expressway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, a right of access to a frontage road to be constructed by the State upon the above described real property and Northerly of the said T. H. Banfield Expressway, said frontage road to be connected to the said highway or other public ways only at such point or points as are designated by the State of Oregon.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the bests interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 23rd day of September, 1952.

Portland, Oregon
October 20, 1952

The State Highway Commission met in regular session at 9:00 a.m., Pacific Standard Time, in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
F. A. Miller, Assistant Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

The Commission unanimously approved the minutes of its meetings held on August 18 and 19, 1952 and September 22 and 23, 1952.

The State Parks Superintendent reported on the following park matters:

1. Request of E. V. Shults and W. A. Markam, Arch Cape, Oregon, for permission to construct and maintain a two-inch water pipe line across a corner of Short Sand Beach State Park, Clatsop County: The Parks Superintendent advised that the proposed water line will pass across a portion of the park that is not now in use and probably will not be in use for a great many years; moreover, this pipe line will not damage the park in any way. He recommended approval of the request. The Commission approved the recommendation.

2. Request of U. S. Coast Guard for permission to use excess water from the Umpqua Lighthouse State Park water supply and for permission to construct a pipe line across this park: The Parks Superintendent advised that a water system has been constructed by the State for use in connection with development of a park area near a small body of water called "Lake Marie"; however, to date the development has been very meager, and there has been very little use for the water. He also said that the Coast Guard, whose headquarters are located across the outlet of this lake, wants to connect its pipe line with the State system and to use such water as is not needed for State purposes, the Coast Guard having an inadequate source of pure water at the present time. He gave as his feeling that such use of the excess water will not interfere with or be detrimental to the park, and he recommended approval of the request on the condition that the Coast Guard's pipe line shall be disconnected if for any reason future needs of the park require all of the water. The Commission approved the recommendation and ordered the matter covered by revocable permit.

3. Proposed exchange of land with Percy G. Sweet, Bandon, in order to consolidate the State's holdings in Newburgh State Park located on the ocean

front opposite the town of Denmark: The Parks Superintendent advised that Mr. Sweet owns 38.48 acres of land situate in the SW¼ of the SW¼ of Section 19, Township 31 South, Range 15 West, W. M., which land is entirely surrounded by the state park, and he has offered to deed this property to the State on the condition that the State will deed to him 21.76 acres of land situate in Lot 1, Section 31. Township 31 South, Range 15 West, W. M., which property now is a part of the park but joins other property that he owns. The values of the two areas, he said, are approximately the same, and Mr. Sweet's offer is being made in an endeavor to compensate the State for having cut some of the timber standing on the State's land, by mistake. He recommended acceptance of Mr. Sweet's proposal as being in the State's interest. The Commission approved the recommendation.

4. Suggestion of Mr. R. V. Jenkins, Tigard, Oregon, that the State Highway Commission acquire for state park purposes the privately owned park area known as Avalon Park, located on US 99W at its crossing of the Tualatin River near Tigard, Washington County: The Parks Superintendent advised that Avalon Park is a beautiful place which was developed privately and has been used for a great many years by local people as well as by residents of Portland. He further stated that the park does not fit into the state park plan, and whereas development of the same should be continued, jurisdiction should rest with the community rather than the State. He recommended against acquisition of the property. The Commission approved the recommendation.

5. Request of Mr. Joseph A. Minott and the Misses Caroline W. and M. Louise Flanders, Portland, that the state park acquired from them at Ecola in Clatsop County be permanently named Ecola State Park: The Parks Superintendent advised that this park is customarily known as Ecola State Park, but a diligent search of the records fails to disclose that it has been given that name formally by any Highway Commission. He recommended such formal action by the Commission at this time, particularly in view of the fact that through the generosity of these people the property was deeded to the State as a gift. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Secretary was instructed to send an embossed copy of the resolution to the Flanders sisters.

In this connection the matter of permitting overnight camping in this park was discussed. The Parks Superintendent advised that the doners of the park offer objection to overnight camping in the area, and he suggested compliance with their wishes insofar as it pertains to the picnic area which has been developed, but that overnight camping be allowed in a small area in the northerly part of the park, provision for which, he said, will be contained in the 1953 budget. The Commission approved the report.

6. Suggestion of Mr. J. Neilson Barry, Portland, that copies of certain historical documents in his possession relating to early Oregon governments be placed in the museum in Champoeg State Park: The Parks Superintendent advised that Mr. Barry, who has made a deep study of Oregon history, has a great library of information, some of which, he believes, would be highly interesting to people

who visit the park. He recommended approval of Mr. Barry's suggestion and that at least some of the things that he owns be placed in the park museum for public inspection, the selection of the items to be decided by the Oregon Historical Society. The Commission approved the recommendation unanimously on the condition that the Oregon Historical Society selects the items that are to be preserved in the museum.

7. Offer of the Interurban Telephone Company, Silverton, to take over and to rebuild the telephone line which serves Silver Falls State Park: The Parks Superintendent explained that the service now rendered the park is over the state's own telephone lines which is about six miles long and is in very poor condition. The telephone company, he said, has offered to take over this facility and to rebuild and maintain it in the future at its own cost and expense, and, thereafter, the only charge that it will make for service in the park headquarters will be at the regular established rate. He also said that the company has offered to pay $125 for material salvaged from the State's line. He recommended acceptance of the company's proposition as being in the State's best interests and to eliminate several hundred dollars expense each year for upkeep of the present line. He pointed out, however, that the service to be rendered will not extend to the area in which is located the youth camp. The Commission approved the recommendation.

8. Proposal of Corbett Water District to extend its water pipe line to serve Dabney State Park on the Columbia River Highway (Scenic Route) east of Troutdale: The Parks Superintendent advised that the Corbett Water District furnishes water to the area east of Springdale and has proposed to extend the system to include other people in the area, as well as Dabney Park, provided that the people served will pay for the extension. Dabney Park, he said, is now served by a spring located nearby, but the supply of water is inadequate and indications are that it may become contaminated at any time. The estimated cost to construct the pipe line as presently planned, he said, is about $10,000, of which the State's share will amount to about $900. He recommended approval of the expenditure in order to provide water for fire protection as well as for use by the general public. The Commission approved the recommendation unanimously.

9. Renewal of agreement with the United States Soil Conservation Corps re the planting of Holland Beach Grass and Scotch Broom to control sand blow in Cape Lookout State Park: The Parks Superintendent recalled that the previous agreement, which has expired, covered the furnishing of European Beach Grass at a price not to exceed $1.75 per thousand plants. The Soil Conservation Service, he said, wishes the renewal of the agreement, the only difference being that they are now asking $2 per thousand for the Beach Grass and a price of $10 to $15 for the Scotch Broom. He recommended approval of the agreement because there is considerable more planting to be done on the sand spit at this location in order to protect the park. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed by the Commission later in the session.)

The Right of Way Engineer presented for the Commission's consideration options secured for the acquisition of real property that is needed for various State highway improvements, and for other purposes. As a result of

very careful consideration, the Commission approved the closing of the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

The Commission unanimously confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For a list of the properties sold, see copy of report prepared by Mr. C. W. Parker, Property Manager, dated October 20 and 21, 1952 on file in the Secretary's office under the heading "Miscellaneous Sales".)

Pursuant to instructions given him at the previous meeting, the Right of Way Engineer rendered a complete status report in writing, concerning the acquisition of right of way for all units of the T. H. Banfield Expressway. The report was discussed and approved by the Commission. (For details, see copy of the report in General Files.)

The Right of Way Engineer reported that pursuant to Commission authority, there was advertised for sale, the bids to be received in Salem on October 10, 1952, certain property in the City of Florence which the Elks Lodge of that place was interested in, and the old maintenance building and site in Port Orford. He further stated that no bids were received for the purchase of the property in Port Orford, and that only one bid was received for the property in Florence, being that of the Elks Lodge at $4,000. He recommended acceptance of this offer; he also recommended that the Port Orford property be readvertised for sale sometime next spring. The Commission approved both recommendations unanimously.

The Right of Way Engineer brought up for discussion a controversy which has developed with Mr. William Foss, Lapine, relative to granting him additional access points to The Dalles-California Highway in the town of Lapine. He advised that on January 16, 1952 Mr. and Mrs. Foss signed a real estate option for several parcels of land that the State needed as right of way for improvement of the Lapine-Forest Boundary Section of this highway, which option covered not only right of way but also all access rights thereto, except rights of access at two points which were granted for private purposes only. The consideration paid to the Fosses, he said, included payment for the land and also for the rights of access, and on June 30, 1952, the Fosses executed a warranty deed conveying to the State the land desired, which deed also contained the access restrictions. Subsequently, the Fosses requested two commercial access points in connection with a motel which they plan to construct. The request was denied in conformity with the established policy of the Commission, but the Fosses were not satisfied, and renewed their request through their attorney, Mr. A. C. Goodrich of Bend, at whose request the matter is now being brought to the attention of the Commission. The Right of Way Engineer recommended that the request again be denied because there are no extenuating circumstances that would place the matter in any different catagory than the many other requests the Commission receives; moreover, if the Commission granted the request in this instant, it would be necessary to treat others in the same manner with the result that the Highway Department would be flooded with requests to modify previously purchased access rights; and the effect upon the highway

system of the entire state would be most detrimental to public welfare. As a result of discussion, the Commission voted unanimously against the granting of the additional access points. The Secretary was instructed to so inform Mr. Foss' attorney and to explain briefly the reasons which prompted the action.

The Commission discussed and upon recommendation of the Right of Way Engineer unanimously approved changes in the points of access heretofore granted William G. Hagelstein and George F. Ketsdever to The Dalles-California Highway from their properties located on the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County. (Two Indentures of Access covering these changes were executed by the Commission later in the session.)

The Right of Way Engineer requested the Commission's approval of the following change in th wording of a clause used in agreements covering access control, in order to make workable the form of agreement heretofore approved by the Commission as it pertains to such control: Substitute the wording "for ordinary travel for private residential use only", for the existing clause which reads "ordinary travel for private residential use only to serve not more than _____ single family dwelling units". In other words the change is simply the deletion of the words in the clause, as quoted above, following the word "only". The Right of Way Engineer advised that in actual practise, the clause presently written has proven to be unworkable. The Commission unanimously approved the change as requested.

The Right of Way Engineer brought up for discussion the sale to the U. S. Army Engineers, of a State-owned gravel pit located on the Willamette Highway near the town of Dexter. The State Highway Engineer explained details. It appears that the Army Engineers are constructing a re-regulating dam in the Willamette River near the town of Dexter some distance down-stream from the Meridian Dam, and that the maximum elevation of the water pool that will be formed back of this dam is higher than the elevation of the gravel pit which will be inundated, so the Army Engineers have asked that the property be deeded to them. The Engineer advised that the gravel pit is of very little use to the State inasmuch as most of the gravel has been removed therefrom; moreover, the gravel that is left will be used by the Army Engineers in reconstructing the highway at this point necessitated by the dam construction. He gave as his feeling that the property should be deeded to the Army Engineers free of cost, and he so recommended. The Right of Way Engineer joined in the recommendation. The Commission approved the recommendation unanimously. (A form of "Option for Purchase of Land" covering the matter was signed by the Commission later in the session.)

The Right of Way Engineer reported the status of negotiations for the acquisition of property to be developed as a state park at Bandon. He advised that difficulties have been encountered, and that most of the owners of the property involved are demanding prices far in excess of the appraised valuation of their properties. He mentioned three properties for which the owners are demanding the sum of $38,500 whereas the appraised value of the properties is only $19,100. He requested instructions whether or not to acquire the prop-

erties by condemnation. Chairman Chandler recalled that this project was originated by local people, and he suggested, if the properties cannot be acquired at reasonable cost, that the project be abandoned. The suggestion was approved by Commissioners Reynolds and McIver, and it was so ordered. The Secretary was instructed to notify the proponents of the project of the action taken.

The Commission discussed and unanimously approved deeding to Mr. and Mrs. W. P. McBee a 0.09 acre parcel of land situate on the Newport-Toledo Section of the Corvallis-Newport Highway, Lincoln County. The Right of Way Engineer explained that this small parcel of land lies between the rights of way of the new highway and the old highway and was included in the deed that the McBees' gave to the State in conveying right of way across their property, but it seems that it was included in the description by mistake, and now the McBees want it conveyed back to them. The property, he said, is of no value to the State, and he recommended approval of the request subject to the condition that the deed of conveyance shall provide a complete restriction of access to the new highway. The Commission approved the recommendation.

The Right of Way Engineer presented a complaint from Mr. A. N. Whitman concerning a right of way settlement on the Reedsport-Winchester Bay Section of the Oregon Coast Highway. He explained that a parcel of land containing 1,700 square feet was acquired from Mr. Whitman, and that during negotiations, Mr. Whitman was informed that he would have a strip of land about 18 feet wide in the rear of his cabins, which measurement was substantiated on the map that was used in connection with the negotiations; however, when the right of way line was staked, it was found this strip was only 9 feet wide, which is not sufficient for Mr. Whitman's purposes. In order to correct the error, he recommended that Mr. Whitman be deeded a 10-foot strip off the westerly end of the property acquired from him on the condition that he will pay for the property at the rate of $0.08 per square foot which is the amount the State paid him for the property. The Commission approved the recommendation.

Request was made by the Right of Way Engineer for authority to issue land use permits during the calendar year 1953 in conformity with past practice. The Commission approved the request.

The Assistant Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way or for other purposes in connection with various highway improvements, and to tender offers for the same in conformity with instructions given him in the resolution that was adopted by the Commission at its meeting on December 20, 1951:

Garden Valley Road-Second Crossing of the Umpqua River Unit of the Deady-Shady Section of the Pacific Highway

R 17857 -	Douglas Community Hospital, Inc. Right of Way (Douglas) 0.06 acre	Recommended Offer *

Garden Valley Road-Second Crossing of the Umpqua River Unit of the Deady-Shady Section of the Pacific Highway (cont.)

			Recommended Offer
R 17859 -	E. A. Springer Right of Way (Douglas) 0.02 acre		*
R 17887 -	Vernon Orr and Hugh Harrison Right of Way (Douglas) 12.34 acres		*
R 18612 -	Benjamin O. DuFresne Right of Way (Douglas) 140 square feet		*
R 18613 -	Elsie K. Cain Right of Way (Douglas) 0.18 acre		*

East Unit of the Deschutes County Line-Prineville Section of the O'Neil Secondary Highway

R 18848 -	Earl Forest Right of Way (Crook) 0.35 acre at $80.00 per acre Replacing 90 rods fencing at $2.50 per rod	$28.00 225.00 $253.00	$ 260.00
R 18849 -	Lenore W. Althaus Right of Way (Crook) 0.03 acre 20 rods of fencing at $2.50 per rod	$10.00 50.00 $60.00	$ 60.00

Rowena-The Dalles Unit of the Mosier-The Dalles Section of the Columbia River Highway

R 16224 -	Charles W. Frantz Right of Way (Wasco) 8.44 acres	*
R 18132 -	Phil T. Stofer Right of Way (Wasco) Parcel No. 1: 3.20 acres Parcel No. 2: 9.25 acres	*

Rowena-The Dalles Unit of the Mosier-The Dalles Section of the Columbia River Highway (cont.)

		Recommended Offer
R-18182 -	Fred Wetle and Nellie Anderson (Wasco) Parcel No. 1 (Right of Way) 24.75 acres Parcel No. 2 (Gravel Pit) 5.95 acres Parcel No. 3 (Easement for Channel Change) 1.7 acres	*

City of Springfield Section of the McKenzie Highway

R 16255 -	Otto Sellin Right of Way (Lane) 7,380 square feet	*
R 16256 -	Sig Moe Right of Way (Lane) 98,010 sq. ft.	*
R 16258 -	Daniel O. Peterson Right of Way (Lane) 9,080 sq. ft.	*
R 16262 -	Jasper J. Foster Right of Way (Lane) 6,072 sq. ft.	*
R 16269 -	Sidney Duncan Right of Way (Lane) 504 sq. ft.	*
R 16270 -	Ethel Duncan Right of Way (Lane) 990 sq. ft.	*
R 16271 -	Mary L. Nelson Right of Way and slope easement (Lane) 11,614 sq. ft.	*
R 16276 and R 16277 -	Clear Fir Products Company, a corporation Right of Way (Lane) 34,720 sq. ft.	*
R 17190 -	Charles P. Seymore Right of Way (Lane) 1,570 sq. ft.	*
R 17267 -	Walter Baker Right of Way (Lane) 3,520 sq. ft.	*

City of Springfield Section of the McKenzie Highway (cont.)

		Recommended Offer
R 17269 -	Lydia Gielish Vander Waal Right of Way (Lane) 1,020 sq. ft.	*
R 16275 -	Floyd L. Kull Right of Way (Lane) 5,600 sq. ft.	*
R 17268 -	Clarence A. Wheeler, Roy A. Marks, Earl J. Vaughn Right of Way (Lane) 1,490 sq. ft.	*
R 17270 -	S. C. Sasser Right of Way (Lane) 220 sq. ft.	*
R 17317 -	Sig Moe Gravel Bar (Material Source) (Lane) 0.24 acre	*
R 18797 -	Albert Vik Right of Way (Lane) 14,729 sq. ft.	*

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "J-1" through "J-3" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In this connection the Commission discussed the advisability of acquiring by condemnation certain properties that are needed as right of way for the proposed West Portland-Harbor Drive Expressway. The question arose as to the exact location of the properties with reference to the highway center line, the survey for which, together with the width of right of way, has not as yet been definitely determined. Action on the matter was deferred by the Commission pending additional information from the Engineer who was also instructed to report to the Commission the results of the public hearing that was held in Portland on this subject.

The Assistant Chief Counsel rendered a written report on cases tried or in which judgment decrees have been entered since the last meeting of the Commission as follows:

(1) Fred J. Strasbaugh, et ux vs. Ben R. Chandler, et al: The Assistant Counsel reported that the court in this case ruled favorably upon the State's motion to direct the jury to return a verdict in favor of the defendants. Not only did the plaintiffs fail in proving liability upon any of the several-named defendants, he said, but in addition to the expense that they, themselves, incurred in prosecuting the case, they will have to pay the

Highway Department's cost bill. The Assistant Counsel gave as his feeling that the State Land Board may wish to take some action against the Strasbaughs for recovery of the value of the materials that the Strasbaughs have removed from lands owned by the State, and in connection therewith, the clerk of the Land Board has requested the services of one of the State's witnesses, Mr. Frank I. Towle, who has rendered valuable assistance in the case just tried. He recommended that Mr. Towle be authorized to assist the State Land Board in the matter if requested. The recommendation was approved by the Commission. Also brought into the discussion by the Assistant Counsel was payment of the fees of the attorneys who were employed to assist in the case. He recommended approval of the following amounts: Anthony Yturri - $4,339.51, and George Cochran - $2,750.10, the amount due Mr. Yturri being the full amount earned, and that being paid to Mr. Cochran being partial payment, he having already received a certain amount. He explained that these amounts represent fees and expenses. He also said that the claims are being presented to the Commission as directed by the Attorney General, Mr. George Neuner. The Commission unanimously approved payment of the amounts as recommended. The Commission highly complimented Mr. Miller, Mr. Towle, and others who assisted in handling this case.

(2) State vs. Ludvig Anderson, et al: This case involves acquisition of right of way needed for the Tigard-Tualatin River Unit of US 99W. Complaint was filed in Washington County on June 17, 1952 for acquisition of 2,700 square feet of land including right of access and slope easements. The offer authorized by the Commission was in the amount of $2,400. The case was tried before a jury and resulted in a verdict of $3,600 with interest at the rate of 6 percent from June 17, 1952. The Commission approved the report.

(3) State vs. Margaret Litchenthaler, et al: This case involves acquisition of 0.98 acre of land needed as right of way for the Bay City-Kilchis River Section of the Oregon Coast Highway. Complaint was filed in Tillamook County on December 8, 1951. Amount of offer authorized by the Commission was $950. The case was tried before a jury and resulted in a verdict of $800 plus interest at 6 percent from December 8, 1951. The Commission approved the report.

(4) Karl Tomasek vs. State Highway Commission: This case concerns a claim for damages in the amount of $34,880 and involves a 69.76 acre tract of land which the plaintiff alleges was destroyed in 1945 by reason of construction of a bridge over the North Santiam River and approaches thereto. The case was tried and a verdict was rendered against the State in the amount of $13,500. An appeal was taken to the Supreme Court which confirmed the opinion of the lower court on September 24, 1952. The Assistant Counsel gave as his opinion that no legislative appropriation has been provided to pay the judgment, and appropriation to satisfy the judgment will have to be decided by legislative enactment. The Commission approved the report.

(5) State vs. Charlotte W. Kurth: This case concerns acquisition of 0.2 acre of land needed as right of way for the Tigard-Onion Flat Section of US 99W. Amount of offer was $600. Verdict rendered by the jury was in the amount of

$650. The Commission approved the report.

The Assistant Chief Counsel reported settlement of the following cases:

(1) State vs. Minnie C. Flanagan, et al: This case involves acquisition of 399 square feet of land needed as right of way for the Cascade Highway and the Mt. Hood Highway. Maximum appraised value of the property was $800. The amount demanded by the plaintiff was $1,500. Settlement was reached for $1,250. The Commission approved the report.

(2) State vs. Elmer Bankus, et ux: This case involves acquisition of 2,314 square feet of land along the Brookings-California State Line Section of the Oregon Coast Highway. Complaint was filed on August 4, 1950, and the amount authorized by the Commission prior to filing of condemnation proceedings was $3,000 for a warranty deed conveying the property to the State. This matter was finally concluded by an exchange of properties rather than by paying a cash amount. The Commission approved the arrangement.

The Commission discussed and unanimously confirmed offers reported by the Assistant Chief Counsel, as follows, for acquisition of real property that is needed for various highway purposes, which offers were tendered to the owners prior to institution of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 29, 1951:

Whale Cove-Miner Creek Unit of the Siletz River-Newport Section of the Oregon Coast Highway

L-1485 - Owner: Wilbur F. Badley, et al. 26.45 acres for right of way. Amount of offer $13,150.00. Authorized by Chairman Chandler on September 30, 1952.

State Street South Unit of the Salem By-Pass Section of the Pacific Highway East

R-18300 - Owner: Albin W. Lovcik, et ux. 1.5 acres for right of way, and 8.35 acres for excess taking. Amount of offer $1,600. Authorized by Chairman Chandler on September 26, 1952.

Unit No. 5 of the T. H. Banfield Expressway

R-19070 - Owner: Leonard C. Osburn, et al. 0.63 acre for right of way. Amount of offer $1,500.00. Authorized by Commissioner Reynolds on October 2, 1952.

Chemult-Diamond Lake Junction Section of The Dalles-California Highway

L-1734 - Owner: A. W. Arnold, et al. 19.97 acres for cinder pit, and 1.72 acres for access road to cinder pit. Amount of offer $1,000.00. Authorized by Commissioner Reynolds on October 9, 1952.

Goshen-Creswell Section of the Pacific Highway

R-18452 - Owner: Earl C. Law, et al. 1 acre for right of way. This is the entire taking. Amount of offer $12,500.00. Authorized by Chairman Chandler on September 26, 1952.

County Farm-Ashland Section of the Pacific Highway

R-19380 - Owner: Ralph D. McCulloch, et al. 0.05 acre for right of way. Amount of offer $100.00. Authorized by Chairman Chandler on September 26, 1952.

R-16543 - Owner: Charles W. Koyl, et al. 8.09 acres for right of way, 2.8 acres for easement for channel change, 1.03 acre for gravel pit, and 0.82 acre for excess taking. Amount of offer $12,000.00. Authorized by Commissioner Reynolds on October 2, 1952.

Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Hwy

R-10625 - Owner: James E. Langdon, Sr. et ux. 8.97 acres for right of way. The State is to construct an 84-inch corrugated steel cattle underpass on the boundary line between this property and that of Homer Langdon. Amount of offer $10,425.00. Authorized by Commissioner Reynolds on October 2, 1952.

R-17527 - Owner: Homer Langdon. 18.83 acres for right of way. The State is to construct an 84-inch corrugated steel cattle underpass on the boundary line between this property and that of James E. Langdon, Sr. Amount of offer $10,461.00. Authorized by Commissioner Reynolds on October 2, 1952.

R-18583 - Owner: James E. Langdon, Jr. et ux. 3.72 acres for right of way. Amount of offer $5,037.00. Authorized by Commissioner Reynolds on October 2, 1952.

The Assistant Counsel reported on status of the Commission's claim against Mr. Leo R. Beard who owned the truck that was being driven by Mr. William D. Clark when it was involved in an accident that resulted in damaging the bridge over the Grande Ronde River at M. P. 19.43 on the Wallowa Lake Highway. He advised that the State's claim amounted to $107.04 and that $30 of such amount was paid by Mr. Beard who indicates that he does not intend to pay the balance. The Assistant Counsel requested authority to institute such court action as may be necessary to collect the remaining $77.04. The Commission approved the request.

The Assistant Chief Counsel also brought up for discussion settlement of the accident claim of the Commission vs. the estate of Ray L. Cattnack in the amount of $3,402.36 plus $117.82, the latter amount representing value of sick leave due the driver of the State's equipment that was involved in the accident. The Assistant Counsel explained that the claim arose out of an accident which took place

on the Wapinitia Highway wherein the State Highway vehicle was damaged, and the driver of the same was injured. The total amount of the claim, he said, has been paid in full. The Commission approved the report.

The Engineer reported that in conformity with authority given him by the Commission, he has reclassified the Athena-Holdman Secondary Highway between Athena and Cold Springs Highway junction from a Group II Highway to a Group I Highway. He said that test runs of equipment observed by the Director of Permits revealed that this highway can now accommodate combinations of equipment sixty feet overall in length without creating a hazard to other traffic, hence his order reclassifying the highway. The Commission approved the action taken by the Engineer.

The Engineer reported the results of a traffic survey conducted at the intersection of Fourth Street and Central Avenue in Coos Bay to determine the need of a traffic signal at this point. He advised that from the information gathered by the survey, it has been determined that a signal is warranted. He estimated the cost of such signal at $4,000 and recommended approval of the installation on the condition that the City of Coos Bay will pay one-half of the cost of installing the signal, will maintain the signal after the installation is completed, and will provide electrical energy to operate it without cost to the State. The Commission approved the recommendation.

The Commission discussed a letter from the County Court of Clackamas County requesting the reestablishment of an overhead crossing of Roberts Road No. 80 (Boeckman Road) over the West Portland- Hubbard Expressway as a convenience for local citizens. The Engineer explained that the original plan called for an overcrossing structure at this point, but the plan was later changed so as to close entirely the Boeckman Road crossing because an overpass at this place was not considered essential. In lieu of the overpass, frontage roads were constructed on both sides of the highway to connect with traffic interchanges at Stafford Road and at the Wilsonville-Oregon City Road, each of which is approximately one mile distant from the Boeckman Road. He pointed out that the Boeckman Road extends only a short distance from the expressway to the Oregon Electric Railroad right of way where it terminates, and he gave as his considered opinion that the people residing on this short section can be served equally as well without the overpass as they can be with it. He pointed out that the Commission has a written agreement with the Clackamas County Court providing for the closure of the Boeckman Road and the construction of service roads in lieu thereof at a cost in excess of $10,000; also that the County Court was fully cognizant of the overall plan of the highway improvement when the agreement was executed; otherwise, the frontage roads would not have been constructed. The cost of constructing an overpass, he said, is in no way commensurate with the volume of traffic that would use it, and he mentioned that it would be possible to build an overcrossing at any time in the future should traffic conditions warrant the same. He recommended that the County Court's request be denied. The Commission approved the recommendation unanimously and instructed the Secretary to advise the County Court of the action taken and the reasons therefor.

The Engineer requested authority for the Chief Counsel to assist the District Attorney of Coos County in every way possible in prosecuting Mr. Neil

Ferre across whose property a right of way is being condemned for improvement of the Hauser-Coos Bay Section of US 101, for wantonly and feloniously assaulting the Highway Department's Resident Engineer, Mr. G. A. Barnhart. He explained that Mr. Barnhart went onto Mr. Ferre's property to obtain some measurements that were needed in connection with the relocation of Mr. Ferre's buildings, and that Mr. Ferre belligerently ordered Mr. Barnhart off the premises, and threatened to shoot his car if he did not leave at once. Mr. Barnhart, he said, got into his car and was just about to leave when Mr. Ferre shot at the car with his rifle. The bullet struck the ground and caused rocks to splatter the car, resulting in damages thereto and what was more serious, a small piece of gravel or a possible fragment of the bullet struck Mr. Barnhart on his left cheek. A second shot fired by Mr. Ferre hit the left front wheel of the car doing additional damage. Mr. Barnhart, he said, drove into North Bend and swore out a warrant for Mr. Ferre's arrest, following which Mr. Ferre was picked up by the State Police and lodged in the Coos County jail, but was released shortly thereafter upon the posting of a cash bail in the amount of $1,500. It was the feeling of the Commission such actions cannot be condoned. Accordingly, the Commission authorized the Chief Counsel to assist the District Attorney in every way possible in vigorously prosecuting Mr. Ferre for this offense.

The Engineer reported the results of an investigation of the Umatilla River Bridge on Secondary Highway No. 207 southwest of Hermiston as ordered by the Commission at the previous meeting when the Commission discussed a request from the City of Hermiston for the widening of an underpass of the Union Pacific Railroad nearby on this highway. The Engineer advised that he personally inspected this bridge and ascertained that it is not in immediate need of replacement, but will adequately serve for several years. He recommended that improvement of the structure be deferred until such time as it shows signs of deterioration. He also stated that the location of this bridge structure will have no bearing whatsoever on the location of the railroad underpass in view of which he recommended improvement of the underpass as soon as funds are available to finance the work. The Commission unanimously approved the recommendation and authorized the Engineer to prepare the underpass project for construction when there are funds to finance it which indications are will be not before 1954.

The Commission discussed a written report from the Engineer, dated October 16 1952, on improvements to the Pacific Highway West and connecting highways, between Dayton Junction and Monmouth via Dayton and Amity, which it is anticipated will be requested by the West Side Highway Association when it appears before the Commission on the following day. Action in this matter was deferred by the Commission pending appearance of the delegation. (See additional paragraph ahead.)

The Engineer brought up for discussion an offer received from Mr. F. S. Elfving, Astoria, to sell to the State for the sum of $12,000, all of his property lying northerly from the S. P. & S. Railroad right of way line between 14th and 15th Streets in the City of Astoria which property is now being leased by the State as a terminal for the Astoria-Megler Ferry. Due to the uncertainty of constructing a new ferry terminal at the foot of 17th Street in Astoria in the near future, the Engineer suggested that it would be advisable to purchase Mr. Elfving's property at the amount of his offer. He advised that the appraised value of Mr. Elfving's

property is $20,000, based on river frontage at $25 per foot. He explained that the present lease from Mr. Elfving for which the State is paying $3,000 per year, will not expire until June 1, 1954 so rentals payable up to that time will amount to $4,500 and he estimated that the property will have a salvage value of between $8,000 and $10,000 at the end of the current lease. He suggested purchase and use of the property as a ferry terminal until such time as traffic becomes so great that a new terminal at the foot of 17th Street must be provided. The Commission gave the matter careful consideration, and, as a result thereof, decided unanimously to accept Mr. Elfving's offer.

The Engineer brought up for discussion the need to improve the Wallowa Lake Highway between La Grande and Island City. He said that the present highway is not adequate to accomodate with safety the volume of traffic that uses it, and he suggested that it should be widened to provide a pavement 24 feet wide with 8 foot shoulders on each side. He estimated the cost of such improvement at $112,000, and he recommended approval of the project for construction in 1953 using state funds to finance it. The Commission approved the recommendation unanimously and authorized the Engineer to advertise the project for bids to be received at the January meeting of the Commission.

The Commission discussed a claim presented by C. J. Montag and Sons for extra compensation in the amount of $35,144.71 in connection with State Highway Contract No. 3236 awarded to them for construction of the Tillamook Street-Broadway Bridge Section of the Harbor Drive Expressway in Portland. The Engineer advised that the contractor's claim has been carefully analyzed, and it has been determined that without question the contractor was caused extra expense in the amount of $16,960.00. He explained details and advised that the contractor has agreed to accept payment of such sum as settlement in full of the claim. He recommended approval of such settlementbythe Commission. The Commission approved the recommendation unanimously. (A "Release Agreement" covering the matter was signed by the Commission later in the session.)

Letters were presented from Mr. Tom N. Holland, Mr. and Mrs. W. C. Bryson, and Mr. and Mrs. Gene Burrell, all of Route 5, Eugene, complaining of the condition of the Territorial Highway between places known as Crow and Gillespie Corner and urging improvements at an early date. The Engineer advised that this section of highway is now being maintained in as good condition as is possible considering that it is a gravel surfaced roadway, and that it carries a large volume of traffic, including a large number of logging trucks which hamper maintenance operations severely especially during the summer season. This road in its present condition cannot be maintained satisfactorily for the traffic that uses it, but to improve it to modern standards will cost about $400,000 which sum of money simply is not available at this time. He pointed out that there has been provided tentatively in the Commission's three-year Federal Aid Program an item of $414,000 to surface and pave this section during the calendar year 1955. He recommended such improvement as soon as the funds are available. The Commission approved the report and ordered it filed for future reference.

The Commission approved a report from the Engineer advising satisfaction of conditions governing the awards of the following contracts and also advising that contract and bond forms have been prepared and forwarded to the respective contractors pursuant to the Commission's instructions:

(1) Grading and paving the Depoe Bay-Miner Creek Unit of the Oregon Coast Highway, Lincoln County. Bids received August 18, conditions satisfied October 1, 1952. Funderburk & Stoen Construction Company, low bidder.

(2) Grading and paving the County Farm-Ashland Section of US 99, Jackson County. Bids received August 18, conditions satisfied October 1, 1952. Acme Construction Company, low bidder.

(3) Grading and paving 92d Avenue-Fairview Section of the T. H. Banfield Expressway, East Portland. Bids received August 19, conditions satisfied October 2, 1952. Gibbons & Reed Company, low bidder.

The Engineer requested authority for an expenditure of $900 to install two mercury vapor luminaire units at the truck scales on US 101 at Coaledo, between Coquille and Coos Bay. He explained that the signing of this truck scale has presented a troublesome problem which has been given considerable study by the Traffic Engineering Division, and it appears that regardless of the attention that has been given to the matter, the possibility still exists that the portable signs which are used only when weighmasters are operating the scales will be struck or displaced by motor vehicles, and a complaint has been registered by a member of the Southern Oregon Truckers League. To overcome this difficulty, he said, it has been determined that the operation of scales can be greatly facilitated by the installation of two mercury vapor luminaires at the two points where northbound truck traffic diverges and converges with northbound through traffic. He added that the plan provides for wiring the lights to a separate switch so they will be used only during the hours when the scales are being operated by the weighmasters. He also said that if the Commission approves the expenditure, the installation will be financed with funds available in the 1952 budget. The Commission unanimously authorized the installation as requested.

A letter was presented from Mrs. Brooks Hawley, Baker, Oregon, for immediate improvement of the Sumpter Secondary Highway from the end of the present oiled section near Poker Creek, to the town of Sumpter. Mrs. Hawley alleges that the present road is in a deplorable condition and is conducive of accidents, and she urges that it be given a hard surface treatment. The Engineer advised that the section of highway complained of is 16 miles long and that it has only a light macadam surface which was quite satisfactory until the last two or three years when there was considerable increase in log hauling. He also said that it is impossible to maintain the road in a satisfactory condition because of the log hauling traffic. He estimated the cost to grade, surface, and oil the entire section at about $500,000; however, he pointed out that such an expenditure is not justified by the volume of traffic that uses it, which averages only about 200 vehicles daily. He recommended construction of a light resurfacing project at an estimated cost of $35,000 in order to properly maintain this section as an untreated macadam roadway, the work to be done as a special maintenance project in 1953. The Commission ap-

proved the recommendation.

The Commission discussed briefly and ordered filed for future consideration communications from the Lane County Economic Development Committee and from the Eugene Chamber of Commerce urging early construction of the Clear Lake Road which extends from the McKenzie Highway near Blue River to a connection with the Santiam Highway via Clear Lake, which road was recently recommended by the Commission, the Division Engineer of the Bureau of Public Roads, and the U. S. Regional Forester as an addition to the Forest Highway System.

The Engineer reported that the towns of Maupin and Paisley have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the last half of 1951, and that the cities and towns of Culver, Dundee, Cave Junction, Metolius, Nehalem, Ocean Lake, and Paisley have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the first half of 1952; also, that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "C-1" and "C-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer reported completion of a survey for the permanent location of US 99W (Pacific Highway West) between Monmouth and Orr Corner in Polk County. He exhibited maps showing the proposed location and explained details. He asked the Commission to approve the survey. As a result of discussion, the Commission unanimously approved the survey as reported, by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested an increase of $15,000 in the project authorization for construction of the Cape Lookout Park Access Road in Tillamook County, State Highway Contract No. 3691. He explained that during the construction of this road an extremely difficult construction problem arose by reason of a swamp area about 2,000 feet long located within the park boundaries. The contractor, he said, has attempted to build a roadway across this swamp with available material but without success, and it appears necessary, in order to obtain a suitable roadway to secure quarry stone from outside sources, the cost of which, he said, is estimated at $15,000. He recommended approval of the increased amount and advised that there are sufficient unused funds in the State Parks Budget for 1952 to take care of the item so no additional financing will be required. The Commission approved the recommendation.

The Commission discussed and approved an agreement with the Southern Pacific Company covering the installation of a flashing signal at the grade crossing of the Orleans-Lebanon County Road with the Southern Pacific

Company tracks one mile north of Tangent in Linn County. The Commission's approval was given with the understanding that the Railroad Company will maintain the signals at its own cost and expense when the installation is completed and that the State's contribution shall be limited to 50 percent of the actual installation cost. (The agreement was signed by the Commission later in the session.)

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

1. E. H. Itschner Company, Contract No. 3681 for grading and surfacing the West Cottonwood Grade Section on the Wasco-Heppner Secondary Highway in Sherman County, requested an extension of time of 30 days, from September 30 to October 31, 1952, within which to complete this job. They alleged that they were delayed over a month in starting this job due to difficulties encountered on their Blue River crushing contract so were unable to complete the present job within the specified time limit. The Engineer advised that the contractor was delayed on the Blue River job due to special requirements with respect to blasting which delayed his moving to the West Cottonwood job approximately 30 days. The delay at Blue River, he said, was no fault of the contractor's, for which reason he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

2. Central Paving Company, Contract No. 3722 for grading and paving the Tenth Street Project in the City of Independence, Polk County, requested an extension of time of 30 days, from September 15 to October 15, 1952, within which to complete this project. They stated that water from a farmer's irrigation system delayed the grading; that the City Water Department had difficulty in changing city water mains, and that there was additional delay in getting three telephone poles moved. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct; that the contractor was delayed almost two months by the City's changing its pipe line. The delay, he said, was not the fault of the contractor; accordingly he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. G. D. Dennis and Sons, Contract No. 3572 for grading and oil mat surfacing on the Polk County Line-Fir Grove Section of the Independence-Albany County Road in Polk County, requested an extension of time of 90 days, from June 30 to October 1, 1952, within which to complete this job. They stated that they were unable to complete the contract within the specified time limit due to a soft subgrade. The Engineer advised that because there was considerable moisture in the subgrade, it was deemed best to permit traffic to use the grade for a period of time before placing the oil mat surfacing. The overrun in time, he said, was occasioned by the desire of the Department to secure a better subgrade, in view of which he recommended that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads concurring in the recom-

mendation was presented. The Commission approved the recommendation.

4. R. A. Heintz Construction Company, Contract No. 3606 for grading and paving the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, requested an extension of time of 270 days, from September 30, 1952 to June 30, 1953, within which to complete this project. They stated that they had been prevented from completing the contract within the specified time limit by excessive snow which did not permit clearing work to progress as planned; by wet materials in cuts and fills; and by delays in replacing and securing concrete sewer pipe. The Engineer advised that the contractor's operations were materially slowed by unusally deep snow during the fall and winter of 1951, and that due to excessive snow, materials in the cuts were damper than normal, and it was necessary to open and dry out each cut before it could be satisfactorily worked. For these reasons he recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

5. Parker-Schram Company, Contract No. 3562 for topping and slope protection on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, requested an extension of time of 183 days from September 30, 1952, to March 31, 1953, within which to complete this project. They alleged they were prevented from completing the contract within the specified time limit by the failure of other contractors working in the same area to provide a roadbed on which to place topping and slope protection material. The Engineer stated that the contractor's progress was dependent upon completion of work by two other contractors in the same area, and that failure of these contractors to complete their projects on time made it impossible for Parker-Schram to complete their portions of the work. As the overrun was not the fault of the contractor, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

6. Bechtel Bros., Contract No. 3702, for grading, construction of camping area, building, plumbing and electrical work in Emigrant Springs State Park on the Old Oregon Trail in Umatilla County, requested an extension of time of 76 days from August 31, 1952 to November 15, 1952, within which to complete this job. They stated that shortage of material, particularly heavy copper wire, had prevented completion of the job within the specified time limit. The Engineer stated that the reason given by the contractor for overrunning the specified time limit is correct. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

7. Bechtel Bros., Contract No. 3529, for construction of a maintenance employee's cottage at Flora Junction on the Enterprise-Lewiston Highway in Wallowa County, requested an additional extension of time of

76 days, from August 31 to November 15, 1952, within which to complete this job. They alleged that they were prevented from completing the project within the previously extended time due to the State changing the location of the building site and because of other State construction. The Engineer advised that the site had been changed because of the impracticability of obtaining water at the original site which caused postponement of work until the spring of 1952. For this reason he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

8. Bechtel Bros., Contract No. 3488, for construction of a maintenance building at Flora Junction on the Enterprise-Lewiston Highway in Wallowa County, requested an additional extension of time of 76 days, from August 31 to November 15, 1952, within which to complete this contract. They stated they were prevented from completing the contract within the limits of the previously extended time because of a change in the location of building site, and because of other state construction. The Engineer advised that because of difficulty in obtaining an adequate water supply the building site was moved to an entirely new location. For this reason he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

9. Lindstrom Bros., Inc., Contract No. 3429, for construction of the Weed and Muscott Bridges on the Little Nestucca Secondary Highway in Tillamook County, requested an additional extension of time of 20 days, from August 29 to September 20, 1952, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to labor difficulties. The Engineer advised that this contract previously was extended three times, the first extension from September 30, 1951 to November 30, 1951, being without penalty; however, the second and third extensions were granted subject to the contractor reimbursing the State for extra engineering costs incurred during those extensions. It was his opinion that the contractor's delay was due almost entirely to lack of attention to the work, and he, therefore, recommended that the fourth extension be granted subject to the same penalty that the contractor reimburse the State for all engineering costs incurred during the time extension. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. E. C. Swaggart and Company, Contract No. 3622, for rock production on the Hunter Creek-Lone Ranch Section of the Oregon Coast Highway in Curry County, requested an extension of time of 30 days, from September 30 to October 30, 1952, within which to complete this job. They stated that they planned to start the work on August 1, but were prevented from doing so by an accident that occurred to their equipment while engaged on private work for a lumber company near Blachly whereby material damage was done to their crushing plant. The Engineer advised that the contractor scheduled his operations to start on this job August 1 which would have been ample time to complete the contract within the specified time limit ; however, his plant was damaged by blasting in another quarry, and he was unable to secure necessary repair parts in time to start work as anticipated. As no extra engineering costs were

incurred by the State because of the delay, and no inconvenience was caused the public because of the overrun in time, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

11. Standard Asphalt Paving Company, Contract No. 3502, for reoiling on the Weston Section of the Weston-Elgin and Oregon-Washington Highways in Umatilla County, requested an extension of time of 314 days, from September 15, 1951, to July 25, 1952, within which to complete this contract. They stated that contractor Oscar Joelson who had the contract to supply the aggregate for this job, did not have the necessary seal rock in stockpile until well into September, 1951, which was too late in the season for oiling so arrangements were made with Mr. W. S. Hodge, the Resident Engineer, to defer such work until the spring of 1952. The Engineer advised that the contractor had been held up by lack of rock, but he had started work in the spring of 1952 as early as the Engineer would allow and completed it expeditiously. The overrun in time, he said, was not the fault of the contractor, wherefore he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

12. Babler and Rogers, Contract No. 3548, for oil mat surfacing on the Nyssa city streets in Malheur County, requested an extension of time of 243 days, from September 30, 1951 to May 30, 1952, within which to complete this job. They alleged that material necessary for this contract was not available until similar material was provided under another contract, No. 3557, (Ontario Paving Project) so both jobs could be completed simultaneously. The Engineer advised that this contract was bid in conjunction with the Ontario paving project, Contract No. 3557, and the contractor had arranged to secure materials for both projects from a private supplier. These materials, he said, were not made available until early in 1952, and both contracts were then completed without delay. As no extra cost had been incurred by the State, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

13. Grimstad and Vanderveldt, Contract No. 3785 for paving the Astoria Section of the Columbia River Highway in Clatsop County, requested an extension of time of 305 days from September 30, 1952, to July 31, 1953, within which to complete this job. They stated that failure of the Pacific Power and Light Company and The Pacific Telephone and Telegraph Company to move their poles from the right of way delayed the job to such an extent that there was not sufficient time to complete it before bad weather set in. The Engineer stated that the utility companies failed to move their poles in time to permit the contractor to efficiently operate his equipment. He pointed out the project was advertised for bids on two different occasions and that the contract was awarded as a result of the second call; however, the specified completion date in the proposal for the second letting was not extended to allow for the lapse of time between the first and second lettings which

resulted in the contractor being allowed only 41 calendar days within which to complete the project. Since these circumstances were not the fault of the contractor, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

14. Porter W. Yett, Contract No. 3512, for grading and paving the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County, requested an extension of time of 273 days, from September 30, 1952, to June 30, 1953, within which to complete this project. He stated that failure to complete the contract within the specified time limit was due to right of way difficulties, unfavorable weather, and extensive overrun of major contract items. The Engineer advised that all of the work involved was completed within the specified time limit except construction of approaches, shoulders, sidewalks, and miscellaneous cleanup work which cannot be done until next spring. He also said that the contractor was considerably delayed by the failure of the power and telegraph companies to move their lines from the area of operations, and that the close proximity of the Southern Pacific Railroad required many additional items not anticipated in the contract. For these reasons he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

15. Parker-Schram Company, Contract No. 3355, for grading and paving the Brookings-California State Line Section of the Oregon Coast Highway in Curry County, requested an additional extension of time of 100 days, from July 31 to November 8, 1951, within which to complete this work. They stated that the attempted jacking through a fill of a 48-inch corrugated metal culvert pipe, later determined as impractical, a substantial increase in pay quantities and an unusually short working season prevented completion of the contract within the limits of the previously extended time. The Engineer advised that unsuitable weather in the spring of 1951 shortened the working season considerably. The contractor attempted to jack a 48-inch pipe through a heavy fill, but after several attempts it was deemed impractical so the pipe was installed by the open cut method resulting in considerable delay to the contractor as he was unable to operate in the area where the pipe was being placed. In view of these circumstances, he recommended that the additonal extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

16. Porter W. Yett, Contract No. 3783, for paving the Beaverton Section of the Beaverton-Hillsdale Highway in Washington County, requested an extension of time of 10 days, from September 15 to September 25, 1952, within which to complete this contract. He stated that completion of the contract within the specified time limit was prevented by failure of the City of Beaverton to adjust local utilities in connection with the project. The Engineer advised that the contractor was delayed approximately 10 days by failure of the City of Beaverton to adjust local utilities. He also said that the delay did not inconvenience the traveling public and that the State incurred

no additional expense thereby. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

17. Lockyear and White, Inc., Contract No. 3636, for construction of the Shogren Overcrossing on the Columbia River Highway in Wasco County, requested an extension of time of 90 days, from August 31 to December 1, 1952, within which to complete this structure. They stated that they were unable to start construction for 60 days after the contract was awarded because snow and rain made the job inaccessible, and they were further delayed in receiving railroad insurance and by heavy sand storms. The Engineer stated that the start of construction on the project was delayed approximately 60 days because of difficulty in securing access to the work but the contractor worked with diligence after starting. He recommended in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

18. Newport Construction Company, Contract No. 3646, for rock production on the Pendleton Section on four state highways in Umatilla County, requested an extension of time of 60 days, from September 30 to November 30, 1952, within which to complete this project. They alleged that they were late in starting this job because their equipment was tied up at North Dalles on account of Government condemnation of The Dalles toll bridge right of way, and as a result, the job overran the specified time limit. The Engineer advised that the contractor's crushing plant was engaged on two Federal Aid projects, the completion of which had been requested before starting this contract. The State, he said, has been caused no additional expense by reason of the delay, and he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

19. Newport Construction Company, Contract No. 3645, for rock production on the Hermiston Section on four state highways in Umatilla County, requested an extension of time of 45 days from November 1 to December 15, 1952, within which to complete this work. They alleged that completion of the job within the specified time limit was prevented by slow operations of the subcontractor on this job. The Engineer advised that because of the demands of the Department that this contractor complete other projects of greater importance, it was found necessary to subcontract the crushing on this project which was not done until late in the summer. The State, he said, has incurred no additional expense for Engineering supervision, and for that reason, and because the rock will not be needed until next year, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

20. Warren Northwest Inc., Contract No. 3609, for grading and paving the Forest Boundary-Gilchrist Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County,

requested an extension of time of 60 days, from September 30 to November 30, 1952, within which to complete this contract. They attributed their failure to complete the contract within the specified time limit to unusally wet material in the bottom of excavation cuts, and a late spring which delayed the start of grading operations. The Engineer advised that extremely deep snow during the spring of 1952, together with unusual saturation of materials in the cuts contributed largely to the delay in starting grading operations; however, the contractor, as soon as weather permitted, prosecuted the work very ably and completed most of it within the specified time. In view of the circumstances, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

21. C. R. O'Neil, Contract No. 3727, for grading and oil mat surfacing the Middle Unit, Deschutes County Line-Prineville Section of the O'Neil Secondary Highway in Crook County, requested an extension of time of 258 days, from October 15, 1952, to June 30, 1953, within which to complete this work. He stated that he overran the specified time limit because he was unable to start operations until August 10, 1952, due to failure of the power and telephone companies to move their pole line facilities. The Engineer advised that this contract was awarded on May 27, 1952, but the contractor was unable to start operations until mid-August because of power and telephone lines which were in direct conflict with his operations, and as a result it is impossible to perform the oiling this year. He recommended in view thereof that the extension of time, as requested, be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

22. Porter W. Yett, Contract No. 3620, for paving the Quartz Creek-North Plains Unit of the Necanicum Junction-North Plains Section of the Sunset Highway in Washington and Clatsop Counties, requested an extension of time of 273 days, from September 30, 1952 to June 30, 1953, within which to complete this project. He attributed his failure to complete the contract within the specified time limit to unfavorable weather conditions. The Engineer advised that the contractor encountered difficulty in two quarries which he had opened for this job; however, he started paving operations on the North Plains end of the project on June 30, hauling asphaltic concrete from his plant at Beaverton and completed the section to Davies Overcrossing late in July. He then started paving at the Quartz Creek end on August 4, and has been in continuous operation since that time. He added that the contractor's operations have been satisfactory, and the engineering costs have remained commensurate to the work accomplished. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

23. Kuckenberg Construction Company, Contract No. 3507, for rock toe embankment and grading on the East Unit, Hood River-Mosier Section of the Columbia River Highway in Wasco and Hood River Counties, requested an extension of time of 230 days, from February 28 to October 16, 1952, within

which to complete this project. They stated that this contract was bid on February 26, 1951, but they were unable to do any dike construction due to the Railroad Company not having the trestles constructed until after July 15, 1951, also that their operations were curtailed during the winter of 1951-1952 due to severe weather conditions. The Engineer advised that bids for this job were received February 26, 1951, but the contract was not awarded until April 19 because of railroad agreement difficulties; also that the contractor had to suspend operations from June 15, 1951 to July 7, 1951, due to failure of the Railroad Company to construct two underpasses which were necessary to permit the contractor to haul across the road. The total of these delays which were not the fault of the contractor, amount to 75 days. In addition, the contractor's operations were disturbed by the raising of the elevation of Bonneville pool some six feet, necessitating reconstruction of the toe wall. The Bureau of Public Roads, he added, does not feel that the contractor is entitled to an extension of time without penalty beyond the 75 days of actual delay, but in his estimation the full time extension as requested should be allowed due to both the actual delays and the disruptions by reason of the fluctuation of the Bonneville pool level. This will mean that the Bureau of Public Roads will not pay its portion of the engineering costs during the extended period which is a nominal amount. He recommended that the extension of time as requested be granted without penalty notwithstanding the objections of the Bureau of Public Roads. The Commission approved the recommendation.

24. J. C. Compton Company, Contract No. 3497, for grading and paving the Prospect-Union Creek Junction and the Union Creek Junction-Lost Creek Sections of the Crater Lake and West Diamond Lake Highways, in Jackson and Douglas Counties, requested an extension of time of 250 days, from November 30, 1951 to July 31, 1952, within which to complete this job. The contractor stated that all work involved except the production of 6,000 cu. yds. of oil rock in stock piles. was completed prior to the expiration of the specified time limit, and that because of snow conditions such work had to be postponed until spring. The Engineer advised that all grading and paving work on the contract was completed within the specified completion date and that the overrun was required to produce maintenance material in stock pile for future state use. As there was no inconvenience to the traveling public or additional cost to the State, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

25. Vernie Jarl, Contract No. 3614 for paving the Big Creek Section of the Columbia River Highway in Clatsop County, requested an extension of time of 30 days, from September 30 to October 30, 1952, within which to complete this contract. He alleged that failure of the grading contractor to finish the grade in time prevented completion of the contract within the specified time limit. The Engineer advised that the overrun in time was actually only three days and was caused by failure of the grading contractor

to complete his section in sufficient time. As the overrun caused no inconvenience to the public or additional expense to the State, he recommended that the three-day extension of time to October 3, 1952, be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

26. Arthur Simonsen and George Borgen, Contract No. 3664, for rock production on the Baker-Huntington Section of the Old Oregon Trail in Baker County, requested an extension of time of 60 days, from October 31 to December 31, 1952, within which to complete this job. They gave as their reason for overrunning the specified time limit that a part of the work was sublet to Newport Construction Company, who, later asked to be relieved of the obligation, so they had to arrange with another subcontractor, H. J. and H. W. Miller, to crush aggregate, but their operations were held up by equipment repairs. The Engineer stated that these contractors are new operators with the State, and the fact that their equipment was not in good condition caused considerable delay waiting for repairs; however, the State has not suffered thereby nor been put to additional cost. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendation of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

In this connection, the Engineer was asked to render a report to the Commission on extensions of time that have been granted during the last two years, which information the Commission desires in connection with studies to determine whether or not contractors have been given sufficient time within which to complete their projects and to determine whether or not contractors have commenced their operations promptly after being awarded contracts.

The Engineer reported that Contracts Nos. 3355, 3367, 3429, 3497, 3502, 3507, 3519, 3537, 3548, 3570, 3572, 3579, 3595, 3626, 3641, 3650, 3665, 3670, 3695, 3708, 3712, 3724, 3742, 3764, and 3769 for construction of State Highway Projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration, the Commission, by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer asked the Commission to confirm his action in ordering the removal of the five-ton maximum load limit which was placed on the Little Nestucca Secondary Highway No. 130 between M. P. 5.0 and M. P. 9.4 by resolution dated November 25, 1947. The conditions requiring such reduced load limit,

he said, no longer exist , and he ordered the reduced load limit signs removed on October 8, 1952. The Commission approved the request by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also asked the Commission to rescind and cancel its resolution adopted on July 26, 1950 establishing a "NO PARKING ON HIGHWAY SHOULDERS" zone on the Oregon Coast Highway between M. P. 123.20 and M. P. 123.58 north of Ocean Lake, Lincoln County. He explained that the zone was originally established because of a motor car race track that was being operated at this location and when the races were in progress many cars were parked on the highway shoulders, creating a hazardous condition. This race track has now been abandoned so the restriction is no longer needed. The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and upon recommendation of the Engineer denied a petition of 41 people who reside along the Umpqua Highway, requesting the establishment of a reduced speed zone through a small community on this highway about two miles east of Scottsburg. The action was based on the Engineer's report on the subject which revealed that there is only a small amount of roadside culture along this section, that the traffic volume is low, and that a reduced speed restriction would be very difficult to enforce. The Commission did, however, approve the installation of appropriate signs.

The Commission discussed the disposal of portions of the Agate Beach-Newport Section (old Route) of the Oregon Coast Highway in Lincoln County; also the disposal of portions of the East Unit of the Antelope-Clarno Section of the Shaniko-Fossil State Secondary Highway No. 291 in Wasco County; and the disposal of a portion of the Columbia River Highway (old route) between the City of Cascade Locks and a point east of Herman Creek in Hood River County. The Commission unanimously adopted the attached resolutions relative thereto, marked EXHIBITS "H-1", "H-2", and "H-3" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

There was presented to the Commission for consideration and approval a proposed "Contract for Electrical Service" agreement with the California-Oregon Power Company covering the furnishing of electrical energy to the Highway Department's new remote radio transmitter that is situated on Hog Back Mountain and serves the Klamath Falls radio station. The Commission approved the agreement upon the recommendation of the Engineer. (The agreement was signed by the Commission later in the session.)

A request was presented from numerous residents and businessmen of Eagle Point, Oregon and vicinity, for removal of the barricade that has been erected closing the Crater Lake Highway (old route) at its grade crossing with the Medford Corporation Railway Company's tracks near Eagle Point. The Engineer advised that when the Crater Lake Highway was relocated near Eagle Point in 1946, this grade crossing was closed by orders of the Public Utilities

Commissioner and a new crossing was provided in a much safer place nearby. It appeared to him to be without the province of the Highway Commission to open the old crossing and in any event, he said, it should remain closed in the interests of public safety. He recommended that the request be denied. The Commission approved the recommendation.

The Commission, upon recommendation of the Engineer, approved a request from the U. S. Geological Survey for installation of a stream gauging station on Pier No. 2 of the Willamette River Bridge on the Portland-Salem Expressway at Wilsonville. The Engineer advised that the station is estimated to cost about $1,250 and that the entire amount will be paid by the U. S. Geological Survey but the work will be done by State forces. (An agreement covering the matter was signed by the Commission later in the session.)

Consideration was given by the Commission to a request from Mr. R. C. Albertus, Coquille, Oregon, that he be permitted to purchase some logs that were dumped off logging trucks at Highway Department weighing scales under orders issued by Highway Department Weighmasters. In the discussion of the matter, the question arose whether or not the Commission has legal authority to dispose of the logs in this manner. The Assistant Chief Counsel advised that a search of the statutes reveals no well-defined authority for the Commission to sell the logs. He suggested that the legislative assembly which meets in 1953 be requested to clarify the matter so that in cases where logs are dumped on the Highway right of way and the owners do not remove them within a reasonable length of time, that the logs then become the property of the State for disposal by sale or in any other manner that the Commission sees fit. In view of this advice, the Commission decided not to sell to Mr. Albertus the logs under discussion. The Counsel was instructed to prepare an appropriate bill along the lines suggested for presentation to the legislature through the Legislative Highway Interim Committee.

The Engineer reported a list of ten Highway Department employees who will be affected by the Public Employees Retirement Act during the first quarter of 1953, eight of whom previously have received retirement extensions. He recommended that nine of these employees be retained in service for one additional year and that the tenth be retired on his effective retirement date. The Commission approved the recommendation unanimously. (For list of the employees affected, see copy of Engineer's written report on the subject dated October 21, 1952, directed to the Oregon State Highway Commission, in the General Files.)

The Engineer reported that Jackson County has filed a petition with the Public Utilities Commissioner for authority to install a county road crossing at grade with the tracks of Southern Pacific Company at a point approximately two miles North of Medford, which crossing necessarily will involve an entrance on the westerly side of the Pacific Highway. He pointed out that this section of the Highway has been declared to be a throughway, and that under the provisions of the Throughway Act, it will be necessary that the State Highway Commission give its consent to the intersection of the county road with the highway before such entrance may be made. After consideration, the State Highway Commission decided that a permit will be issued for such intersection provided the plans and specifications therefor are approved by the State Highway Engineer.

The Engineer discussed with the Commission a request from the Community of Lakeside, Coos County, for a road connection from Lakeside to the newly constructed Oregon Coast Highway approximately one mile north of Lakeside. He exhibited a map showing the proposed roadway and advised that the desired access point is in a good location with excellent sight-distance in each direction so would not create a hazardous condition. He recalled that the new highway is being built with restricted access but he pointed out that the access now requested is for a community and not an individual, so, in his estimation, it would appear in order to grant the access which will afford a loop road through Lakeside from the new highway. The Commission deferred a decision in the matter pending additional information from the Engineer who was instructed to report such information at the next meeting of the Commission.

The Commission unanimously approved out-of-state travel expenses for the following Highway Department employees:

(1) Mr. G. S. Paxson to attend a meeting on recent developments in prestressed concrete at the University of California at Los Angeles on November 14 and 15, 1952. Estimated cost $120.00.

(2) Carl W. Jordan, Director, Travel Department, to attend annual convention of National Association of Travel Organizations in San Diego, California, during November 16 - 19, 1952. Estimated cost $169.00.

(3) George C. Hester to attend the American Reciprocity Workshop Conference, sponsored by the American Association of Motor Vehicle Administrators, in Chicago during November 12 - 14, 1952. Estimated cost $275.00.

The Commission discussed a resolution adopted by North Lincoln Grange No. 861 and endorsed by Lincoln Pomona Grange at Nashville, Oregon, on September 13, 1952, in which resolution the Highway Commission is requested to supply more adequate garbage disposal facilities at convenient locations along state Highways as an aid in keeping highways clean. The Engineer advised that the Highway Department is now maintaining approximately twenty-two receptacles along the Oregon Coast Highway at convenient locations for public use, some of which are in good condition and others in need of repainting. Investigation reveals, he said, that receptacles are needed in about ten other locations where motorists stop for short rests or for luncheon. He advised that he has ordered the reconditioning of existing receptacles and the installation of the ten new ones; moreover, he intends to have another inspection made of the highways to determine whether or not the additional service to the public is warranted from the standpoint of cost, and when sufficient information has been gathered, the results will be reported to the Commission. The Commission approved the report, and instructed the Engineer to investigate the desirability of furnishing such receptacles at other locations, such as stockpile sites, etc.

Consideration was given by the Commission to damage claims as follows:

(1) Claim of R. L. Weiher, McMinnville, in the amount of $16.25, for damage to his car when it was being moved by an employee of the State Highway Department preparatory to reoiling work by a Highway Department crew.

(2) Claim of Ralph Williams, Newberg, for damage to his car during operations of a Highway Department paving crew.

The Engineer recommended payment of the full amount of the claim of Mr. Weiher. As to Mr. Williams' claim, he recommended payment of the actual cost of removing the road oil from his car, but in no event is such payment to be more than $20. The Commission approved both recommendations.

The Engineer brought to the Commission's attention the need for the Commission to formerly reroute the Tualatin Valley Highway through the City of Forest Grove in harmony with the new highway construction at that place. As a result of discussion, the Commission unanimously adopted the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission unanimously approved the Secretary's report disclosing papers that he signed in behalf of the Commission during the period September 19 through October 15, 1952, inclusive.

Consideration was given by the Commission to matters of unfinished business appearing on the Secretary's Summary, dated September 23, 1952. The following action was taken on the several items:

(1) Proposed rerouting of US 99W highway through McMinnville: The Engineer presented a written report on this subject, dated October 17, 1952, disclosing factual information concerning a proposed bypass route and including additional information concerning a one-way street system which heretofore was proposed to care for US 99W traffic through this city; He pointed out that an economic analysis shows that the one-way street plan will give a benefit factor of 1.97 in comparison with a benefit factor of 0.89 for the by-pass route. He gave as his considered opinion that the project of first importance is the one-way street plan whereby northbound highway traffic will be routed along Baker Street (present route of this highway) and southbound traffic will be routed along Adams Street which is one block west of Baker Street, and he suggested that it would be advisable to make provision now to construct such one-way street couplet so when the Commission is ready to construct the project, there will be no right of way difficulties to interfere. The Engineer estimated the cost to construct the by-pass route at $613,000 including $200,000 for right of way, and the cost to construct the one-way couplet at $390,000 including $175,000 for right of way. He recommended adoption of the one-way street couplet and that the Right of Way Department be authorized to negotiate right of way options along such route. Chairman Chandler pointed out that there are no funds presently available to finance this project, and he gave as his feeling that the project of most importance in McMinnville is construction of a new bridge across Cozine Creek in order to relieve the traffic congestion on this structure; however, he said that he would have no objection to acquiring right of way as suggested by the

Engineer if there were funds to finance it. He declared himself not in favor of committing $390,000 to construct the one-way street couplet under present circumstances. The matter was discussed some length, but action in the matter was deferred by the Commission until its next meeting. The Engineer was instructed to report at that time further details with respect to the right of way situation. The Secretary was instructed to retain this item on the list of unfinished business. (The Commission discussed this matter on the following day at a breakfast meeting with a group of businessmen from the City of McMinnville at which time the Right of Way Engineer and the Chief Counsel were instructed to consult with members of the group in McMinnville at a convenient time in the near future in regards to right of way matters and to report back to the Commission.)

(2) Proposed use of the triangular area included in the "Wye" connection formed by the intersection of the Merrill-Malin and Klamath Falls-Lakeview highways about four miles east of Klamath Falls: The Engineer advised that his report on this subject is not yet ready to render. The Commission ordered the item retained on the list of unfinished business.

(3) Request of City of Coos Bay for lease rights on excess right of way of the Oregon Coast Highway along the waterfront in the City of Coos Bay: The Right of Way Engineer advised that negotiations with the City are still underway so he has nothing to report at this time. Chairman Chandler recalled that the City at one time agreed to purchase this surplus property at the same rate the State paid for it, and that he knows of no reason why the Highway Commission should deviate from that arrangement now. The Right of Way Engineer was instructed to bear this in mind in his negotiations with the City. This item is to be retained on the list of unfinished business.

(4) Request of Fossil Community Club for the widening of narrow places on the Butte Creek-Summit Section of the John Day Highway: The Engineer advised that his report on the subject is not yet ready to present. The Commission ordered this item retained on the list of unfinished business.

(5) Report on status of acquisition of right of way needed for the T. H. Banfield Expressway in Portland: The Right of Way Engineer reported on this matter earlier in the session, and in view thereof, the Commission ordered the item deleted from the list.

(6) Purchase of land from M. Edward Hunsperger at the intersection of Union Avenue and Denver Avenue in North Portland: The Right of Way Engineer advised that he is negotiating the purchase of this property but is not yet in position to make a report. The Commission ordered the item deleted from the list of unfinished business with the understanding that if it again arises, it will be considered as new business.

(7) Suggestion of the Chief Counsel for correcting problems presented by verdicts in condemnation actions: Due to the absence of the Chief Counsel at this meeting, the Commission ordered the item retained on the list of unfinished business pending his return.

(8) Request of the citizens of the City of Tillamook for sidewalk construction along the Wilsonville Highway just east of the Tillamook City limits: The Engineer advised that his report on the subject is not ready to present. The Commission ordered the item retained on the list of unfinished business.

(9) Question of improving the Umatilla Bridge on ORE 207 southwest of Hermiston: The Engineer's report on this subject was rendered earlier in the session, in view of which, the Commission ordered the item deleted from the list of unfinished business.

(10) Protest of Mr. Joseph A. Minott and the Misses Caroline W. and M. Louise Flanders, Portland, regarding establishment of overnight camping at Ecola State Park: The Parks Superintendent reported on this subject earlier in the session. The Commission ordered the item deleted from the list of unfinished business.

(11) Request of the City of Brookings for establishment of a uniform width right of way in the north part of the City as an accommodation to business development: The Engineer advised that his report on this subject is not yet ready to present. The Commission ordered the item retained on the list of unfinished business.

(12) Request of West Side Highway Association for improvements to US 99W and connecting secondary highways between Monmouth and Dayton Junction: The Engineer's report on the subject was rendered earlier in the session. The Commission ordered the item deleted from the list of unfinished business.

(13) Request of Union Commercial Club that signs be erected at each end of the new Ladd Canyon Section of US 30 giving directions and mileage to the towns along the old highway route: The Engineer advised that existing signs at each end of this highway section are in conformity with the standards adopted by the American Association of State Highway Officials, and that it has been the Highway Commission's practice in the past to follow the recommendation of that Association. He recommended continuation of the Commission's past policy in that regard and that the request of the Union Commercial Club be denied. The Commission approved the recommendation and ordered the item deleted from the list of unfinished business.

(14) Report concerning a dangerous condition that exists on the Medical Springs State Secondary in the town of Medical Springs: The Engineer advised that he is not prepared to make a final report on this subject, but from information received from the field, indications are that the situation can be improved by replacing existing curve signs with oversize "Slow" and "Curve" signs and by removing a small flat area near the mid-point of the curve which because of the narrowness of the pavement, might be enough to cause an accident. The Commission approved the report and ordered the item deleted from the list of unfinished business.

The Commission had under discussion the setting of dates for its next two regular meetings. The Commission confirmed Monday and Tuesday, November 24 and 25, 1952, heretofore set for its meeting in November, and decided to hold

the next following meeting on Thursday and Friday, January 15 and 16, 1953, The Secretary was instructed to make the usual arrangements to hold these meetings in the Green Room of the Imperial Hotel in Portland.

The Engineer reported on a request received from residents of Umatilla County, Oregon, and from Walla Walla, Washington, for improvement of the State Line Road which connects the old state highway and the new state highway about six miles north of the City of Milton-Freewater, Oregon. He advised that this matter has been investigated, and it has been found that the existing road lies within the State of Washington but that the ditch on the south side of the road and possibly a minor portion of the roadway, lie within the State of Oregon. To obtain a uniform sixty-foot right of way, he said, will require the acquisition of a twenty-foot strip of land on the Oregon side which is estimated to cost about $8,600. The cost to construct the road to state secondary highway standards, he estimated at about $20,400, making a total cost of $29,000. It was his considered opinion that the State of Oregon should take no part in the improvement of this road since it is not on the Oregon Highway System and because there are several other east and west roads connecting these two highways, and he so recommended. The Commission approved the recommendation unanimously.

The Commission discussed and, upon recommendation of the Engineer, unanimously approved an agreement with the City of Salem providing for a cooperative traffic signal installation at three street intersections and for an interconnecting signal arrangement. In the discussion of the matter, the Commission was informed that the project was authorized on September 28, 1950, also that the City's share of the cost, amounting to $10,330, has been received. (The agreement was signed by the Commission later in the session.)

The Commission also approved an agreement with the City of Portland covering additions, deletions, etc., to the State Highway System within the City as previously authorized by the Commission on May 26, 1952. (An agreement was signed by the Commission later in the session.)

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Mr. John A. Laing, Chairman, and Mr. George Henderson, Member of the Highway Department's Advisory Committee on travel matters appeared before the Commission regarding the 1953 budget for the Travel Information Division; also present was Mr. Carl Jordan, Director of the Travel Information Division. Mr. Laing asked the Commission to approve a budget item in the amount of $274,711.04. He explained that this budget amount is the result of extended discussion and action by the Advisory Committee at its meeting in Portland on October 3, when it was unanimously decided that increased costs of the magazine and newspaper space required for adequate presentation of Oregon's invitations to traveling motorists, and other cost increases would necessitate a minimum overall budget for 1953 at least 10 percent higher than that authorized for 1952. The Committee, he said, is firmly convinced that Oregon's modest annual investments in travel promotion are being many times returned in increased motor travel from other states, and in the income the State derives from this business, including the revenues from gasoline

taxes. He presented a copy of the proposed budget containing details, a recapitulation of which is as follows:

PROPOSED BUDGET FOR 1953

RECAPITULATION -- ITEMS A, B & C

ITEM A:	
Printing (Booklets & Maps)	$23,750.00
Photographic Department	9,500.00
Miscellaneous Auxiliary Promotion	5,750.00
General Office	8,740.00
Salaries	26,998.00
TOTAL -- Item A	74,738.00
ITEM B:	
Magazine Space	123,409.60
ITEM C:	
Newspaper Space	59,563.44
Art and Production	13,500.00
Contingency Fund	3,500.00
GRAND TOTAL	$274,711.04

Mr. Laing asked the Commission to approve the budget as prepared, advising that in their opinion the amount thereof is the minimum that will produce desired results. The Commission discussed the matter at some length during which Chairman Chandler complimented the Advisory Committee on its record and expressed appreciation for the service that the members thereof have voluntarily rendered. The Highway Commission, he said, is inclined to approve the full amount of the budget as proposed; however, he explained, any budget amount that the Commission may approve today will be predicated on favorable action bythe people at the polls on November 4, 1952. Unless the people express themselves favorably on the highway measures that are on the ballot at that time, he said, the Highway Commission will not have money available to finance many of the things it has in mind, and he mentioned particularly that highway construction and maintenance will have to be greatly curtailed in that event. The members of the Commission, he said, have discussed this matter and are willing to approve the budget in the total amount requested on the condition that the Advisory Committee and the Travel Department will not enter into any contracts or agreements on the surmise that the full amount of the budget will be made available to them, and the members of the Commission will approve the budget on such basis. Commissioners Reynolds

and McIver expressed themselves similarly. Mr. Laing indicated his approval of the Commission's decision. This concluded the conference. (For details of the Travel Department Budget, see copy of the budget filed in the Secretary's Office under the heading "Highway Department's Budgets 1953".)

The Engineer presented for the Commission's consideration a written report on his studies of a proposed truck route in the City of La Grande. He pointed out that the report covers two alternate proposals, one being the utilization of Hemlock Street from Adams Street to Jefferson Street, Jefferson Street from Hemlock Street to Fourth Street with a continuation on Jefferson Street connecting with US 30 near the west city limits of La Grande, the other being utilization of Greenwood Street from Adams Street to Jefferson Street, Jefferson Street from Greenwood Street to Second Street, Second Street from Jefferson Street back to Adams Street. The first mentioned alternate, he said, is estimated to cost about $111,800, including $23,000 for traffic signals which have already been contracted. In other words, it will cost about $88,800 to complete this alternate. He estimated the cost to construct the other alternate at about $64,000 which amount includes $23,000 for traffic signals which already have been provided for, leaving a net balance to complete this route of $41,000. He suggested the adoption of the second alternate which, he said, will serve satisfactorily for a number of years. Commissioner Reynolds suggested a decision in this matter should be deferred until the new traffic signals and the parallel parking arrangement have been given a fair trial and the need for the truck route has been definitely determined. The Commission approved the suggestion unanimously. The Commission ordered that the City of La Grande be informed that the second alternate mentioned by the Engineer appears to be satisfactory, but the Commission is not in position to finance it at the present time; moreover, the Commission wants to see how the traffic signals and the parallel parking scheme function before proceeding further with the establishment of the truck route.

The Engineer reported receipt of a telephonic inquiry from the District Attorney of Wasco County, Mr. Donald E. Heisler, as to whether or not the State Highway Commission will grant Wasco County an easement for construction of a structure over the Columbia River Highway as an approach to the bridge the county is constructing across the Columbia River east of The Dalles, and will permit this approach roadway to be connected with the Columbia River Highway at this point. It appears that the county has received a satisfactory bid for construction of the bridge, but cannot sell necessary additional bonds to finance it unless the State Highway Commission will authorize the overhead structure and the connection to the highway. He recommended approval of both requests. The Commission unanimously approved the granting of the easement for the overcrossing and a permit to connect the bridge approach to the highway on the condition that the entire cost of constructing the overcross and the connection will be paid by Wasco County and that the State will not be requested to contribute towards that expense. The matter is to be covered by written agreement between the State and the County.

Commissioner Reynolds brought up for discussion a dangerous condition existing on the Island City - La Grande County Road where it crosses the main line tracks of the Union Pacific Company at grade. He suggested that a "STOP" sign on the north side of this crossing would be helpful. The Engineer advised that he would see that such sign is erected at once.

Commissioner Reynolds inquired as to the status of the survey for the Little Sheep Creek Highway improvement northeasterly from the town of Joseph in Wallowa County. He was informed by the Engineer that a location survey has not as yet been made but the plan is to conduct it along the reconnaissance survey alignment which will not coincide exactly with the wishes of the local people but is the proper location for the highway. He was instructed by the Commission to complete the survey as soon as possible; the Right of Way Engineer was instructed to expedite acquisition of needed right of way.

The Commission discussed briefly the reports that appear weekly in newspapers of the State pointing out travel conditions of state highways. Commissioner Reynolds gave as his feeling that the reports as published, are rather discouraging to highway travel, and that the State is receiving adverse publicity. It was his feeling that the reports possibly could be toned down somewhat. The Engineer advised that the reports contain factual information that the public wants, and, in his estimation, if the facts are not given, the Highway Department would be subject to criticism. The Commission took no action in the matter.

Consideration was given by the Commission to the budget prepared by the State Parks Superintendent covering proposed state park expenditures during the calendar year 1953. As a result of careful consideration, the Commission unanimously approved in principle the budget as presented except an item of $8,135 for betterment work in a proposed park at Bandon Beach, and an item of $5,000 for construction of a roadway in Devil's Elbow State Park. It was understood that the contracting of individual projects, and purchases, are to be given specific approval by the Commission before expenditures are made for those items. It was also understood that the Commission's approval of this budget is conditioned on the people of the State taking favorable action on certain measures that are to appear on the ballot at the coming general election on November 4, 1952. There follows a summary of the budget as conditionally approved:

STATE PARKS DIVISION

Proposed Budget - 1953

CAPITAL OUTLAY

Survey for Parks	$ 27,000	
Purchase of Real Property	50,000	
Construction and Betterment of Parks	350,000 *	
Purchase of Equipment - Field	6,000	
Purchase of Equipment - Office	2,000	
Road Construction and Betterment	125,000 *	
Total Capital Outlay		$560,000 *

October 20, 1952

OPERATION

Administration and General Supervision	$ 97,000	
Park Operation and Maintenance	330,000	
Maintenance of roads and parking areas	27,000	
Total Operation Cost		$454,000
GRAND TOTAL PARK BUDGET		$1,014,000 *

* Deduct $8,135 from Betterment items (Bandon) and $5,000 from Park Roadway items (Devil's Elbow).

(For details of the Parks Budget, see copy of the budget filed in the Secretary's Office under the heading "Highway Department's Budgets 1953".)

The Commission also had under discussion a proposed general working budget for the calendar year 1953 as prepared by the State Highway Engineer. Total amount of the budget as submitted is $73,041,000 and provides for expenditures totaling $61,661,000. The Engineer advised that this budget is based on favorable action by the people at the polls on November 4, 1952. The Commission deferred action on this budget until its next meeting in November.

The Right of Way Engineer requested instructions in regard to the acquisition of myrtle tree tracts along the Umpqua Highway near Scottsburg. He recalled that the Commission at its last meeting decided not to acquire these tracts because the property owners who are willing to give options demand exorbitant prices, and others are not willing to dispose of their properties at all, and it appeared necessary to condemn the properties if the Commission wanted them. Such information, he said, was conveyed to Mr. M. L. Merritt, President of Save the Myrtlewoods, Inc., who now wants the matter held open and the options retained pending further negotiations. It was the feeling of the Commission, as expressed by Chairman Chandler, that this matter was definitely disposed of at the last meeting of the Commission and that it should not be reopened.

The Commission discussed briefly a proposed five year program for bond funds and for Federal Aid Funds as submitted by the State Highway Engineer. Action in this matter was deferred by the Commission until its next meeting.

The Commission discussed, approved, and signed agreements, etc., as follows:

Agreement with Soil Conservation Service covering the planting of Holland Beach Grass and Scotch Broom at Cape Lookout State Park.

Indentures of Access re change of access point on Barkley Springs-Algoma Section of US 97 with Messrs. Hagelstein and Ketsdever.

Agreement with Southern Pacific Company re installation of flashing signals at grade crossing of Orleans-Lebanon County Road and Southern Pacific tracks.

Contract for Electrical Service Agreement with California-Oregon Power Company re furnishing of electrical energy for radio transmitter at Hog Back Mountain.

Agreement with U. S. Geological Survey re installation of a stream gauging station on Pier No. 2 of Willamette River Bridge at Wilsonville.

Bargain and Sale Deed with R. B Rands re conveyance of property on the Boardman-Irrigon Section of Columbia River Highway. (Authorized August 19, 1952.)

Bargain and Sale Deed with Edward A. and Alice Peterson re conveyance of property on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway. (Authorized July 10, 1952.)

Agreement with City of Salem covering installation of traffic signals at three additional highway street intersections and providing for interconnecting signal system. (Authorized September 28, 1950.)

Agreement with Union Pacific Railroad Company disposing of Company and State claims arising out of slides on the Mosier-Moffitt Section of the Columbia River Highway. (Authorized August 18, 1952.)

Resolution permanently naming "Ecola State Park" in Clatsop County.

Agreement with City of Portland covering additions, deletion, etc., to the State Highway System within the City.

Release Agreement with C. J. Montag & Sons re settlement of any and all claims in connection with and arising out of Contract No. 3236.

Agreement with Southern Pacific Company with reference to the installation of flashing light signal at M. P. 756.7 near Oregon City on the Cascade Secondary Highway.

Option for purchase of land to U. S. Army Engineers of a gravel pit located on the Willamette Highway near Dexter.

Agreement with Irene Wiggins, Leland Wiggins, and Robert Wiggins covering the boat concession at Wallowa Lake State Park, for a period of five years commencing April 1, 1952 and expiring January 1, 1957.

Resolution with Washington County and the City of Forest Grove with respect to the rerouting of the Tualatin Valley Highway through the City of Forest Grove.

The meeting adjourned at 4:30 p.m. to reconvene at 9:00 a.m. the following day in the same room.

October 20, 1952

Portland, Oregon
October 21, 1952

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotal with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
F. A. Miller, Assistant Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, at the conclusion of which it was announced that the awarding of contracts would be made at 4:00 p.m. in the same room:

CLACKAMAS COUNTY
BEAVERTON-AURORA ROAD UNDERCROSSING

J. F. Johnston, Sherwood	$ 43,675.00
Birkemeier & Saremal, Portland	43,[illegible]70.00
Johnston & Bryant, Newberg *	44,225.00
Babler Bros., Inc., Portland	45,440.00
General Construction Co., Portland	47,030.00
C. J. Eldon, Portland	48,130.00
United Builders, Inc., Beaverton	49,270.00
Fred H. Slate Co., Oreg. Ltd., Portland	49,300.00
Teller Construction Co., Portland	51,565.00

* Bidder will not accept projects totaling more than $60,000.

CLATSOP COUNTY
MAINTENANCE BUILDING IN SEASIDE

J. E. Jeremiah, Portland	$ 10,792.76
Robert C. Wilson, Corvallis	11,465.00
United Builders, Inc., Beaverton	12,234.00
V. C. Johnson, Gladstone	12,660.00
J. Bacaloff Co., Portland	15,810.00

20799

PACIFIC HIGHWAY IN JACKSON COUNTY
ROCK POINT-BLACKWELL HILL SECTION STRUCTURES

Ausland & Dodson, Grants Pass	$ 62,714.00
R. E. Meade & Co., Grants Pass	62,771.50
R & M Construction Co., Central Point	63,161.00
Central Heating Co., & F. L. Somers, Eugene	64,702.44
Orlando C. Bennard, Portland *	68,769.00
Tom Lillebo, Reedsport	70,700.00
Teller Construction Co., Portland	89,355.00

* Bidder will accept award of only one project

SALEM IN MARION COUNTY
TWELFTH STREET CONNECTION TRAFFIC LIGHTS

NO BIDS RECEIVED

SALEM IN MARION COUNTY
CHEMEKETA STREET-VISTA AVENUE TRAFFIC SIGNALS

Electric Corporation, Salem	$ 15,182.00

MORROW COUNTY
HEPPNER MAINTENANCE BUILDING

Swendig & Son, Redmond	$ 18,510.00
Loree Building Service, La Grande	18,657.72
Gilbert Roberts, Hood River	19,368.00
Mid-State Construction Co., The Dalles	20,190.00

MULTNOMAH COUNTY
122ND AVENUE OVERCROSSING

Erick Enquist, Troutdale	$ 42,220.00
Lindstrom Bros., Portland	45,620.00
Teller Construction Co., Portland	46,480.00
Birkemeier & Saremal, Portland	46,820.00
Montag Bros., Portland	47,310.00
Johnston & Bryant, Newberg *	47,720.00
Babler Bros., Inc., Portland	48,760.00
C. J. Eldon, Portland	52,250.00
Donald M. Drake Co., Portland	52,270.00
United Builders, Inc., Beaverton	53,890.00
Fred H. Slate Co., Oreg. Ltd., Portland	54,350.00

* Bidder will not accept projects totaling more than $60,000

October 21, 1952

TILLAMOOK COUNTY
SAND STORAGE SHED

Johnston & Bryant, Newberg *	$ 5,864.00
United Builders, Inc., Beaverton	7,714.60
Grubb Construction Co., Dallas	8,204.47
Robert C. Wilson, Corvallis	8,956.00

* Bidder will not accept projects totaling more than $60,000

WASCO COUNTY
THE DALLES SAND SHED

Gilbert Roberts, Hood River	$ 6,666.00
J. E. Jeremiah, Portland	6,829.25
Mid State Construction Co., The Dalles	7,449.00
United Builders, Inc., Beaverton	7,810.00

YAMHILL COUNTY
ST. JOSEPH UNDERCROSSING UNIT

C. J. Eldon, Portland	$103,322.50
General Construction Co., Portland	105,801.50
Fred H. Slate Co., Oreg. Ltd., Portland	111,709.50

The Engineer brought up for discussion a request from Mr. Ralph Williams, Portland, for permission to maintain a neon sign partially on right of way of US 101 about two miles north of Gearhart, pointing to a community named Surfpine . He said that the existing sign is an illegal one which the owners are reluctant to remove, alleging that they were, at one time, authorized by a highway department employee to maintain the sign in its present location. Mr. Williams, he said, has requested the privilege of discussing the matter with the Commission at this meeting and will be present later in the session. He recommended removal of the sign and that it be replaced with a standard highway department direction sign which, in his estimation, would serve the purpose. He mentioned that the sign is located on the east side of the highway, twenty-seven feet from the highwav center line,and encroaches about thirteen feet on the highway right of way, also, that it points to the community of Surfpine which is situate near the ocean beach on the west side of the highway. The Commission deferred action in the matter pending appearance of the delegation. (See ahead for additional paragraph.)

Chairman Chandler reported for the record a breakfast meeting with a group of businessmen from McMinnville, including Eugene E. Marsh, State Senator, and Mr. Roy Waggoner, City Engineer, regarding either a one-way

street couplet routing for US 99W traffic through McMinnville using Baker Street and Adams Street, or construction of a two-way by-pass route. This group, he said, offered a proposal that might save the State considerable expense in the acquisition of right of way, and he suggested that it would be advisable to have the Chief Counsel and the Right of Way Engineer consult with the group in McMinnville with regard to the plan, notwithsatnding that it will be two, three, or more years before the Commission would be in position to construct the project. Commissioners Reynolds and McIver indicated their approval of this suggestion, and it was so ordered.

A delegation comprised of Messrs. Ralph Williams, Barney Lucas, and _____ Hazeltine were present regarding a large neon sign located partially on the right of way of US 101 about two miles north of Gearhart, pointing to the community of Surfpine. Mr. Lucas headed the group. He explained that the community of Surfpine is located on the coast some distance from the highway and that it is served by only one roadway leading from the highway. The highway at this point of connection, he said, is a straight of way about three miles long, and the point of connection is in a rather deep cut and cannot be readily seen by traffic which passes the point at high speeds making it hazardous for anyone to enter the highway from the road, particularly at night time. He mentioned that log truck traffic is especially bad. He explained that the existing sign encroaches on the highway right of way one foot but overhangs the highway several feet more. He also said they have been trying to solve their problem and would have placed their sign on private property west o. the highway but the owner emphatically denied the use of his property for such purpose. Mr. Lucas pointed out that at the present time, nine families live in the Surfpine development area, all of whom are obliged to enter the highway at this point. He presented pictures showing the conditions existing at the intersection, and he suggested that a "blinker" light installation at this place would serve the purpose. Mr. Williams mentioned that people residing in this community are on almost a permanent basis; that the intersection is a school bus stop. He declared that some type of a marker is essential, especially at night time in order to eliminate the hazard of fast traffic. Mr. Hazeltine expressed concurrency in the remarks of the other speakers and suggested installation of a "blinker" light at the intersection. Chairman Chandler advised that the Commission is definitely concerned with the traffic hazard which the pictures indicate actually exists at this point, and the matter will be investigated by the Engineer to determine whether or not some plan can be worked out to eliminate it and still comply with the provisions of the statutes relating to signs. The Engineer was thereupon instructed by the Commission to make such investigation and report his findings.

A group representing the West Side Highway Association headed by Mr. Floyd Willert, Vice President, Dayton, Oregon, was present and urged improvements to the Pacific Highway West (US 99W), Three Mile Lane Secondary Highway, and the Amity-Dayton Secondary Highway, between Dayton Junction and Junction City. There were twenty-six in the group including the following besides Mr. Willert: P. E. Meeker, President, Don Jones, Secretary, and Glen Watts, Member, all of Amity; John Pfaff and George Lindahl, Members,of Independence; Vance Taylor, Vice President, and S. R. G. Rodriguez, both of Corvallis; Dave Ellis, Harry Sherman, Earle Coburn, Carl Francis, and J. S. Imlah, all of Dayton; John Keizur

W. E. Gearin, C. P. Pearson, Herman Wilke, Wm. Chamberlain, Joe Yackey, Mel Inloes, Chet Windsor, Mel Dunston, John Wanner, Carl Butler, Paul Abner, and W. S. Wallace, all of Newberg. Mr. Willert prefaced his remarks by stating that this highway which was constructed in 1919 and the early 1920's, was considered an excellent highway for traffic requirements at that time; however, it has become outmoded by population growth, heavier traffic, larger vehicles, tourist traffic, truck hauling of logs, and other developments so that it no longer is capable of caring for traffic needs, in fact its condition is hazardous to the motoring public and constitutes a bottleneck in the highway system. He also said that their group has no criticism to offer with respect to other projects which the Commission has under construction or which it is considering for future construction programs, and that they have full confidence in the judgment of the Highway Commission to do what is right and fair to all concerned; moreover, they are not attempting in any way to tell the Commission what it should do or how to do it because they realize that such matters involve technicalities and policies which only the Commission and the Engineers are prepared to handle. He read aloud and presented to the Commission a program of improvements suggested for this highway between Dayton Junction on the north and Junction City on the south via Three Mile Lane and Amity-Dayton State Secondary Highways, including the following: Improvements at the railroad crossing near Dayton Junction. This, he said, has been the scene of fatal and many near fatal accidents due to lack of warning signs, signals, and poor visibility at night time. Replacement of the bridge at Dayton. He pointed out that the existing bridge is very narrow and accomodates only one-way traffic, and that accidents have frequently occurred on it in the past; however, conditions have somewhat improved since the Highway Department installed a signal on this structure. Between Dayton Junction and a point two miles south of Dayton, he said, the pavement is in poor condition, being narrow and broken. He also mentioned two sharp curves on the Amity-Dayton Highway which should be "eased off". Mr. Willert also mentioned the bridge on US 99W near the south limits of Amity, which bridge, he said, is narrow and constitutes a bottleneck and should be widened, particularly because it is on a curve and visibility is poor. He also mentioned a narrow culvert at Ash Swale. He particularly urged improvements at the railroad grade crossing at Homes Gap where the highway contains two sharp curves at the railroad crossing. He alleged that this point is a veritable death trap because there is a downhill grade to the crossing from each direction. South of these two curves, he said, the highway is narrow and goes over hills and through hollows which should be eliminated. The highway south of Homes Gap and on into Junction City, he said, is entirely too narrow to safely take care of the traffic that uses it, especially large freight trucks and school busses. He suggested that the widening of the highway a foot or two in each side of the existing pavement would be helpful. Mr. Willert gave as his understanding that the Commission is committed to the improvement of US 99W between Monmouth and Rickreall, and he expressed appreciation for such improvement. He also expressed appreciation for the improvements that are being made on the Territorial Secondary Highway south of the Town of Monroe. In concluding his remarks, he gave as his feeling that the improvements suggested can be accomplished with a nominal expenditure of funds, and he declared that the expenditure of such funds is warranted because it will eliminate death traps, dangerous hazards, and traffic bottlenecks for all time and will also relieve the traffic

congestion that now obtains on US 99E north of Junction City in that much of the traffic that presently uses US 99E will travel on US 99W. He requested an expression from the Commission as to its attitude with respect to the projects as outlined when a study has been made of them. He then asked others in his group to augment his remarks, but none responded. Speaking for the Commission, Chairman Chandler stated that the Commission is glad to know what improvements the Association has in mind and will bear the several projects in mind in arranging future highway programs. He gave as his feeling that some of the crucial projects will be given special attention by the Commission, but, he said, the Commission can make no definite plans for the commitment of funds until after the election of November 4, 1952, because, unless the people of the State vote favorably on certain measures that are on the ballot, the Highway Department will have very little, if any, funds for new construction. This concluded the conference.

The meeting recessed at 11:00 a.m. and reconvened at 4:00 p.m. with all of the Commissioners, the State Highway Engineer, First and Second Assistant State Highway Engineers, and the Secretary present.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m., Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action being unanimous:

"Construction of the Beaverton-Aurora Road Undercrossing on the West Portland-Hubbard Highway near Wilsonville, Clackamas County: Of the nine bids received for this work, J. F. Johnston, Sherwood, was the low bidder in the amount of $43,675.00. The contract has been awarded to J. F. Johnston at his bid price.

"Construction of a maintenance building in Seaside, Clatsop County: The Commission received five bids for this work, the low one being that of J. E. Jeremiah, Portland, at $10,792.76. The contract has been awarded to the low bidder at his bid price.

"Construction of concrete structures on the Rock Point-Blackwell Hill Section of the Pacific Highway, Jackson County: Ausland & Dodson, Grants Pass, submitted the low bid for this work at $62,714.00. Six higher bids were received. The Commission has awarded the contract to the low bidder, Ausland & Dodson, at their bid price.

"Construction of automatic traffic control signals, installation of mercury-vapor street lights and illuminated signs at Twelfth Street connection to the Pacific Highway East, south of Salem, Marion County: No bids were submitted for this project.

"Installation of automatic traffic control signals at twelve street intersections in the City of Salem, Marion County: Only one bid was received for this work, being that of Electric Corporation, Salem, in the amount of $15,182.00. The contract has been awarded to Electric Corporation at its bid price.

"Construction of a masonry block maintenance building in the City of Heppner, Morrow County: Four bids were received for this work, the low one being that of Swendig &

Son, Redmond, at $18,510.00. The Commission has awarded the contract to the low bidder at its bid price.

"Construction of twin reinforced concrete grade separation structures to carry the T. H. Banfield Expressway over 122d Avenue, Multnomah County: Erick Enquist, Troutdale, submitted the low bid for this work in the amount of $42,220.00. Ten higher bids were received. Erick Enquist, the low bidder, has been awarded the contract by the Commission.

"Construction of a sand storage shed at M. P. 32.48 near the Washington County Line on the Wilson River Highway, Tillamook County: The Commission received four bids for this work, the low one being that of Johnston & Bryant, Newberg, at $5,864.00. The contract has been awarded to the low bidder at its bid price.

"Construction of a frame shed with concrete footings at The Dalles, Wasco County, to be used as a State Highway sand shed: Of the four bids received for this work, Gilbert Roberts, Hood River, submitted the low bid at $6,666.00. The Commission has awarded the contract to the low bidder, Gilbert Roberts, at his bid price.

"Construction of the St. Joseph Undercrossing Unit of the Lafayette-North Yamhill River Section of the Pacific Highway West, Yamhill County: Only three bids were received for this work, the low one being that of C. J. Eldon, Portland, at $103,322.50. The contract has been awarded to the low bidder at his bid price."

The Commission discussed and upon recommendation of the Engineer unanimously approved and signed agreements as follows with the Southern Pacific Company:

(1) Indenture covering grant of easement for improvement of the channel of Cabin Creek and placing riprap on railroad property between the towns of Oakland and Isadore, Douglas County.

(2) Easement agreement concerning construction of St. Joseph Undercrossing on the Pacific Highway, West, in Yamhill County.

The Engineer presented requests from the Associated Forest Industries, Mr. Charles Ogle, Manager, and from the Columbia Basin Sawmills, Mr. E. D. Crosby, Manager, that the Highway Commission authorize the truck-hauling of logs over state highways during Armistice Day, November 11, 1952, in order to help operators catch up on their log deliveries which were closed down until recently because of adverse weather conditions. He recommended approval of the request. The Commission approved the recommendation unanimously and ordered that the concession be made state wide. The Secretary was instructed to inform the Public Utilities Commissioner of the action taken.

The Commission discussed matters pertaining to the two trucking measures that will appear on the November 4 election ballot, particularly their

effect on the State Highway Program. It appears that, based upon an opinion given by the Commission's Chief Counsel, unfavorable action by the people will reduce highway revenues to such an extent that new highway construction will have to be stopped and there will be only sufficient monies to carry on a program of maintenance unless the burden of providing the funds is passed on to the passenger car and light car owners. It was the feeling of the Commission that no information concerning the proposed construction program should be disclosed, except in a very qualified manner, pending the outcome of the November 4 election, and it was so ordered.

The meeting adjourned at 4:45 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

October 21, 1952

EXHIBITS "A" through "J"

Minutes of

October 20 and 21, 1952

EXHIBIT "A"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, The said properties hereby ordered and authorized to be acquired are as follows:

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19539 - Downing, John N. and Ethel L. (Johnson)
Right of Way
Option expires March 16, 1953

26,310 sq. ft. at $0.04- per sq. ft. $ 900.00

Amount to be paid owner - chrg to Right of Way	$	900.00
State to assume taxes as of July 1, 1952 Est.		15.00
GRAND TOTAL (Estimate) Charged to Right of Way	$	915.00

Takes all -

EXHIBIT "A" (cont.)

SUNSET WAYSIDES SECTION - SUNSET HIGHWAY

(Johnson)

19435 - Akre, Maurice
Waysides
Option expires April 1, 1953

0.15 acre or 6500 sq. ft. at $0.04- per sq. ft. $ 250.00

Amount to be paid owner - chrg to Park Sites $ 250.00

State to assume 1952-53 taxes. Estimated 15.00

GRAND TOTAL (Estimate) Charged to Park Site $ 265.00

Takes all -

ZIG ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

(Johnson)

15221 - Vahl, Emma and Emil C.
Right of Way
Option expires March 16, 1953

0.09 acre. Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

State to assume 1952-53 taxes. Est. 3.00

GRAND TOTAL (Estimate) Charged to Right of Way $ 103.00

Takes all -

(Johnson)

15225 - Timm, Waldo E. and Waleen E.
Right of Way
Option expires April 2, 1953

0.03 acre Lump Sum $ 150.00

Amount to be paid owner - chrg to Right of Way $ 150.00

State to assume 1952-53 taxes. Est. 6.00

GRAND TOTAL (Estimate) Charged to Right of Way $ 156.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

SILETZ BAY-NEWPORT SECTION - OREGON COAST HIGHWAY

19564 - Badley, Wilbur F. and Anna L. (Benner)
Right of Way
Option expires April 1, 1953

1.6 acres	Lump Sum	$ 3,677.00	
Amount to be paid owner - chrg to Right of Way			$ 3,677.00

Takes all -

ANLAUF-ELKHEAD ROAD SECTION - PACIFIC HIGHWAY

19400 - Cutlack, Bertram G. (Benner)
Right of Way
Option expires March 17, 1953

0.22 acre	Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way			$ 25.00

Access controlled - no access allowed

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

19426 - Morley, Dolph and Hazel (Gemmell)
Right of Way
Option expires March 13, 1953

0.02 acre	Lump Sum	$ 10.00	
Amount to be paid owner - chrg to Right of Way			$ 10.00

Access controlled - no access allowed

19417 - Paine, Lloyd and Blanche (Gemmell)
Right of Way
Option expires March 19, 1953

0.84 acre	Lump Sum	$ 400.00	
Well		500.00	
Amount to be paid owner - chrg to Right of Way			$ 900.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SEC. - PACIFIC HWY (cont.)

19415 - Sproul, Robert Leonard and Floy M. (Gemmell)
Right of Way
Option expires March 21, 1953

0.01 acre Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access controlled - no access allowed

19414 - Sabala, Domingo and Margarita (Gemmell)
Right of Way
Option expires March 24, 1953

5.00 acres at $200 per acre	$ 1,000.00	
Reconstruct corral	500.00	
Allowance - 105 rods of fence at $4 per rod	420.00	
Severance damages.	580.00	
Amount to be paid owner - chrg to Right of Way		$ 2,500.00

THINGS TO BE DONE BY THE STATE:

Grantor given right to use culvert under road at Station 2020+00 for stock pass during low water.

Access controlled - no access allowed

19418 - Hanson, Alfred and Ellen (Gemmell)
Right of Way
Option expires March 19, 1953

0.71 acre Lump Sum	$ 500.00	
House - 768 sq. ft.	5,376.00	
Garage - 306 sq. ft.	750.00	
Amount to be paid owner - chrg to Right of Way		$ 6,626.00

Takes all -

GARDEN VALLEY ROAD-2ND CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18604 - Gamble, William W. and Georgia (Stuntz)
Right of Way
Option expires November 5, 1952

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2ND CROSSING SOUTH UMPQUA RIVER UNIT - DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

18604 - Gamble, William W. and Georgia (cont.)

0.19 acre Lump Sum	$ 1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00

Takes all -

18530 - King, Clyde D. and Faye E. (Gemmell)
Right of Way
Option expires March 25, 1953

1.00 acre (4 lots)	$ 1,500.00	
House - 360 sq. ft.	1,440.00	
Storage building - 270 sq. ft.	540.00	
Roadway and water main	220.00	
Amount to be paid owner - chrg to Right of Way		$ 3,700.00

Access controlled - no access allowed

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

19528 - LaPorte, Annie L. (Saling)
Right of Way
Quitclaim deed signed Oct. 3, 1952

77 sq. ft. more or less	Gratis	

Access controlled -

18418 - Leverette, Walter H. (Norlin)
Right of Way
Option expires December 1, 1952

.65 acre (land and damages)	$ 4,500.00	
Allowance - to move fence & irrigation facilities	3,546.00	
Amount to be paid owner - chrg to Right of Way		$ 8,046.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach at Stations 444+30, 446+25, 447+66, 40' wide, North side. (commercial)

(cont.)

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY (cont.)

18418 - Leverette, Walter H. (cont.)

State to extend pipe at Station 438+10, to enable grantor to connect irrigation diversion box.

Grantor reserves right to construct 40' approaches North side at Stations 425+00, 431+00, 434+00, 437+00 and 440+50, at future date. (commercial)

Access controlled -

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

19383 - Teague, James W. and Lura D. (Benner)
Macy G. and Marie Critten
Right of Way
Option expires February 26, 1953

0.06 acre Lump Sum $ 60.00

Amount to be paid owner - chrg to Right of Way $ 60.00

THINGS TO BE DONE BY THE STATE:

Unrestricted accesses reserved, south side at Stations 128+00 and 125+75, 25' wide

Access controlled -

19265 - Carter, Vetabelle, George F., Lester M. & (Holt)
Right of Way Chester F. Phillips
Option expires March 9, 1953

0.17 acre Lump Sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE:

Construct unrestricted approach at Station 81+25, South side, 25' wide, to have grade suitable for heavy loads

Access controlled -

EXHIBIT "A" (cont.)

BRUSHES CREEK-RINEHART CREEK SECTION - OREGON COAST HWY

3252 - Coos Bay Lumber Company (Jones)
Right of Way
Option expires March 22, 1953

1.80 acre Lump Sum	$ 300.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE:

Private access granted at Station 446+50

Access controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18176 - Bedwell, E. C. and Mae Myrle G. and Cora J. Jones (Landon)
Right of Way
Option expires March 10, 1953

1.44 acres at $200 per acre	$ 288.00	
House - 528 sq. ft. at $5 per sq. ft.	2,640.00	
Chicken house, pens and Roadway	151.50	
Amount to be paid owner - chrg to Right of Way		$ 3,079.50

Takes all -

19562 - Croeni, Lillie P. (Landon)
Access Control
Option expires February 25, 1953

62.74 acres at $10 per acre	$ 627.40	
Amount to be paid owner - chrg to Right of Way		$ 627.40

Takes all -

19560 - Houck, S. D. and Ethel (Landon)
Right of Way
Option expires December 28, 1952

1.75 acres at $750 per acre	$ 1,312.50

(cont.)

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

19560 - Houck, S. D. and Ethel (cont.)

Allowance - for new septic tank and installation	$ 150.00	
- removing and reestablishing irrigation pipe	30.00	
Damages	500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,992.50

Access controlled - no access allowed

18134 - Hill, Fred L. (Landon)
Right of Way
Option expires April 4, 1953

5.52 acres at $800 per acre	$ 4,416.00	
Allowance - 24 rods of fence at $4 per rod	96.00	
Amount to be paid owner - chrg to Right of Way		$ 4,512.00

Access controlled - no access allowed

16216 - Brace, Harry E. and Hazel E. (Witt)
Right of Way
Option expires March 16, 1953

3.42 acres at $210- per acre	$ 710.00	
91 rods of fence at $4 per rod	365.00	
Amount to be paid owner - chrg to Right of Way		$ 1,075.00

Access controlled - no access allowed

EAST UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY

19336 - Doolin, Wesley E. and Bertha M. (Brainerd)
Right of Way
Option expires December 24, 1952

1 acre, more or less Lump Sum	$ 300.00
Allowance - 22' well at $6 per lin. ft.	132.00
- for misc. fencing and flower beds	68.00

(cont.)

EXHIBIT "A" (cont.)

EAST UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY (cont.)

19336 - Doolin, Wesley E. and Bertha M. (cont.)

Amount to be paid owner - chrg to Right of Way $ 500.00

Takes all -

18865 - Davis, O. C. and Alta F. (Brainerd)
Right of Way
Option expires December 24, 1952

0.15 acre Lump Sum	$ 25.00	
Allowance - 57 rods of barbed wire fence to be reestablished at $2.50 per rod	142.50	
Amount to be paid owner - chrg to Right of Way		$ 167.50

Access not controlled -

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

18008 - Foss, William and Thora (Cozad)
Moving Bid only

Additional amount to be paid for moving of small house	$ 150.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

Previously approved May 26, 1952 - for $1,650.00 for moving
Previously approved March 13, 1952 - for $3,303.40 for land

Grand Total - for moving and land $5,103.40

18016 - Sly, Tom (Wolfe)
Right of Way
Option expires March 30, 1953

1.30 acres at $300+ per acre	$ 400.00
House - 806 sq. ft.	2,418.00
Garage - 320 sq. ft.	320.00
Service Station bldg., woodshed and cooler house	1,031.00

(cont.)

EXHIBIT "A" (cont.)

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

18016 - Sly, Tom (cont.)

Two wells, outhouse and service Station canopy	$ 391.00	
Landscaping, trees and shrubs	300.00	
200' of rail fence at $0.25 per ft.	100.00	
Reestablish 29 rods of fence at $3 per rod	87.00	
Amount to be paid owner - chrg to Right of Way		$ 5,047.00

THINGS TO BE DONE BY THE STATE:

Private access granted at Station 1099+70, west side, 25' wide.

Access controlled -

SQUAW CREEK-UNITY JUNCTION SECTION - JOHN DAY HIGHWAY

19443 - Peters, Jack D. and Mary L. (Brainerd)
Haul Road
Option expires March 23, 1953

0.23 acre	Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Quarry Site			$ 50.00

THINGS TO BE DONE BY THE STATE:

Put in stock guard at intersection of haul road with highway and re-establish fence at haul road entrance. Estimated cost	$ 250.00	
Entrance to haul road to be locked except when in use.		
Amount to be charged to Quarry Site (Estimated)		$ 250.00
GRAND TOTAL (Estimate)		$ 300.00

LAGRANDE-LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

19455 - Fager, Marvin J. and Viola D. (Brainerd)
Wayside Park
Option expires April 2, 1953

(cont.)

EXHIBIT "A" (cont.)

LAGRANDE-LADD CANYON SECTION - OLD OREGON TRAIL HWY (cont.)

19455 - Fager, Marvin J. and Viola D. (cont.)

3.5 acres at $180+ per acre	$ 631.25	
8.75 acres at $25 per acre	218.75	
Amount to be paid owner - chrg to Right of Way		$ 850.00

Access not controlled -

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY

19433 - Tunley, Arthur and Celeste (Johnson)
Waysides
Option expires April 7, 1953

0.94 acre Lump Sum	$ 488.00	
Amount to be paid owner - chrg to Park Sites		$ 488.00
State to assume taxes as of July 1, 1952 Estimate	10.00	
GRAND TOTAL (Estimate) Charged to Park Sites		$ 498.00

Access controlled - no access allowed

SHERIDAN-DEER CREEK SECTION - SALMON RIVER HIGHWAY

19195 - Wepster, B. M. and Margorie (Byrum)
Easement for drainage
Option expires April 7, 1953

0.091 acre Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access controlled -

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HWY

19098 - Bewley, L. L. and Eler (Benner)
Right of Way
Option expires April 6, 1953

16.5 acres at $75 per acre	$ 1,237.50
2.0 acres at $200 per acre	400.00

(cont.)

EXHIBIT "A" (cont.)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SEC.-PACIFIC HWY (cont.)

19098 - Bewley, L. L. and Eler (cont.)

Ornamental and fruit trees, and shrubs	$ 222.50	
Allowance - to move garage	200.00	
Damages	2,300.00	
Amount to be paid owner - chrg to Right of Way		$ 5,000.00

Access controlled - no access allowed

GARDEN VALLEY ROAD-2ND CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18510 - Gosnell, Otho D. and Mattie P. (Stuntz)
Right of Way
Option expires April 8, 1953

0.33 acre Lump Sum	$ 1,000.00	
Allowance - to move chicken house, and fence	200.00	
Severance damage	300.00	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00

Access controlled - no access allowed

18610 - Woodruff, Dale L. and Betty M. (Stuntz)
Right of Way
Option expires April 12, 1953

320 sq. ft. Lump Sum	$ 100.00	
Severance damages	200.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

Access controlled - no access allowed

CITY OF BAKER - OLD OREGON TRAIL HIGHWAY

19511 - Zeller, Philip J. and Alice M. (Brainerd)
Maintenance Patrol Expansion
Option expires April 2, 1953

1.3 acres Lump Sum	$ 1,500.00	
Amount to be paid owner - chrg to Maintenance Site		$ 1,500.00

(cont.)

EXHIBIT "A" (cont.)

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES CALIFORNIA HIGHWAY

18021 - Mayben, Esther L. (Brainerd)
Right of Way
Option expires March 14, 1953

2.00 acres at $300 per acre	$ 600.00
House - 992 sq. ft.	2,976.00
Well	150.00
Storage shed, and outhouse	62.00

Amount to be paid owner - chrg to Right of Way $ 3,788.00

Takes all -

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19429 - Landwing, Clarence A. and Betty (Reeder)
Right of Way
Option expires March 3, 1953

3.58 acres at $350 per acre	$ 1,253.00
House - 1188 sq. ft. at $9.50 per sq. ft.	11,030.00
Severance Damages to Remainder	403.00

Amount to be paid owner - chrg to Right of Way $12,690.00

THINGS TO BE DONE BY THE STATE:

Grantor has right to use existing connection road, to remainder of property

Access controlled -

HAUSER-NORTH BEND SECTION - OREGON COAST HIGHWAY

18814 - Peirce, Al and Hilda (Cooper)
Right of Way
Option expires March 29, 1953

70.00 acres Gratis

THINGS TO BE DONE BY THE STATE:

State to fence westerly R/W line, approx. 588 rods of fence at $5 per rod. Est. $ 2,940.00

(cont.)

EXHIBIT "A" (cont.)

HAUSER-NORTH BEND SECTION - OREGON COAST HIGHWAY (cont.)

18814 - Peirce, Al and Hilda (cont.)

Private access granted 25' wide east & west sides at Sta. 137+50, 168+00, 81+00, 94+00 and 98+60, and east side, 144+25, 155+72, 118+00 and 172+50.
Grantor reserves all timber in R/W
State to cut and cold deck all merchantable timber, not more than 42' in length.
Grantor reserves right to install cattle pass.
Grantor to have right to install and maintain two pipeline crossings in vicinity of Stations 99+00 and 167+00.
State to grant perpetual R/W for 30' roadway across easterly portion of Simpson State Park.

Access controlled -

SPRINGFIELD SECTION - McKENZIE HIGHWAY

16265 - Southern Pacific Company
Right of Way
Option expires November 15, 1952

3.16 acres	Lump Sum	$20,450.00	
Amount to be paid owner - chrg to Right of Way			$20,450.00

Access not controlled -

17186 - O'Laverty, Jessie A. (Reeder)
Future Bridge Site & Approach
Option expires February 13, 1953

2 lots, 50' x 100' - 14,000 sq. ft.	$ 2,500.00	
Amount to be paid owner - chrg to Right of Way		$ 2,500.00

Takes all -

16272 - Mountain State Power Company (Reeder)
Right of Way & Street Connection
Option expires November 26, 1952

8190 sq. ft. at approx. $0.25 per sq. ft.	2,046.50
Allowance - of new set-up of Springfield Substation	2,040.75

(cont.)

EXHIBIT "A" (cont.)

SPRINGFIELD SECTION - McKENZIE HIGHWAY (cont.)

16272 - Mountain State Power Company (cont.)

Amount to be paid owner - chrg to Right of Way	$ 4,087.25

Access not controlled -

GARDEN VALLEY ROAD-2ND CROSSING SOUTH UMPQUA RIVER UNIT - DEADY-SHADY SECTION PACIFIC HIGHWAY

17182 - Seely, Hall and Helen C. (Stuntz)
Right of Way
Option expires March 8, 1953

5.51 acres, more or less, at $5,000+ per acre	$27,500.00	
House - 989 sq. ft.	11,000.00	
Chicken house - 48 sq. ft., & shed - 128 sq. ft.	175.00	
105 rods of board and post fence at $10 per rod	1,050.00	
Lawn, shrubs, flowers & graveled driveway	250.00	
Amount to be paid owner - chrg to Right of Way		$39,975.00

THINGS TO BE DONE BY THE STATE:

State to assume last half of 1952-53 taxes. Est.	500.00
State to assume City of Roseburg Sewer Assessment. Est.	5,000.00
GRAND TOTAL (Estimate) Charged to Right of Way	$45,475.00

Takes all -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18136 - Tindall, Boyd W. (Witt)
Right of Way
Option expires April 2, 1953

13.15 acres at $725 per acre	$ 9,533.75
3.5 acres at $110+ per acre	398.75
Allowance - barn, 22' x 40'	500.00
- 95 rods of fence at $4 per rod	380.00

(cont.)

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION -COLUMBIA RIVER HIGHWAY (cont.)

18136 - Tindall, Boyd W. (cont.)

Amount to be paid owner - chrg to Right of Way $10,812.50

Access controlled - no access allowed

16218 - Tooley, Fred V. and Hattie (Witt)
Right of Way
Option expires April 8, 1953

5 acres at $550 per acre	$ 2,750.00
10 acres at $400 per acre	4,000.00
21 acres at $150 per acre	3,150.00
370 rods of fence $4 per rod	1,480.00
14.5 acres at $65+ per acre, Northerly of R. R.	1,000.00
Severance damages	932.00

Amount to be paid owner - chrg to Right of Way $13,312.00

Access controlled - no access allowed

18181 - Tindall, Sam (Witt)
Right of Way
Option expires April 2, 1953

1.98 acres at $300+ per acre	$ 600.00
87½ rods of fence at $4 per rod	350.00
60 acres North of R. R. at $67- per acre	4,000.00

Amount to be paid owner - chrg to Right of Way $ 4,950.00

Access controlled - no access allowed

STATE STREET - SOUTH UNIT -SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18253 - Hager, George B. and Amelia L. Correction Report (Witt)
Right of Way to eliminate cattle underpass
Option expires November 22, 1952

25 acres at $400 per acre	$10,040.00
3.1 acres at $2400 per acre	7,200.00
174 rods of fence at $4 per rod	696.00
Severance damages	7,000.00

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

18253 - Hager, George B. and Amelia L. (cont.)

General Damages - reduction of dairy herd to half present size	$ 2,500.00	
Allowance - for elimination of cattle underpass as originally agreed to between State and Grantor 5-23-52	2,500.00	
Amount to be paid owner - chrg to Right of Way		$29,936.00

THINGS TO BE DONE BY THE STATE:

Convey to the Grantor above, that parcel of land lying East of East line of right of way of Highway 99E and North of the former North property line of E. H. Burrell property, containing 3 acres, more or less, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

State to divert water into creek bed passing through 3 acre parcel, so as to provide water for cattle. Construct road approach from Lancaster Road to owners land.

Approved 6-17-52	$27,436.00
Additional Cost	2,500.00
Total	$29,936.00

Access controlled -

SALEM-MEHAMA SECTION - NORTH SANTIAM HIGHWAY

17891 - Blum, Chester J. and Anna (Benner)
Right of Way and slide control
Option expires April 5, 1953

17.97 acres, more or less at $200 per acre	$ 3,594.00	
11 acres slide area, including fencing Lump Sum	3,500.00	
628.5 rods of fence at $4 per rod	2,514.00	
4 gates at $40 each	160.00	

(cont.)

EXHIBIT "A" (cont.)

SALEM-MEHAMA SECTION - NORTH SANTIAM HIGHWAY (cont.)

17891 - Blum, Chester J. and Anna (cont.)

Severance damages	$ 2,000.00	
Amount to be paid owner - chrg to Right of Way		$11,768.00

THINGS TO BE DONE BY THE STATE:

Access allowed for private use at Stations 293+00 and 301+00, north and south sides, 25' wide.
84" corrugated metal stock pass to be placed at Station 298+00.
State to reestablish irrigation ditch and maintain only that portion actually crossing R/W near Station 300+00
State to repair any damage occasioned by slide, to pipe line crossing parcel 2.
Grantor to have until Jan. 1, 1953 to remove down timber from Parcel 2.

Access controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION-COLUMBIA RIVER HIGHWAY

16217 - Briggs, John Oliver and Mildred S. Benson (Witt)
Right of Way
Option expires April 2, 1953

9.1 acres at $175 per acre	$ 1,592.50	
84.14 acres at $10 per acre	841.40	
One story dwelling - 600 sq. ft.	1,500.00	
Small chicken pens	66.10	
Amount to be paid owner - chrg to Right of Way		$ 4,000.00

Takes all -

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

19583 - Midstate Electric Cooperative, Inc. (Brainerd)
Right of Way
Option expires November 14, 1952

4800 sq. ft. at $0.03 per sq. ft.	$ 144.00	

EXHIBIT "A" (cont.)

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

19583 - Midstate Electric Cooperative, Inc. (cont.)

Amount to be paid owner - chrg to Right of Way $ 144.00

THINGS TO BE DONE BY THE STATE:

Private access granted 35' wide, east side, at Stations 708+00 and 710+00.

Access controlled -

18006 - Stolberg, D. D. and Elizabeth George L. and Gladys I. Brewer (Brainerd)
Right of Way
Option expires December 14, 1952

2580 sq. ft. at $0.03 per sq. ft. $ 77.40

Amount to be paid owner - chrg to Right of Way $ 77.40

THINGS TO BE DONE BY THE STATE:

Grantors shall be given right to maintain encroachment to existing gas pumps, westerly side at Station 696+10.
If fire destroys 50% of building, any and all rights reserved shall cease.
Also state may eliminate rights herein stated by paying cost of moving any necessary buildings on premises.
Commercial access granted west side 50' wide at Stations 695+60 and 696+60.
Grantors shall be allowed to service cars on both sides of said gasoline pumps.

Access controlled -

18014 - Yager, Dora and Ray (Wolfe)
Right of Way
Option expires April 2, 1953

4.80 acres at $150 per acre	$ 720.00
8.92 acres at $250 per acre	2,261.39
208 rods of fence at $2.50 per rod	520.00
Allowance - to reestablish building Est.	8,500.00

Amount to be paid owner - chrg to Right of Way Est. $12,001.39

(cont.)

20925

EXHIBIT "A" (cont.)

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

18014 - Yager, Dora and Ray (cont.)

THINGS TO BE DONE BY THE STATE:

Grantor given right to clear R/W for sight clearance between Stations 733+00 to 735+00, east side
Right of access granted for operation of existing Service Station at Station 732+00 and 733+00, 35' wide, East side.
Right of access granted for operation of transporting farm produce to market at Stations 730+00, 744+85, West side, and Station 743+00, east side.

Access controlled -

18357 - Petersen, Harold (Wolfe)
Right of Way
Option expires April 9, 1953

0.76 acre exchange property
Allowance - for moving buildings and improvements low bid $ 3,300.00

Amount to be paid owner - chrg to Right of Way $ 3,300.00

THINGS TO BE DONE BY THE STATE:

Convey to the grantor above 1.29 acres in the $NE\frac{1}{4}$ $NE\frac{1}{4}$ Section 24, T. 23S. R. 9E., W. M., Klamath Co. Oregon, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Private access granted west side, 25' wide at Station 1104+40.

Access controlled -

EXHIBIT "B"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, the area now situated between the townsite of Cannon Beach and Tillamook Head in Sections 6 and 7, Township 5 North, Range 10 West, and Sections 1 and 12, Township 5 North, Range 11 West, W. M., Clatsop County, Oregon, is commonly known as Ecola State Park; and

WHEREAS, a large portion of said area was a gift to the State of Oregon by Rodney L. Glisan, Mrs. Florence G. Minott, Miss Caroline W. Flanders and Miss M. Louise Flanders and purchase from the Ecola Point & Indian Beach, an Oregon corporation, on February 11, 1932 and "conditioned on the said property being used and maintained by the State of Oregon for park purposes"; and that when conveying the said property for said purposes it was in the belief and with the common understanding of the donors that the permanent name of said park was to be "Ecola State Park"; and

WHEREAS, although said area has, so far as is known, been commonly called "Ecola State Park", a careful search of the records of the State of Oregon, including the minutes and records of the State Highway Commission since jurisdiction over all state parks was vested by the legislature in the State Highway Commission, discloses no such official designation of said area; and

WHEREAS, Ecola State Park has become nationally famous not only for its beauty and grandeur, but because of the historic origin of its name, "Ecola", which is an original Clatsop Indian tribe name meaning "Whale" and was first used and introduced into this country by Capt. William Clark of the Lewis & Clark Expedition who on January 8, 1806 wrote in his diary, "I returned to the Village of five cabins on the Creek, which I shall call 'Ecola or Whale Creek'," referring at the time to the stream now named Elk Creek and flowing past Cannon Beach and into the Pacific Ocean; and

WHEREAS, in keeping with the wishes of those generous and public-spirited donors and in accordance with the public sentiment of this state the Oregon State Highway Commission is desirous of preserving by the records of this State and in the manner provided by law, as a monument to those donors and the people of this State, the name "Ecola State Park" as that name has been and now is applied to that certain area in Clatsop County, Oregon, situated between the townsite of Cannon Beach and Tillamook Head;

NOW, THEREFORE, BE IT RESOLVED that the following described real property, situated in Clatsop County, Oregon, be and the same hereby is officially constituted a state park of the state of Oregon and designated "Ecola State Park":

All of Section 30; the West half of Section 31; the $W\frac{1}{2}NE\frac{1}{4}$ of Section

(cont.)

EXHIBIT "B" (cont.)

31; the $NE\frac{1}{4}NE\frac{1}{4}$ of Section 31; all that part of the $W\frac{1}{2}SE\frac{1}{4}$ of Section 31 lying north and west of a diagonal line extending to the $S\frac{1}{4}$ corner of Section 31 northeasterly to the SE corner of the $SW\frac{1}{4}NW\frac{1}{4}$ of Section 31; the $NW\frac{1}{4}NW\frac{1}{4}$ of Section 32; all of the above in Township 6 North, Range 10 West, W. M.; all of the $NW\frac{1}{4}$ of Section 6 lying north and west of a diagonal line extending from the $W\frac{1}{4}$ corner northeasterly to the $N\frac{1}{4}$ corner of Section 6, Township 5 North, Range 11 West, W. M.; all of Sections 1 and 12 in Township 5 North, Range 11 West, W. M.; the $SW\frac{1}{4}NW\frac{1}{4}$, Lots 1 and 2, the $W\frac{1}{2}W\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}$ of Section 7 in Township 5 North, Range 10 West; the $W\frac{1}{2}$, $SW\frac{1}{4}NE\frac{1}{4}$, $W\frac{1}{2}SE\frac{1}{4}$, $W\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}$, and $NE\frac{1}{4}NE\frac{1}{4}SE\frac{1}{4}$ of Section 18, Township 5 North, Range 10 West, W. M.

Dated this 20th day of October, 1952.

EXHIBIT "C-1"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Maupin	$979.48
Paisley.	671.82

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 20th day of October, 1952.

20829

EXHIBIT "C-2"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns;

Culver	$ 814.73
Dundee	833.67
Cave Junction	766.00
Metolius	424.96
Nehalem	730.82
Oceanlake	1,894.71
Paisley	579.24

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 20th day of October, 1952.

EXHIBIT "D"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, beginning at a point on the existing highway approximately one and one-fourth miles south of Rickreall, Engineer's Station 479+00, and extending southerly therefrom to a connection with the Pacific Highway West, the intersection of East Street with Main Street in the city of Monmouth, Engineer's Station 1037+60, together with a map, which for identification purposes bears map file No. 7-B-13-16 and the date of October, 1952, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section of said Pacific Highway West has been made within the meaning and purposes of Chapter 226, Oregon Laws,

(cont.)

EXHIBIT "D" (cont.)

1947, commonly known as the "Throughway Law", and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 20th day of October, 1952.

EXHIBIT "E"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3355 with Parker-Schram Company for grading and paving on the Brookings-California State Line Section of the Oregon Coast Highway in Curry County, completed November 5, 1951.

Contract No. 3367 with Roy L. Houck and Son for oil mat surfacing on the Meridian Dam Detour Section of the Willamette Highway in Lane County, completed May 23, 1951. Removal of contractor's equipment and final clean-up was completed October 6, 1952.

Contract No. 3429 with Lindstrom Brothers Inc. for constructing the Weed and Muscott Bridges on the Little Nestucca Highway in Tillamook County, completed September 20, 1952.

Contract No. 3497 with J. C. Compton Company for grading and paving on the Prospect-Union Creek and Union Creek-Lost Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties, completed July 30, 1952.

Contract No. 3502 with Standard Asphalt Paving Company for re-oiling on the Oregon-Washington and Weston-Elgin Highways in Umatilla County, completed July 24, 1952.

Contract No. 3507 with Kuckenberg Construction Company for rock toe embankment and grading on the East Unit, Hood River Mosier Section of the Columbia River Highway in Wasco and Hood River Counties, completed October 1, 1952.

Contract No. 3519 with Warren Northwest Inc. for pavement re-surfacing on the Davies-Forest Grove Section of the Nehalem Highway in Washington County, completed July 22, 1952.

Contract No. 3537 with Parker-Schram Company for topping and paving on the Meridan Dam-Duval Creek Section of the Willamette Highway in Lane County, completed August 12, 1952.

Contract No. 3548 with Babler & Rogers for oil mat surfacing on the Nyssa (King and Park Avenues) City Street Section in Malheur County, Completed May 28, 1952

(cont.)

EXHIBIT "E" (cont.)

Contract No. 3570 with Babler & Rogers for pavement resurfacing on the Forest Boundary-Mill Creek Section of the Warm Springs Highway in Wasco County, completed September 27, 1952.

Contract No. 3572 with G. D. Dennis and Sons for grading and oil mat surfacing on the Polk County Line-Fir Grove Section of the Independence-Albany County Road in Benton County, completed September 22, 1952.

Contract No. 3579 with Parker-Schram Company for grade widening on the Sylvan Section of the Sunset Highway in Multnomah County, completed July 22, 1952.

Contract No. 3595 with J. N. Conley for bridges, grading and oil mat surfacing on the Pittsburgh-Wilson Creek Section of the Pittsburgh-Scappoose County Road in Columbia County, completed September 15, 1952.

Contract No. 3626 with Rogers Construction Company for paving on the Mill City (South 1st Avenue) City Street Section in Linn County, completed September 20, 1952.

Contract No. 3641 with Todd Building Company for constructing the Bear Creek Bridge at Curtin on the Pacific Highway in Douglas County, completed September 23, 1952.

Contract No. 3650 with Electric Corporation for constructing traffic signals in Corvallis, Benton County, completed September 30, 1952.

Contract No. 3665 with Newport Construction Company for furnishing crushed material in stockpiles on the Baker-Table Rock Section of the Baker-Homestead Highway in Baker County, completed September 29, 1952.

Contract No. 3670 with Inter-City Sand & Gravel Company, Inc. for furnishing crushed material in stockpiles on the Klamath County Line-Silver Lake Section of the Fremont Highway in Lake County, completed August 22, 1952.

Contract No. 3695 with Cinder Hill for furnishing crushed material in stickpiles on the Madras-Terrebonne Section of The Dalles-California Highway in Jefferson and Deschutes Counties, completed September 26, 1952.

Contract No. 3708 with H. J. and H. W. Miller for paving on the Elgin (Baltimore St. and 15th Ave.) City Street Section in Union County, completed September 8, 1952.

Contract No. 3712 with K. C. Dack Construction Company for grading and oil mat surfacing on the Irrigon Ordnance Depot Access Road in Morrow County, completed September 15, 1952.

(cont.)

EXHIBIT "E" (cont.)

Contract No. 3724 with C. W. Leseberg for furnishing crushed material in stockpiles on the Meacham Section of the Old Oregon Trail Highway in Umatilla and Union Counties, completed September 23, 1952.

Contract No. 3742 with The United Contracting Company for grading and paving on the Phoenix (Rose St.) and Talent (Pacific Ave.) City Street Section in Jackson County, completed September 30, 1952.

Contract No. 3764 with Acme Construction Company for paving on the Riddle (Front St.) and Glendale (Pacific Ave. and 3rd St.) City Street Section in Douglas County, completed August 23, 1952. Removal of contractor's equipment and final clean-up was completed October 10, 1952.

Contract No. 3769 with Warren Northwest Inc. for grading and paving on the Summer Street (Chemeketa St. - Center St.) (Mall Extension) Section in Marion County, completed October 7, 1952.

THEREFORE BE IT RESOLVED that the work covered by said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

2083

EXHIBIT "F"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, on the 25th day of November, 1947, the Commission passed and adopted a resolution ordering a five-ton maximum load limit on the Little Nestucca Secondary Highway No. 130; and,

WHEREAS, subsequent to the adoption of said resolution, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limits as set forth in said resolution of November 25, 1947, to-wit:

Name of Highway and No.		County	Section	Maximum Weight	Cancelled
Little Nestucca	130	Tillamook Lincoln	M. P. 5.0 to M. P. 9.4 (500 ft. east of Bear Creek to Dolph)	5 tons	Oct. 8, 1952

be and the same hereby is rescinded and cancelled, and the maximum load limit permissible subsequent to the date shown shall be the maximum load limit provided by Law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the Lincoln County Clerk and a like copy to the Superintendent of the Department of State Police.

Dated this 20th day of October, 1952.

OREGON STATE HIGHWAY COMMISSION

By

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

Attest
H. B. Glaisyer, Secretary

EXHIBIT "G"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, on the 26th day of July, 1950, the Commission adopted a resolution prohibiting the parking of vehicles on the shoulders of the Oregon Coast Highway between Mile Post 123.20 and Mile Post 123.58 north of Ocean Lake in Lincoln County by reason of a motor car race track located adjacent to said highway at said location; and,

WHEREAS, said race track has now been abandoned and the conditions which necessitated the adoption of said restrictions no longer exist.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the action of the State Highway Commission as set forth in said resolution adopted July 26, 1950, prohibiting the parking of vehicles along the Oregon Coast Highway between Mile Post 123.20 (Highway Engineer's Station 730+00) and Mile Post 123.58 (Highway Engineer's Station 750+00) is hereby rescinded and cancelled as of this date.

2. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information and guidance.

3. That this resolution be entered in the minutes and records of the Commission as of the 20th day of October, 1952.

EXHIBIT "H-1"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Oregon Coast Highway No. 9 known as the Agate Beach-Newport Section in Lincoln County, the northerly terminus of which is at Highway Engineer's Station 904+00 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 1064+67.6 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the said highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated portions or units are no longer needed for highway purposes; and,

WHEREAS, Lincoln County and the Highway Commission have heretofore entered into an agreement under date of May 15, 1947, relating to the use and jurisdiction of the said eliminated portions or units; and,

WHEREAS, pursuant to said agreement, it was agreed that when the construction of said relocated section of the Oregon Coast Highway was completed and opened to public travel that the jurisdiction and control of the said eliminated portions or units would vest in Lincoln County; and,

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation; and,

WHEREAS, the Highway Commission, by and through its authorized officers and agents, has formally notified Lincoln County by letter dated August 29, 1952, that the construction of the said section has been completed and opened to public travel and that as of that date the jurisdiction and control of the said eliminated portions or units of the right of way of the said highway as formerly located, became vested in Lincoln County.

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Oregon Coast State Highway No. 9, known as the Agate Beach-Newport Section located in Lincoln County, the northerly terminus of which is at Highway Engineer's Station 904+00 of the reconstructed line, and the southerly terminus of which is at Highway Engineer's Station 1064+67.6 of the reconstructed line, was completed on August 1, 1952, and the said County was formally notified of the completion thereof by letter dated August 29, 1952. Pursuant to the aforementioned agreement by and between the Commission and said County which was entered into on May 15, 1947, and

(cont.)

EXHIBIT "H-1" (cont.)

as stated in the said letter, the said County became vested, upon the date of said letter, with the jurisdiction and control of the portions or units herein defined and described as Units "A" and "B" and pursuant thereto the same were eliminated and removed as a part of the route of the Oregon Coast Highway.

2. That the portions or units of the old right of way which, by reason of the relocation of said highway, are no longer within the boundaries of the new right of way, which, for the purpose of this resolution, are identified as Units "A" and "B," and are shown colored in red on the map attached hereto, marked "Exhibit A," and by this reference made a part hereof, and which are more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 915+80 of the relocated Oregon Coast Highway in the Southeast quarter of the Northwest quarter of Section 29, Township 10 South, Range 11 West, W. M.; thence southerly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 925+60 of the relocated Oregon Coast Highway in the Southeast quarter of the Northwest quarter of Section 29, Township 10 South, Range 11 West, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 964+60 of the relocated Oregon Coast Highway in the Northwest quarter of the Northeast quarter of Section 32, Township 10 South, Range 11 West, W. M.; thence southerly via the former route of the Oregon Coast Highway to Highway Engineer's Station 1013+40 of the relocated line of said highway, in the Northeast quarter of the Northwest quarter of Section 5, Township 11 South, Range 11 West, W. M.

shall from the date of the aforementioned letter and thereafter be maintained by the said County as county roads for the benefit and service of persons living thereon and communities served thereby. The Commission hereby formally confirms the disposition heretofore made in the said letter of the said Units "A" and "B," and the Commission hereby formally declares that the said units have been abandoned pursuant to said agreement and said letter to the said County and that all right, title, and interest which the State had in said right of way vested in the said County as of the date of said letter.

3. The area shown colored in green on said Exhibit "A" includes right of way acquired for the location and construction of the said highway, and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and for other highway purposes and uses. For such uses and purposes, therefore, the

(cont.)

EXHIBIT "H-1" (cont.)

Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission on this 20th day of October, 1952, and the Secretary hereby is directed to mail to the County Court of Lincoln County a duly certified copy thereof.

EXHIBIT "H-2"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Shaniko-Fossil Secondary Highway No. 291 known as the East Unit, Antelope-Clarno Section in Wasco County, the westerly terminus of which is at Highway Engineer's Station 0+00 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 443+46 of the reconstructed line; and,

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the said highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated portions or units are no longer needed for highway purposes; and,

WHEREAS, Wasco County and the Highway Commission have heretofore entered into an agreement under date of May 25, 1951, relating to the use and jurisdiction of the said eliminated portions or units; and,

WHEREAS, pursuant to said agreement, it was agreed that when the construction of said relocated section of the Shaniko-Fossil Highway was completed and opened to public travel that the jurisdiction and control of the said eliminated portions or units would vest in Wasco County; and,

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation; and,

WHEREAS, the Highway Commission, by and through its authorized officers and agents, has formally notified Wasco County by letter dated August 11, 1952, that the construction of the said section has been completed and opened to public travel and that as of that date, the jurisdiction and control of the said eliminated portions or units of the right of way of the said highway as formerly located, became vested in Wasco County.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows.

1. That the section of the Shaniko-Fossil Secondary Highway No. 291 known as the East Unit, Antelope-Clarno Section, located in Wasco County, the westerly terminus of which is at Highway Engineer's Station 0+00 of the reconstructed line, and the easterly terminus of which is at Highway Engineer's Station 443+46 of the reconstructed line, was completed on July 31, 1952, and the said County was formally notified of the completion thereof by letter dated August 11, 1952. Pursuant to the aforementioned agreement by and between the Commission and said County which was entered into on May 25, 1951, and

(cont.)

EXHIBIT "H-2" (cont.)

as stated in the said letter, the said County became vested, upon the date of said letter, with the jurisdiction and control of the portions or units herein defined and described as Units "A" and "B", and pursuant thereto the same were eliminated and removed as a part of the route of the Shaniko-Fossil Highway.

2. That the portions or units of the old right of way which, by reason of the relocation of said highway, are no longer within the boundaries of the new right of way, which, for the purpose of this resolution, are identified as Units "A" and "B", and are shown colored in red on the map attached hereto, marked "Exhibit A," and by this reference made a part hereof, and which are more particularly described as follows:

Unit "A"

Beginning opposite State Highway Engineer's Station 8+60 of the relocated Shaniko-Fossil Highway in the southeast quarter of the northeast quarter of Section 6, Township 8 South, Range 18 East, W. M.; thence easterly via the former route of the Shaniko-Fossil Highway to State Highway Engineer's Station 162+00 in the southwest quarter of the southwest quarter of Section 34, Township 7 South, Range 18 East, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 186+60 of the relocated Shaniko-Fossil Highway in the northeast quarter of the southwest quarter of Section 34, Township 7 South, Range 18 East, W. M.; thence easterly via the former route of the Shaniko-Fossil Highway to State Highway Engineer's Station 433+20 in the northeast quarter of the southwest quarter of Section 32, Township 7 South, Range 19 East W. M.

shall from the date of the aforementioned letter and thereafter be maintained by the said County as county roads for the benefit and service of persons living thereon and communities served thereby. The Commission hereby formally confirms the disposition heretofore made in the said letter of the said Units "A" and "B", and the Commission hereby formally declares that the said units have been abandoned pursuant to said agreement and said letter to the said County and that all right, title, and interest which the State had in said right of way vested in the said County as of the date of said letter.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway, and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and for other highway purposes and uses. For such uses and purposes, therefore, the Com-

(cont.)

EXHIBIT "H-2" (cont.)

mission does hereby declare and order that possession of and title to all the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State.

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission on this 20th day of October , 1952, and the Secretary hereby is directed to mail to the County Court of Wasco County a duly certified copy thereof.

20843

EXHIBIT "H-3"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the Section of the Columbia River Highway known as the Cascade Locks-Herman Creek Section in Hood River County, the westerly terminus of which is at Highway Engineer's Station 145 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 296 of the reconstructed line; and,

WHEREAS, by reason of the relocation of said section of said highway, certain portions or units of the right of way of the said highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated portions or units are no longer needed for highway purposes; and,

WHEREAS, Hood River County, the City of Cascade Locks and the Highway Commission have heretofore entered into a three-party agreement under date of February 16, 1951, relating to the use and jurisdiction of the said eliminated portions or units; and,

WHEREAS, pursuant to said agreement, it was agreed that when the construction of said relocated section of the Columbia River Highway was completed and opened to public travel that the jurisdiction and control of one of the said eliminated portions or units would vest in Hood River County and that the jurisdiction and control of the other of the said eliminated portions or units would vest in the City of Cascade Locks; and,

WHEREAS, it is the purpose of the Highway Commission to take official action and to impress upon the Commission's records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation; and,

WHEREAS, the Highway Commission, by and through its authorized officials and agents, has formally notified both Hood River County and the City of Cascade Locks by letters dated August 13, 1952 that the construction of the said section has been completed and opened to public travel and that as of that date the jurisdiction and control of the said eliminated portions or units of the right of way of the said highway as formerly located became vested in either Hood River County or the City of Cascade Locks in the manner hereinafter set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Columbia River Highway, State Highway No. 2, known as the Cascade Locks-Herman Creek Section, located in Hood River County, the westerly terminus of which is at Highway Engineer's Station

(cont.)

EXHIBIT "H-3" (cont.)

145 of the reconstructed line, and the easterly terminus of which is at Highway Engineer's Station 296 of the reconstructed line, was completed on July 29, 1952, and the said County and the City of Cascade Locks were formally notified of the completion thereof by letters dated August 13, 1952. Pursuant to the aforementioned three-party agreement by and between the Commission, the County and the said City, which was entered into on February 16, 1951, and as stated in the said letter, the said County became vested, upon the date of the said letter, with the jurisdiction and control of the portion or unit, herein defined and described as Unit "B", and the said City became vested, upon the date of the said letter, with the jurisdiction and control of the portion or unit, herein defined and described as Unit "A", and pursuant thereto, the said portions or units were eliminated or removed as a part of the route of the Columbia River Highway.

2. That the portion or unit of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "B" and is shown colored in red on the map attached hereto and marked Exhibit "A" and by this reference made a part hereof, and which is more particularly described as follows:

Unit "B" Beginning at the intersection of the old route of the Columbia River Highway No. 2 with the city limits of Cascade Locks on the line between the Northeast and Northwest quarters of the Northwest quarter of Section 7, Township 2 North, Range 3 East, W. M., and running thence southeasterly to its intersection with the new route of the Columbia River Highway No. 2 opposite State Highway Engineer's Station 256+00 of the old route in the Northwest quarter of the Southeast quarter of Section 5, Township 2 North, Range 8 East, W. M.

shall from the date of the aforementioned letter and thereafter be maintained by the said County as a county road for the benefit and service of persons living thereon and communities served thereby. The Commission hereby formally confirms the disposition heretofore made in the said letter of the said Unit "B", and the Commission hereby formally declares that the said unit has been abandoned pursuant to said agreement and said letter to the said County and that all right, title and interest which the State had in said right of way vested in the said County as of the date of said letter.

3. That the portion or unit of the old right of way, which by reason of the relocation of said highway is no longer within the boundaires of the new right of way, which for the purpose of this resolution is identified as Unit "A" and is shown colored in blue on said Exhibit "A", and which is more particularly described as follows:

Unit "A" Beginning opposite State Highway Engineer's Station 146+50

of the present Columbia River Highway No. 2 in the Southwest quarter of the Northeast quarter of Section 12, Township 2 North, Range 7 East, W.M.; thence easterly via the former route of the Columbia River Highway No. 2 to State Highway Engineer's Station 185+75 at the east city limits of the City of Cascade Locks on the line between the Northeast and Northwest quarters of the Northwest quarter of Section 7, Township 2 North, Range 8 East, W.M.

shall from the date of the aforementioned letter and thereafter be maintained by the said City as a city street. The Commission hereby formally confirms the disposition heretofore made in the said letter of the said Unit "A", and the Commission hereby formally declares that the said unit has been abandoned pursuant to the said agreement and said letter to the said City and that all right, title and interest, which the State had in said right of way, vested in the said City as of the date of said letter.

4. The area, as shown colored in green on said Exhibit "A", includes the right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and for other highway purposes and uses. For such purposes and uses, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.

5. The boundaries of all real properties acquired for rights of way and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission on this 20th day of October, 1952, and the Secretary hereby is directed to mail a duly certified copy of said resolution to the County Court of Hood River County and a duly certified copy thereof to the City Recorder of Cascade Locks.

EXHIBIT "I"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, the State Highway Commission entered into a three-party agreement dated August 3, 1951, with Washington County and the City of Forest Grove, a municipal corporation, with respect to the construction, reconstruction, location, and routing of the Tualatin Valley Highway, State Highway No. 29, upon and over certain city streets and county roads located within the corporate limits of the said city; and,

WHEREAS, in the said agreement it was agreed that when the project set forth therein was completed that the State Highway Commission would duly adopt a resolution designating, selecting, and changing the route of the Tualatin Valley Highway through the corporate limits of the said city, eliminating a certain county road or a portion thereof, hereinafter more fully described, and certain city streets or portions thereof, hereinafter more fully described, from the state highway system and as a part of the route of the Tualatin Valley Highway, and would select and designate certain other city streets or portions thereof, hereinafter more fully described, as a part of the new route of the Tualatin Valley Highway; and,

WHEREAS, under the provisions of Section 100-122, O. C. L. A., the Highway Commission is authorized and directed, whenever the route of a state highway passes through the corporate limits of a city, to select and designate thestreet or streets over which the said highway shall be routed, and to alter or change such routing when, in its opinion, the interests of the motoring public will be better served; and,

WHEREAS, it is the purpose of the State Highway Commission to take official action in order to comply with the terms of the aforesaid agreement as well as to exercise the authority and powers vested in it pursuant to Section 100-122, O. C. L. A., and to set forth these matters and to impress them upon the records of the Commission.

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. Pursuant to the authority vested in the Highway Commission by Section 100-122, O. C. L. A., the following named streets or portions thereof are hereby designated as a part of the state highway system and, in particular, as a part of the route of the Tualatin Valley Highway:

> Pacific Avenue, beginning at its intersection with Main Street and extending therefrom in a westerly direction to its intersection with "B" Street.

(cont.)

EXHIBIT "I" (cont.)

"B" Street, beginning at its intersection with Pacific Avenue and extending therefrom in a southerly direction to the south city limits of the said city.

There is attached hereto, marked "Exhibit A" and by this reference made a part hereof, a print on which there is shown, colored in orange, the abovesaid streets or portions thereof which are herein designated to be a part of the Tualatin Valley Highway; and there is also shown on said print, colored in blue, the streets or portions thereof which have heretofore been designated as a part of the Tualatin Valley Highway and which will continue to be a part of the route of the said highway.

2. Pursuant to the authority vested in the Highway Commission by Section 100-122, O. C. L. A., the following named city streets, or portions thereof, and the following named county road or a portion thereof, are hereby removed and deleted as a part of the state highway system and, in particular, as a part of the route of the Tualatin Valley Highway:

City Streets:

Main Street, beginning at its intersection with Pacific Avenue and extending therefrom in a southerly direction to its intersection with 16th Avenue.

16th Avenue, beginning at its intersection with Main Street and extanding therefrom in a westerly direction to "A" Street.

County Road:

16th Avenue, beginning at its juncture with "A" Street and extending therefrom to "B" Street.

There is shown on said Exhibit "A," colored in red, the streets or portions thereof which are herein removed and deleted as a part of the route of the Tualatin Valley Highway; and there is also shown, colored in green, on said Exhibit "A" the said county road or a portion thereof which is herein removed and deleted as a part of the route of the Tualatin Valley Highway.

3. This resolution shall be entered in the records and minutes of the Commission this 20th day of October, 1952, and the Secretary hereby is directed to mail to the County Court of Washington County and the City Recorder of the City of Forest Grove, each a duly certified copy thereof.

EXHIBIT "J-1"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the McKenzie Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintian the Springfield Section of the said McKenzie Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the relocation, construction, improvement and maintenance of the Springfield Section of the McKenzie Highway, the following described real property, located in Lane County, Oregon, to wit:

Owner: Albert Vik, et ux
R-18797

"Beginning at a point on the West line of 2nd Street in the Town of Springfield, 40 feet South of the Northeast corner of Lot 4, Block 2, of the original town site of Springfield, running thence South 103 feet, more or less, to a point 55 feet North of the Southeast corner of Lot 8, Block 2, thence West to the alley running North and South through said Block 2, thence North 103 feet, more or less, to a point due West of the place of beginning, and thence East to the place of beginning, being a part of Lots 4 and 8 and all of Lot 5, Block 2, of the Original Town site of Springfield, Lane County, State of Oregon."

(cont.)

EXHIBIT "J-1" (cont.)

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property with respect to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 20th day of October, 1952.

EXHIBIT "J-2"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the O'Neil Secondary Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deschutes County Line-Prineville Section of the said O'Neil Secondary Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said real property for right of way and other highway purposes; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the relocation, construction, improvement and maintenance of the Deschutes County Line-Prineville Section of the O'Neil Secondary Highway, the following described real property, located in Crook County, Oregon, to wit:

R-18848
Owner: Earl Forest, et al

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 26, Township 14 South, Range 15 East, W. M., Crook County, Oregon, the said parcel being that portion of said West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) included in a strip of land 30 feet in width on the Easterly side and variable on the Westerly side of the center line of the O'Neil Secondary Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 770+77.63,

(cont.)

said Station being approximately 1647 feet North and approximately 62 feet West of the Southwest corner of said Section 26; thence on a spiral curve right (the long chord of which bears South 12° 28' 45" East) 500 feet; thence South 9° 08' 45" East 182.63 feet; thence on a spiral curve left (the long chord of which bears South 13° 18' 45" East) 500 feet; thence on a 1145.92 foot radius curve left (the long chord of which bears South 31° 11' 22½" East) 381.75 feet; thence on a spiral curve left (the long chord of which bears South 49° 04' East) 500 feet to Station 791+51.75, said center line crossing the West and South lines of said West half (W½) of the Southwest quarter (SW¼) approximately at Stations 773+13 and 788+80, respectively. Except that portion of said strip of land lying within the Peoples Irrigation Company right of way.

The widths in feet of the strip of land above referred to on the Westerly side of said center line are as follows:

Station to Station		Width on Westerly Side of Center Line
770+77.63	786+51.75	50 feet
786+51.75	791+51.75	30 feet

The parcel of land to which this description applies contains 2.22 acres, of which 1.87 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.35 acre lies outside of the existing right of way.

R-18849
Owner: Lenore W. Althaus, et al

A parcel of land lying in the North half (N½) of the Northwest quarter (NW¼) of Section 35, Township 14 South, Range 15 East, W. M., Crook County, Oregon, the said parcel being that portion of said North half (N½) of the Northwest quarter (NW¼) included in a strip of land 30 feet in width, lying on the Northerly side of the center line of the O'Neil Secondary Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 786+51.75, said Station being approximately 168 feet North and approximately 363 feet East of the Northwest corner of said Section 35; thence on a spiral curve left (the long chord of which

(cont.)

EXHIBIT "J-2" (cont.)

bears South 49° 04' East) 500 feet; thence South 53° 14' East 627.62 feet; thence on a spiral curve right (the long chord of which bears South 52° 54' East) 200 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 51° 32' 45" East) 137.50 feet; thence on a spiral curve right (the long chord of which bears South 50° 11' 30" East) 200 feet; thence South 49° 51' 30" East 1183.13 feet to Station 815+00; said center line crossing the North and South lines of said North half ($N\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) approximately at Stations 788+80 and 809+57 respectively. Except any portion of said strip of land lying within the Peoples Irrigation Company right of way.

The parcel of land to which this description applies contains 0.03 acre outside of the existing right of way.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury of damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of the said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized and empowered to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

EXHIBIT "J-2" (cont.)

6. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 20th day of October, 1952.

EXHIBIT "J-3"

Minutes of October 20 and 21, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Garden Valley Road-Second Crossing of the Umpqua River Unit of the Deady-Shady Section of the Pacific Highway; and

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title

(cont.)

EXHIBIT "J-3" (cont.)

to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present anf voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the proper relocation, construction, improvement and maintenance of the Garden Valley Road-Second Crossing of the Umpqua River Unit of the Pacific Highway as a throughway, the following described real property, to wit:

R-17857
Owner: Douglas Community Hospital, Inc.

A parcel of land lying in the Jeremiah Huntley Donation Land Claim No. 56, also in Section 13, Township 27 South, Range 6 West, W. M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to Douglas Community Hospital, Inc., recorded in Book 162, Page 611, of Douglas County Records of Deeds, the said parcel being that portion of said property lying East of a line which is parallel to and 75 feet Westerly of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2535+00, said Station being 2186.8 feet North and 365 feet East of the Southwest corner of said Donation Land Claim No. 56; said Station also being 1768.8 feet North and 361.2 feet East of the Monument at the intersection of Harvard and Umpqua Avenues; thence South 20° 06' East 2330.85 feet to Engineer's center line Station 2558+30.85; the Westerly line of said parcel crosses the North and East lines of the above described property approximately opposite Stations 2547+23 and 2548+48, respectively.

The parcel of land to which this description applies contains 0.06 acre.

R-17859
Owner: Eugene A. Springer

A parcel of land lying in Lot 21, Westmoreland Addition to the City of Roseburg and situated in Jeremiah Huntley Donation Land Claim No. 56, Township 27 South, Range 6 West, W. M., Douglas County, Oregon, the said

(cont.)

EXHIBIT "J-3" (cont.)

parcel being that portion of said Lot 21 lying West of a line which is parallel to and 75 feet Easterly of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2535+00, said Station being 2186.8 feet North and 365 feet East of the Southwest corner of said Donation Land Claim No. 56; said Station also being 1768.8 feet North and 361.2 feet East of the Monument at the intersection of Harvard and Umpqua Avenues, Roseburg; thence South 20° 06' East, 2330.85 feet to Engineer's center line Station 2558+30.85; the Northwest corner of said Lot 21 being approximately opposite and 75 feet Easterly from center line Station 2550+26; the Easterly line of said parcel intersecting the South line of said Lot 21 approximately opposite center line Station 2550+93.

The parcel of land to which this description applies contains 0.02 acre.

2. That in addition to the acquisition of fee simple title to the above described real property it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Garden Valley Road-Second Crossing of the Umpqua River Unit of the Deady-Shady Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury of damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description,

EXHIBIT "J-3" (cont.)

is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 20th day of October, 1952.

Portland, Oregon
November 24, 1952

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of its meeting held on October 20 and 21, 1952.

The State Parks Superintendent reported on the following state park matters:

1. Request of the Pacific Telephone and Telegraph Company for permission to construct a communication pole line across Hat Rock State Park, Umatilla County: The Parks Superintendent exhibited a map showing the proposed location of the pole line and recommended approval of the request. The Commission approved the recommendation.

2. Consider wording for a plaque to be placed on the property that was donated by Menasha Woodenware Company, Menasha, Wisconsin, for state park purposes in Umpqua Lighthouse State Park: The Parks Superintendent recalled that it has been the practice of Highway Commissions in the past to place a plaque on land donated for state park purposes. He recommended that the practice be continued in this instance, and he suggested the following wording for the same:

> "Through a desire to be of service to the public, the Menasha Woodenware Company, of Menasha, Wisconsin, very generously gave to the people of Oregon 112 acres of land on which this plaque is placed as an addition to the Umpqua Lighthouse State Park."

The Commission unanimously approved the recommendation and the suggested wording.

3. Request of Mr. Alfred A. Loeb, Portland, to purchase maple burls in Van Duzer Corridor on the Salmon River Highway, to be used for thin veneer lumber: The Parks Superintendent recommended against the sale of

this material because it would encourage further cutting in other state parks. He also gave as his feeling that the cutting of the maple burls would be a violation of the purposes for which the properties were acquired. The Commission concurred in the viewpoint of the Parks Superintendent and accordingly denied Mr. Loeb's request.

4. Request of Mr. A. C. Howard, Gold Beach, for authority to construct and operate a roadway across Cape Sebastian State Park in Curry County, and to erect a spar pole near the edge of the property to facilitate the loading of logs on trucks: The Parks Superintendent exhibited a map showing the location of the proposed roadway and spar pole site, and advised that these are situate so they will result in the least amount of damage to the park and will create the least hazard possible for park use. He recommended approval of the request. The Commission approved the recommendation.

5. Request of the Sodaville Social Club, Sodaville, Oregon, for permission to use the upper floor of a building located in Sodaville State Park: The Parks Superintendent recommended approval of this request and that other groups be also authorized to use this room provided the groups are limited to 20 in number and provided further that such use of the building meets with the approval of the State Fire Marshall. The Commission approved the recommendation unanimously, subject to the conditions mentioned.

6. Offer of Mr. and Mrs. H. L. Corbett, Portland, to present to the State as a gift for park purposes sixty-three acres of land situate at the south edge of Blue Lake in Jefferson County: The Parks Superintendent advised that Mr. and Mrs. Corbett wish to establish a memorial to their son who was killed in World War II, and want to take this method of providing such a memorial. The Corbetts, he said, will construct a road providing access to the property, which will be left mostly in a primitive state, and the only thing the State will have to furnish will be the basic facilities for general public use. He recommended acceptance of the gift. The Commission approved the recommendation unanimously and ordered an appropriate letter to be directed to Mr. and Mrs. Corbett expressing appreciation for their generous contribution to the State Parks System.

7. Request of the Associated Ditch Companies of Joseph, Oregon, that the State rebuild a fish ladder in the Wallowa River to replace one damaged by State Highway forces: The Parks Superintendent advised that the fish ladder referred to is located about 800 feet south of the Highway bridge entering Wallowa Lake State Park, and that it was damaged by State Highway forces during the fall and winter of 1950 during operations to control the flow of the stream and to avoid damage to the highway and the park area that might result were the channel of the stream diverted. In the process, he said, a number of trees were removed from the stream bed, and it is alleged by the companies that the bed of the stream below the fish ladder was deepened, thereby seriously hampering the operation of the ladder. He said that he has no way of determining whether or not the allegations are fact, but because of the low cost of rebuilding the ladder, which is estimated at between $75 and $100, he recommended approval of the request. The Commission approved the recommendation unanimously.

8. Proposal of Douglas County Park Superintendent that the State Highway Commission establish a state park along the North Umpqua River about 23 miles

east of Roseburg: The Parks Superintendent advised that this proposed park is situate on a county road a long way from a state highway. He gave as his feeling that the project is local in character, and that it could be developed at local cost and expense. The Commission concurred in the viewpoint of the Parks Superintendent and expressed the feeling that Douglas County should assume the responsibility for this undertaking. (A delegation from Douglas County appeared before the Commission the following day concerning this project. As a result of discussion, the Commission agreed to give the matter further consideration. It was referred back to the State Parks Superintendent for study and full report. See ahead for additional paragraph.)

9. Request of St. Helens Pulp and Paper Company for authority to use an existing roadway across the eastern part of Short Sand Beach State Park, Tillamook County: The Parks Superintendent advised that the road already has been constructed, and, in his estimation, its use by the company will do no particular damage to the park property or facilities. He recommended approval of the request. The Commission approved the recommendation.

10. Requests of Oceanlake Chamber of Commerce and North Lincoln Kiwanis Club for reconsideration of their previous request for establishment of a state park in the northern part of the town of Oceanlake: The Commission discussed this matter briefly but deferred action until the following day when a delegation from Oceanlake was scheduled to be present. (As a result of the discussion of this matter with the delegation, the Commission agreed to give the matter further study.)

11. Suggestion of Bandon Chamber of Commerce that the Highway Commission acquire the Westmost Golf Course property at Bandon for state park purposes, consideration $35,000: The State Parks Superintendent advised that the golf course property is very nice, but the location heretofore investigated is more desirable and better fits the requirements for park purposes as outlined when the matter of establishing a state park at Bandon Beach previously was discussed by the Commission. It was the feeling of the Commission, as expressed by Chairman Chandler, that if the Commission has $35,000 to spend for a park at this place, it should be spent to acquire the area heretofore investigated and as originally planned. Accordingly, the Commission decided unanimously not to acquire the golf course property.

12. Consideration was given by the Commission to a request from the City of Condon relative to establishment of a state park and recreational areas in the vicinity of Condon and Fossil, concerning which a delegation was scheduled to appear on the following day. Particular attention was given to the matter of improving the Condon City Park, and in this connection, the Commission decided it has spent all of the funds it can justify for this particular area. (This matter was presented to the Commission by a delegation on the following day. No encouragement was given by the Commission, it being the thinking of the Commission that the development of this park is a city obligation inasmuch as it is located within the city limits. See additional paragraph ahead.)

The Right of Way Engineer presented for the Commission's consideration options secured for the acquisition of real property that is needed for various highway improvements and for other purposes. As a result of very careful consideration, the Commission approved the closing of the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

The Right of Way Engineer requested authority to negotiate options to acquire real property needed for the following purposes and for which, he said, no specific authority previously had been granted:

County and Section	Highway
CURRY Euchre Creek-Wedderburn (Gravel Pit and Stockpile Site)	Oregon Coast
DESCHUTES Bend-Lapine Section (R/W) North Unit	The Dalles-California
LANE Springfield-Jasper (Gravel Pit)	Springfield-Creswell
LANE Springfield-Walterville (Gravel Pit)	McKenzie
LINN Noble Slough-Foster (Gravel Pit)	Santiam
MALHEUR Juntura-Harper (Talus Pit and Stockpile Site)	Central Oregon

The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission unanimously confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For a list of the properties sold, see copy of report prepared by Mr. C. W. Parker, Property Manager, dated November 24 and 25, 1952 on file in the Secretary's office under the heading "Miscellaneous Sales".)

The Commission approved an exchange of properties with School District No. 1, Multnomah County, so as to acquire necessary right of way across the grounds of the Capitol Hill School for the proposed West Portland-Harbor Drive Expressway. The attached resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof with like effect as though extended

in full herein was adopted by the Commission by unanimous vote.

The Commission unanimously confirmed purchase for the sum of $35,000 of a portion of Block 325, City of Portland, from the owner, Caroline R. Reidel, which property is to be used in connection with the contemplated 18th Street-19th Street one-way traffic couplet for US 30 in this city. It was understood that the City of Portland will acquire the property and will share equally with the State in the purchase price, or $17,500, and that the State will share equally with the City in any salvage that might be had from properties that are not needed for the actual improvement.

The Commission discussed and unanimously approved transfer of the leasehold of the Coos Bay Timber Operators to Clarence A. and Jessie G. Gould concerning the following described State Highway property: westerly 51 feet of Lots 5, 6, 7, 8, and 9, Block 31, Coos Bay Plat "B", Addition to North Bend, Oregon. (Consent to Assignment of Lease was signed by the Commission later in the session.)

The Commission discussed and unanimously approved a lease agreement with the Mountain States Power Company whereby the company is granted the right to use State-owned property described as a portion of Block 61, Washburn's Subdivision of Springfield, for storage purposes for a period of four years at a consideration of $400 per year, subject to six months cancellation. (The lease was signed by the Commission later in the session.)

The Right of Way Engineer brought up for discussion the matter of paying Mr. O. W. Bauer, Hood River, $840 cash in lieu of constructing a rock wall along the right of way line of the new highway in Hood River as a replacement for an existing one. He explained that the removal of the old wall and construction of a new one was a right of way obligation and was estimated to cost about $1,800, so if the Commission approves cash settlement of the matter, it will result in a savings to the State of about $960. He recommended approval of the payment. The Commission approved the recommendation.

The Right of Way Engineer requested instructions regarding settlement with Albert and Bertha Vik for right of way needed for the South "A" Street Project in the city of Springfield. He advised that an option previously obtained from the Viks expired on October 30, 1952, and in attempting to get it extended, the Viks demanded 6 percent interest on the option amount from June 1 to December 31, 1952, and in addition thereto, that the State pay the 1952-1953 taxes. He quoted the Chief Counsel to the effect that the State cannot legally pay interest charges. He recommended in view thereof, condemnation of the property as previously authorized by the Commission on October 20, 1952, and an offer of $15,300 in connection therewith. The Commission approved the recommendation by unanimous vote.

Consideration was given by the Commission to requests from the Bonneville Power Administration for an easement to construct a power transmission pole line across the right of way of the Old Oregon Trail in the northeast quarter (NE$\frac{1}{4}$) of the northeast quarter (NE$\frac{1}{4}$) of Section 13, Township 4 north, Range 24 east, W. M., Morrow County, and to construct a roadway across State

Highway property in Sections 23, 24, and 25, Township 4 north, Range 23 east, W. M., Morrow County, to provide access to the Bonneville Administration's McNary-Maupin transmission pole line in Section 25, Township 4 north, Range 23 east, W. M. The Right of Way Engineer advised that the locations described are west of the town of Boardman and that the granting of the requests will in no way interfere with the use of the highway or highway property. He recommended approval of the requests. The Commission approved the recommendation unanimously. (An easement granting the privileges requested was signed by the Commission later in the session.)

The Right of Way Engineer brought up for discussion a settlement demanded by Mr. Lawrence Kozowski for right of way for the Lapine-Forest Boundary Section of The Dalles-California Highway. He presented an option secured from Mr. Kozowski calling for payment of $6,000 for the property. He advised that the price demanded is far in excess of the appraised value of the property, and he recommended that the Chief Counsel be authorized to condemn the property if it cannot be acquired at reasonable cost by negotiation. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "M-1 ", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from the University of Oregon for loan of the services of the Highway Department's Property Manager, Mr. C. W. Parker, to assist the University in conducting auction sales of houses in connection with an expansion of the University campus. The Commission approved the request.

The Commission discussed and upon recommendation of the Right of Way Engineer unanimously approved a lease agreement with the Union Oil Company of California providing for use by the company of certain State-owned land in the City of Astoria for which the company is to pay as rental the sum of $27.50 per year.

At 10:00 a.m. bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, at the conclusion of which it was announced that the awards of contracts would be made at 4:30 p.m. in the same room:

OREGON COAST HIGHWAY IN DOUGLAS COUNTY
GRADING and PAVING CLEAR LAKE-FOREST BOUNDARY UNIT

Grimstad & Vanderveldt, Astoria	$183,297.00
Koppisch Construction Co., Astoria	183,552.50
Fred H. Slate Ore. Ltd. & E. C. Hall Co., Portland	190,397.50
E. L. Gates & Co. Inc., Salem	193,531.50
Durbin Bros., Eugene	201,129.50
C. R. O'Neil, Creswell	202,945.50
Berke Bros., Portland	207,000.00
John A. Logan, Portland	212,916.00
J. N. Conley, Portland	215,160.00
McNutt Brothers, Eugene	275,343.50

PACIFIC HIGHWAY IN DOUGLAS COUNTY
ELKTON-SUTHERLIN OVERCROSSING AND DEADY INTERCHANGE

R & M Construction Co., Central Point	$ 74,998.00
Tom Lillebo, Reedsport	77,930.00
Hannan Bros., Portland	84,160.00
Hamilton & Thoms, Eugene	88,130.00
Todd Building Co., Roseburg	91,700.00
Murray & Stanford, Bend	91,734.00
Glen Snook, Eugene	94,005.00
Schrader Construction Co., Portland	98,290.00

GRANT AND HARNEY COUNTIES
CANYON CREEK-POISON CREEK ROCK PRODUCTION PROJECT

Newport Construction Company, Portland	$ 55,689.00

JACKSON COUNTY
MEDFORD MAINTENANCE BUILDING ADDITION

Harold W. Salter, Rogue River	$ 10,284.50
R. E. Meade & Company, Grants Pass	11,564.00

JEFFERSON COUNTY
MADRAS ROCK PRODUCTION PROJECT

Rogers Construction Company, Portland	$ 41,600.00
Vernie Jarl, Gresham	44,705.00
F. O. Laws, Salem	46,500.00
E. H. Itschner, Molalla	46,500.00
Calkins Crushing Company, Ocean Lake	47,250.00
J. N. Conley, Portland	52,250.00
Peter Kiewit Sons Company, Longview, Washington	52,350.00
M. C. Lininger & Sons, Medford	62,000.00

McKENZIE HIGHWAY IN LANE COUNTY
GRADING AND PAVING SPRINGFIELD SECTION

Inter-City Sand & Gravel Company, Eugene	$251,647.00
Acme Construction Company, Eugene	263,050.80
Hamilton & Thoms, Eugene	275,229.20
Central Heating Company & F. L. Somers, Eugene	284,123.00
Erland & Blickle, Portland	295,146.90
Grimstad & Vanderveldt, Astoria	296,466.00
J. N. Conley, Portland	334,855.00

November 24, 1952

MALHEUR COUNTY
JUNTURA-HARPER ROCK PRODUCTION PROJECT

N. A. Toole, Ontario	$ 28,097.50
Richard Beshey, Parma, Idaho	32,685.00

MARION COUNTY
TWELFTH STREET CONNECTION TRAFFIC LIGHTS

Trowbridge & Flynn Electric Company, Medford	$ 5,990.00
Mill Electric Company, Salem	6,038.00
Electric Corporation, Salem	6,577.00

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY
ARATA ROAD INTERCHANGE SECTION

Rogers Construction Company, Portland	$ 61,435.00
Warren Northwest Inc., Portland	71,605.00
Portland Road & Driveway Company, Portland	79,325.50
Inland Construction Company, Milwaukie	84,306.50
John A. Logan, Portland	94,312.50
J. N. Conley, Portland	98,315.50
Logan, Taylor & Company, Portland	105,648.00

MULTNOMAH COUNTY
CEREGHINO HAUL ROAD BRIDGE

Stockton & Son, Gresham	$ 12,060.00
Teller Construction Company, Portland	15,920.00
Parker Johnson Company, Portland	18,650.00
Erick Enquist, Troutdale	18,713.00
General Construction Company, Portland	18,950.00
Chas. R. Schmiedeskamp, Portland	19,060.00
United Builders Inc., Beaverton	22,686.00

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY
IRRIGATING SYSTEM and LAWN ON TILLAMOOK STREET-STEEL BRIDGE

Western Golf Course Supply Company, Portland	$ 30,316.80
Portland Construction Company, Portland	32,873.50
Hecata Landscape Company, Portland	34,871.00
Ernest Ferrante & Company, Portland	39,232.60
Sprague McDowell Company, Seattle, Washington	44,645.10

The Chief Counsel rendered a status report on the case of the State Highway Commission vs Wilbur F. Badley, et ux, concerning right of way needed for the proposed improvement of the Oregon Coast Highway across Mr. Badley's property at Otter Crest, Lincoln County. He exhibited a map showing the properties involved and recited the history of the events leading up to the present plan. He pointed out that according to the latest revised plan, Mr. Badley retains the overlook point between the old and the new highway locations on which is to be constructed a parking area for automobiles, and that he will be allowed only one point of access to this parking area from the new highway, although he is to be given two private accesses to the highway from his property on the east side of the highway. Also, according to the plan, the old roadway is to be left open for public use both north and south of the present overlook point with connections to the new highway at each end, otherwise, the probabilities are that the right of way will cost the State considerably more than the present appraised value. He also mentioned that the matter of price has been discussed with Mr. Badley who up to the present time has avoided giving a definite answer. The Chief Counsel also mentioned that the property is now under condemnation, although the State has been authorized by letter to enter upon the property. He also said that since complaint was filed in the case, a change has been made in the area to be obtained from Mr. Badley, so that the offer heretofore made by the former Chief Counsel, the late Mr. J. M. Devers, no longer is correct. He gave as his feeling that the pending case should be dismissed and a new complaint filed to fit present conditions. The Chief Counsel mentioned that the most recent appraisals of the property needed from Mr. Badley range from $12,050 to $13,150, and he advised that an offer has been made to Mr. Badley in the amount of the high appraisal. In the discussion of the matter the question arose whether or not the old highway should be kept open to a connection with the new highway both north and south of the overlook point. The feeling was expressed by the Engineer that the roadway north of the point should be closed. Chairman Chandler concurred therein. A decision in this matter was deferred by the Commission pending consultation with Mr. Badley's legal counsel, Mr. Dwight L. Schwab, Portland. The Chief Counsel was instructed to invite Mr. Schwab to be present at the afternoon session for a conference. (See ahead for additional paragraph covering conference with Mr. Schwab and the Commission's final action.)

The meeting recessed for luncheon at 12:00 Noon and reconvened at 2:00 p.m. with the same persons present and participating.

The following persons composed a delegation representing the U. S. Highway 26 Association which appeared before the Commission and urged certain improvements to highways included in U. S. Route No. 26: D. E. Scott, President, I. B. Hazeltine, Secretary, Philip Dale, Member, Earl Van Vorhis, Member, all of the City of John Day; A. R. Bowman and Joe D. Thomison, members, from Prineville; Oliver Earl, Madras; and Ed Way.

Mr. Scott explained the purpose of their appearance and, in support thereof, presented to the Commission signed copies of resolutions as follows: (1) Resolution from the Common Council of the City of John Day requesting the straightening and widening of U. S. Highway No. 395 between John Day and

Canyon City. (2) Resolution from the John Day Chamber of Commerce requesting improvement of U. S. Highway 395 from its connection with the John Day Highway, four miles west of the City of John Day northerly to a connection with the newly constructed highway at Beech Creek, twelve miles in length, and (3) Letter from the Oregon Committee, U. S. Highway 26 Association, requesting improvement of the John Day Highway between John Day and Mount Vernon; reconstruction of this highway between Mount Vernon and Flat Creek; improvement of the section between Cairo Junction and Vale, including a wye connection at Vale on Highway 26 and Highway 20, and a traffic separator; elimination of hairpin turns on US Highway 26 east of Mitchell; and major improvement of the Brogan Hill Section of U. S. Highway 26 by realigning to eliminate curves. Speaking on behalf of the resolutions in addition to Mr. Scott were Messrs. Dale and Van Vorhis. The resolutions were read aloud by the Secretary and were referred by the Commission to the Engineer for investigation and report.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given by the Commission in its resolution adopted on December 20, 1951:

Lapine-Forest Boundary Unit of the Lapine-Diamond Lake Junction of The Dalles-California Highway

			Recommended Offer
R 18023 -	Lawrence Harvey Kozowski Right of Way (Klamath) Parcel No. 1: 0.49 acre Parcel No. 2: 0.95 acre		*
R 18024 -	Margaret E. Clifford Right of Way (Klamath) 1.40 acres		*
R 18026 -	Jacob Wm. Schabener Right of Way (Klamath) Parcel No. 1: 23.69 acres Parcel No. 2: 0.48 acre		*
R 19368 -	Laverne Alexander Right of Way (Deschutes) 3.48 acres		*

Sylvan Section of the Sunset Highway

R 15882 -	Elmer R. Helmcke Right of Way (Multnomah) 436 sq. ft. of land at $0.25 per sq. ft. Cost of changing 20 feet of fencing	$109.00 41.00 $150.00	$150.00

City of Springfield Section of the McKenzie Highway

R 18797 - Albert Vik
Right of Way (Lane)
14,729 sq. ft.
(For offer authority, condemnation previously authorized) $15,300.00

Medford-County Farm and County Farm-Ashland Sections of the Pacific Highway

Property upon which Medford Irrigation District presently has easements for irrigation ditches within the highway right of way and property owned by others upon which to relocate irrigation ditches for the District

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBIT "M-1" through EXHIBIT "M-2" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission discussed and unanimously approved a written report from the Chief Counsel on the trial of the following cases:

(1) State vs George Brant, File L-1808, concerns right of way for the Salem By-pass Section of US 99E.

(2) State vs Clarence L. Stoddard, File No. L-1880, concerns right of way needed for the Hauser-North Bend Section of US 101, Coos County.

(3) State vs Darriell A. Gates, et al, File No. L-1882, concerns acquisition of right of way for the Hauser-North Bend Section of US 101, Coos County.

(4) State vs Rollin M. Falk, et ux, File No. 1895, concerns acquisition of right of way needed for the Forest Boundary-Hauser Unit of US 101.

(5) State vs Charlotte W. Kurth, et al, File No. L-1877, concerns acquisition of right of way for the Tigard-Tualatin River Unit of US 99W in Washington County.

(For details see copy of report in the General Files.)

The Commission also discussed and unanimously approved a written report from the Chief Counsel concerning settlement of the following cases:

(1) State vs Earl C. Law, et al, File No. L-1928, concerns acquisition of right of way for the Goshen-Creswell Section of the Pacific Highway, Lane County. Amount of settlement $12,500.

(2) State vs Edward F. Bolt, et al, File No. L-1872, concerns acquisition of land needed as right of way for the Hauser-North Bend Section of US 101, Coos County. Amount of settlement $2,000.

(For details see copy of report in General Files.)

November 24, 1952

The Commission discussed and unanimously confirmed an offer reported by the Chief Counsel for the purchase of land from Earl S. Butler, et ux, for use as right of way for improvement of the Reedsport-Luder Creek Section of the Umpqua Highway in Douglas County which offer was tendered to the owners prior to the institution of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 20, 1951. Amount of offer $1,900.

The Chief Counsel brought up for discussion the authority of the Commission to pay the judgment decided by the Court in the case of Karel Tomasek vs State Highway Commission, involving acquisition of property needed in connection with an improvement consisting of a bridge over the Santiam River and approaches thereto on the Steiwer Hill-Albany Section of the Pacific Highway East in Marion County, amounting to $13,500. He said there is nothing to prevent the Commission from paying the claim direct if it wishes to do so because the case was based on disputed facts which the plaintiff proved to the satisfaction of the court, and the findings of the court could be used as a basis for allowing the claim. He pointed out, however, that according to an opinion of the Attorney General, the State is a public corporation within the meaning of the statutes, so payment could be effected under the procedure provided by the Legislature for collection of judgments against public corporations. This statute, he said, in substance provides that the party in whose favor a judgment is given may present a certified transcript of the docket to the Secretary of State who is directed to draw an order on the State Treasurer for the amount of the judgment in favor of the party for whom the judgment was given. He recommended that the settlement of this judgment be effected under such procedure requiring submission of a transcript of the docket to the Secretary of State. The Commission approved the recommendation and so ordered.

The Chief Counsel brought up for discussion a proposed settlement of the case of the State Highway Commission vs William Meredith Luse for acquisition of 0.5 acre of land required as right of way for the Medford-County Farm Section of the Pacific Highway, control of access to the remaining land but reserving two commercial access points to the defendant. He recalled the original offer to Mr. Luse in the amount of $900, whereas Mr. Luse demanded $3,000 or $1,000 plus the cost of moving his buildings. Settlement was finally reached, he said, on the basis of paying Mr. Luse the sum of $1,000 for the property. He recommended approval of this settlement. The Commission approved the recommendation.

The Commission discussed and upon recommendation of the Chief Counsel unanimously approved the waiving and releasing of Catherine Pointer, widow of Lewis S. Pointer, her heirs and assigns, from all restrictions of access set out in a certain deed dated April 27, 1947 whereby the Pointers conveyed to the State certain property in Washington County needed as right of way for the Tualatin Valley Highway. In the discussion of the matter, it appeared that by inadvertence and mistake the deed contained certain restrictions as to access to the highway from the Pointer's remaining property, and the releasing of Mrs. Pointer now from those restrictions is simply to correct the error. (A form of "Release of Access Restrictions" was signed by the Commission later in the session.)

In this connection, the Commission also approved an "Indenture of Access" providing a temporary connection between the Pointer property and the Sunset Highway until such time as the State constructs a service road in conformity with the understanding reached when the Pointers deeded their property to the State. An "Indenture of Access" agreement covering the matter is to be presented to the Commission for execution at its regular meeting in January, 1953. (For details in this matter, see copy of Chief Counsel's written report to the Highway Commission, dated November 20, 1952 in General Files.)

The Engineer reported completion of surveys for the permanent locations for the following highway sections:

(1) Wilson River Highway between North Plains and Washburn in Washington County following the railroad grade heretofore abandoned by the United Railway Company.

(2) Deschutes County Line-Prineville Section of the O'Neil State Secondary Highway in Crook County.

(3) Portland-Salem Expressway from a point one mile south of the crossing of the Willamette River at Wilsonville to a connection with US 99E near Salem.

(4) Springfield Section of the McKenzie Highway utilizing a routing along South "A" Street in Springfield.

He exhibited maps showing the proposed location of each of these sections and explained details. He asked the Commission to approve the surveys as reported. In the discussion of this matter, the Engineer pointed out that the Commission previously had adopted a location for the Wilson River Highway Section following an alignment south of the old railroad grade which was then not available, so in the event the Commission adopts the present recommended location, it will be necessary for the Commission to formally rescind the previous action. He recommended that that be done. As a result of a full discussion concerning each of the highway sections, the Commission approved the surveys as reported and also rescinded the previous action with respect to the Wilson River Highway survey. The attached resolutions relative thereto, marked EXHIBITS "L-1", "L-2", and "L-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

The Commission discussed the proposed agreement with the City of Springfield covering the South "A" Street Project in that city. The Engineer presented a copy of the agreement and pointed out that it had already been executed by the Mayor and the City Recorder. In the discussion of this matter, the question arose whether or not the City has contributed toward this project and has fulfilled all of its obligations as originally agreed to; also, whether or not the low bid received this date for the construction of the project is within the amount authorized by the Commission for the work. The Engineer advised that the City has paid the sum of $26,000 cash and has performed other things

pursuant to the original arrangement; also that the low bid received today by the Commission is less in amount than was originally anticipated so the project cost will be within the amount of the project authorization for this job. With this understanding, the Commission unanimously approved the agreement as prepared. (The agreement was signed by the Commission later in the session.)

The Chief Counsel brought to the attention of the Commission an option obtained by the City of Springfield from the Southern Pacific Company for the purchase of approximately 3.16 acres of land which is needed as right of way for the proposed highway improvement on South "A" Street in the City of Springfield. He pointed out that the option calls for a payment of $20,450 for the property whereas the property has been appraised by a Highway Department appraiser at $20,500 and by a professional appraiser from Eugene at $19,000. The option, he said, expired on November 15 but the railroad company has granted a 90-day extension of time within which to close the deal. The Chief Counsel mentioned certain provisions of the option including one whereby the State is required to secure and deliver to the railroad company releases, or surrenders of interest, held in the property by other persons under license, lease, or agreement with the company. These releases, he said, will be negotiated as far as is possible and if they cannot be settled satisfactorily in that manner, then he will resort to condemnation. He gave as his opinion that the provisions of the option including the purchase price are acceptable, and he recommended approval of the same by the Commission. The Commission approved the recommendation unanimously.

The Chief Counsel requested authority to commence action against Wendell M. DeLorme to recover the sum of $448.18 which represents the cost of repairing damage to the Steel Bridge ramps in Portland as a result of an automobile accident. The Commission approved the request.

Consideration was given by the Commission to a written report from the Chief Counsel on the acquisition of right of way for a state park access road across property owned by a Mr. Keith Phillips in Marion County. The Chief Counsel advised that 3.257 acres of land are involved and that the roadway is to provide access to the North Santiam Highway; further that the Commission authorized condemnation of the property at its meeting on November 8, 1951 and the making of an offer in the amount of $567.50 in connection therewith. He further stated that Mr. Phillips demands at least $1,750 for the property, but recently through negotiation with his attorney, Mr. Joseph M. Devers, Jr., he has agreed to accept the sum of $1,000. He recommended payment of such sum in order to consummate the matter and to avoid the cost of litigation. The Commission approved the recommendation.

The Chief Counsel brought up for discussion the condemnation case against I. R. Lawrence, et ux, concerning acquisition of right of way for the Divide-Anlauf Unit of the Pacific Highway in Douglas County. It appears that the new highway severs the Lawrence property, leaving his sawmill on one side of the highway and the logs to serve the sawmill on the other side; also that when the relocated highway is completed, the Lawrences will have access from one side of the highway to the other by means of a grade separation structure, but during the period when the highway is under

construction, they have no way to deliver the logs to the mill, and they allege that for that reason they have been forced to close down their mill operations, and they are going to try to recover damages. The Chief Counsel advised that a solution of the problem has been arranged with the State's contractor to move the logs across the highway by means of a crane and to dump them in the Lawrences' log pond, which arrangement is satisfactory to the Lawrences but will cost the State about $1,000 for the contractor's services. He recommended approval of the arrangement in order to avoid possible payment of damages. The Commission approved the recommendation unanimously.

The Chief Counsel requested authority to commence a specific performance suit against Tom Loe and Alice Loe for conveyance to the State for the sum of $525, 7½ acres of land which the State needs as a gravel pit in Malheur County. The Commission granted the request by unanimous vote.

The Chief Counsel also requested authority to commence a specific performance suit against Susie M. Robinson (now Susie M. Ayers) and Harry E. Ayers to enforce conveyance to the State of 1.2 acres of land for the sum of $200, said land being required as right of way for the Lapine-Forest Boundary Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway. The Commission approved the request.

Mr. Dwight L. Schwab, attorney for Mr. and Mrs. Wilbur F. Badley in the case of the State Highway Commission vs. Wilbur F. Badley, et ux, concerning acquisition of right of way for a proposed revision of the Oregon Coast Highway at Otter Crest, Lincoln County, was present, upon invitation of the Commission, regarding this case. Mr. Schwab stated that he knows very little about the case because it is being handled by his associate, Mr. Ralph Cake, who at the present time is out of the State. He did, however, recite events leading up to Mr. Badley's present demand of $30,000 for his property, mentioning therein that Mr. Badley was offered at one time by the Highway Commission's former Chief Counsel, Mr. J. M. Devers, $50,000 as settlement in full. Mr. Badley's present demand, he said, includes $24,000 for 32 one-half acre building lots at $750 each, $2,500 for five acres of land at $500 per acre, and $1,400 for additional land at $350 per acre, plus an allowance for about 239 MFBM timber growing on the property, and an additional amount for damage to Mr. Badley's barn. This price, he added, does not include anything as damages resulting from the highway being located within four feet of Mr. Badley's house and for loss of business; neither does it include anything for loss incurred by reason of Mr. Badley having had no control over his property for six years. He mentioned that Mr. Badley wants two accesses on the east side of the new highway left in a fluid condition until such time as he determines how to develop his property. He also mentioned a number of other things that are subject to discussion and agreement. In reply to an inquiry from Commissioner McIver as to how much Mr. Badley wants as settlement in full, Mr. Schwab stated that Mr. Badley will settle for the sum of $30,000 cash, and he suggested that if a satisfactory settlement cannot be reached soon at that figure, the pending case be allowed to rest on the docket until Mr. Cake returns.

The matter was discussed at considerable length during which Chairman Chandler advised that the previous offer made by Mr. Devers in the amount of

$50,000 was never authorized by the Highway Commission; moreover, Mr. Devers had no authority to make such an offer or to bind the Commission with it. He further stated that the Highway Commission has a Right of Way Department which carries on all dealings in connection with acquisitions of real property for right of way and for other purposes. In the negotiations, he said, an attempt is made to arrive at a fair figure to be paid for the property involved, and such figure is recommended to the Commission which accepts the recommendation if it is within reason. The Commission, he said, is not in position today to make a definite offer of settlement, but will discuss the matter among themselves, and will take action later. Mr. Schwab again stated that if agreement cannot be reached now as to the price to be paid Mr. Badley, that the entire matter be held up until Mr. Cake returns. He added that such action will not hold up construction of the highway across Mr. Badley's property, but that it can be carried on without interruption. He urged that the pending case be not dismissed until the matter has been discussed further with Mr. Cake, and if it is necessary to do something now, that the matter be taken care of by an amended complaint. The Commission's Chief Counsel recommended against such procedure and gave as his considered opinion that the present case should be dismissed and an entirely new case filed as soon as that can be done. This concluded the discussion. Following Mr. Schwab's departure, discussion of the matter was resumed, and the Chief Counsel again recommended dismissal of the pending case and the filing of an entirely new complaint. The Commission approved the recommendation unanimously on the motion of Commissioner Reynolds, duly seconded by Commissioner McIver.

The Engineer reported the results of investigations to safeguard traffic on US 101 at its intersection with the roadway leading to a community known as "Surf Pine" near Gearhart, Clatsop County, which matter was discussed with a delegation at a previous meeting. He advised that, owing to the hidden nature of the access road, as well as the narrowness of the road, illumination of the intersection is required to properly protect the public. He recommended installation of one mercury vapor luminaire unit at an estimated cost of $350, and, in addition thereto, that standard directional signs pointing to the community of "Surf Pine" be erected for public guidance, the cost involved to be financed as a 1953 minor betterment project. The Commission approved the recommendation.

The Commission discussed a report from the Engineer on a petition submitted by Mr. Robert Baker, Albany, requesting that the access road which extends along US 99E north of Albany be prolonged northerly about 2,100 feet to a connection with an existing county road. In his report, the Engineer advised that, when rights of way were required for the new highway north of Albany, access rights were also purchased and no provision was made where the State would ever be obligated to construct service roads or other facilities. The State, he said, is under no obligation whatsoever to construct any additional service roads; moreover, the residents have access to the same road they had before the new highway was built. He recommended that the request be denied. The Commission approved the recommendation. (A delegation appeared before the Commission the following day regarding this matter and were advised of the Commission's action. See paragraph ahead.)

The Commission discussed, and upon recommendation of the Engineer, unanimously approved reclassification of the following highways from a Group II status to a Group I status, it appearing that these highway sections, based upon test runs conducted in conformity with the provisions of Chapter 405, Laws of 1951, will accommodate truck-trailer combinations 60 feet overall in length without creating a hazard to other highway traffic:

1. Hillsboro-Silverton Secondary Highway No. 140 from M. P. 39.58, junction with the Pacific Highway East at Woodburn, to M. P. 46.57, Mount Angel.

2. Alsea Highway No. 27, from M. P. 40.38, Alsea, to M. P. 59.11, junction with the Corvallis-Newport Highway near Philomath.

3. Corvallis-Newport Highway No. 33, from M. P. 51.00, junction with Alsea Highway No. 27 at Philomath, to M. P. 57.32, Junction with Pacific Highway West at Corvallis.

4. McKenzie-Bend Highway No. 17 from Tumalo (M. P. 14.68) to a junction with US 97 (M. P. 20.07) near Bend.

5. Tiller-Trail Secondary Highway No. 230 from Canyonville junction with US 99, to Tiller, M. P. 23.58.

The Engineer reported that a recent investigation of the Cottonwood Canyon Bridge over the John Day River on the Wasco-Heppner Secondary Highway reveals that temporary supports have been installed and it is now satisfactory to remove the 15-ton reduced load limit heretofore in effect on this structure and to restore legal weight loads, provided the bridge is operated on a one-way traffic pattern and as long as the supports are maintained under the steel trusses. He recommended appropriate action by the Commission in removing the existing 15-ton load limit and the posting of the bridge for one-way traffic with the understanding that should high water or other elements wash out the supports, the reduced load limit would be restored immediately. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that it no longer is necessary to maintain the reduced load limit, which has been in effect since November 8, 1951, on the North Santiam Secondary Highway between DeWitt's Road, approximately three miles west of Mill City, and a point $1\frac{1}{4}$ miles easterly therefrom in Marion County. He recommended that the restrictions be lifted and legal weight loads be restored. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Engineer reported to the Commission that on November 3, 1952, State Highway Commission weighmasters stopped and weighed on the Powers Secondary Highway, State Highway No. 242, a combination of vehicles, consisting of a truck-tractor equipped with rear tandem axles, PUC Permit No. 3-34531, and a pole trailer with tandem axles, PUC Permit No. 3-34532, loaded with logs, the gross weight of which was 95,400 pounds, being 35,400 pounds in excess of the permissible weight of 60,000 pounds allowed, pursuant to the provisions of Section 11, Chapter 405, Oregon Laws 1951. The rear tandem axles of the truck-tractor had a gross weight of 38,600 pounds, and the tandem axles of the pole trailer had a gross weight of 49,600 pounds. The combination of vehicles was being operated without any permit from the State Highway Department. The Combination of vehicles is registered in the name of Leland W. Post, and the driver was Lyle McCulloch, Jr. The Chief Engineer further reported that since the total weight of the rear tandem axles of the truck-tractor and the tandem axles of the pole trailer exceeded 66,000 pounds, even had the combination of vehicles been operating pursuant to permit issued by the Highway Department, all weight in excess of 32,000 pounds on each of the tandem axles would have been in violation of the law, thereby amounting to an excess weight 6,600 pounds on the rear tandem axles of the truck-tractor, and an excess weight of 17,600 pounds on the tandem axles of the pole trailer. The Chief Engineer advised that engineering studies have clearly shown that any tandem axle weight in excess of 34,000 pounds on the type of road involved in this violation does serious damage to the highway roadbed. After considering all of the facts involved, the Highway Commission determined that the instant violation constituted an extraordinary use of the highway in carrying a load so greatly in excess of the weight authorized by law, that such excess weight is destroying the highway, and that it is necessary to discontinue such use in order to preserve the highway, and the Commission directed its Secretary to advise the Public Utilities Commissioner that the Commission recommends the immediate revocation of the authority issued by the Public Utilities Commissioner to Leland W. Post for the transportation of logs, poles or piling over state highways, which recommendation is made pursuant to the provisions of Section 13, Chapter 467, Oregon Laws 1947, as amended by Chapter 31, Oregon Laws 1951.

The Engineer reported the results of receiving bids in Salem on November 12, 1952 for the purchase of used equipment and scrap materials located at Salem. He recommended acceptance of the high offer in each instance, except that all offers for items No. 8 and No. 16, being a Ford dump truck, Department No. 41-342 and Chevrolet dump truck, Department No. 41-208, be rejected as being too low. The Commission approved the recommendation unanimously. (For details see the tabulation of the bids filed in the office of the Secretary under File No. 461, "Miscellaneous Proposals".)

A report was rendered by the Engineer on a request from the City of Brookings, Curry County, that the State deed to the City all rights of way now owned on either side of the Oregon Coast Highway between Pacific Avenue on the south and a point about 1,500 feet northerly therefrom, in excess of a standard 100-foot width right of way, measured 50 feet on each side of the center line of the new highway. He recommended approval of the City's request on the condition that the City will designate and construct at its own cost and expense frontage

roads at least 30 feet wide on both sides of the highway, will extend the existing drainage pipes under the highway, and will further agree to limit access to the highway to either end of the frontage roads. The Commission approved the recommendation and ordered the matter covered by a written agreement with the City. The Commission also ordered that the City be not allowed to do any work in connection with their project until the agreement has been signed.

The Commission discussed a report from the State Highway Engineer on the status of Forest Highway programs covering the fiscal years 1952 and 1953. The report indicates that all but seven of the projects contemplated in these programs have been placed under contract, and that the reason that these seven projects have not been contracted is because of the failure of the Congress to appropriate funds to finance them. The Commission took no action on the report.

The following members of the State Highway Commission of the State of Washington and its staff were present to discuss with the members of the Oregon State Highway Commission matters pertaining to construction of a new interstate bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington: George B. Simpson, Acting Chairman; L. B. Wallace, Commissioner; R. A. Moisio, Commissioner; H. C. Higgins, Secretary; Wm. A. Bugge, Director of Highways; and J. A. Cobley, Commission Attorney.

Mr. Simpson was spokesman for the Washington group. He briefly outlined present plans to construct a second bridge about 80 feet downstream from the existing one which, he said, is now working against maximum capacity, but will serve adequately one-way traffic northbound, for a long time, southbound traffic to be served by the new structure. He also mentioned that the proposed bridge is estimated to cost about $10,000,000 and that it is impossible to use Washington gas tax money to finance it, so it is their feeling that both structures should be made toll bridges, the monies derived from toll charges to be used to pay off the indebtedness of construction. In this connection, he added that, while the Washington Commission has authority to place a toll on the new structure, it does not have such authority with respect to the old one, but necessary legislation will be obtained. Mr. Simpson also mentioned that it is the feeling of their Engineers that the tolls will pay off the indebtedness in ten or eleven years; also, that the Governor of the State of Washington is in favor of their plan. He gave as his understanding that the Oregon Highway Commission also has no authority to place tolls on the old bridge and he suggested, in view thereof, that both Commissions join in a recommendation to the legislatures of both states that each be granted such authority.

Chairman Chandler advised that the Oregon State Highway Commission has discussed this project and has concluded that it would be unwise from the Oregon standpoint to divert regular highway funds from its adopted program to finance the proposed bridge, notwithstanding the fact that it may be needed to take care of traffic; however, the Oregon Commission is inclined to join in the undertaking if bonds can be sold through the Washington toll bridge authority to provide the necessary funds with which to finance the new structure. On that condition, and with the understanding that both bridges are to be toll bridges, he

said, Oregon will cooperate and will authorize the Engineering Department to assist in preparation of designs, etc.

Mr. Bugge outlined the procedure that has been devised for handling the financing, design, construction, and maintenance of the new structure which, briefly, is that Oregon will prepare designs and supervise construction, and Washington will sell revenue bonds and handle the financing. Maintenance of both structures will be handled in the same manner that the existing structure is being maintained by both departments.

As a result of the discussion, motion was made by Commissioner McIver that the Oregon Highway Commission join with the Washington Highway Commission in a joint resolution with respect to this mutual project. The motion was seconded by Commissioner Reynolds and carried unanimously.

The matter was then referred to the legal counsel of both Commissions to prepare a form of joint resolution in conformity with the action taken. The resolution, as follows, was prepared and reported back later in the session when it was discussed, adopted, and signed by both Commissions unanimously, with the understanding that right of way expense must be included in and provided for, in the financing of the project and that the entire matter shall be covered in detail by written agreement between both states.

JOINT RESOLUTION BY THE WASHINGTON STATE HIGHWAY COMMISSION

and

THE OREGON STATE HIGHWAY COMMISSION

WHEREAS, the States of Washington and Oregon, acting through their legally constituted authorities, the Washington State Highway Commission and the Oregon State Highway Commission, have jointly met and considered a mutual problem pertaining to roads and bridges between their respective states, and

WHEREAS, after considerable study and research the respective highway commissions of each state have mutually agreed upon the need for the construction, maintenance and operation of a second interstate bridge, including approaches thereto in both states, across the Columbia River between Portland in Multnomah County, Oregon and Vancouver in Clark County, Washington, adjacent to the existing interstate bridge, to adequately handle the present and ever-increasing traffic between said states, and

WHEREAS, the construction of said proposed new bridge, including approaches thereto in both states, should be financed by the sale of bonds with the principal and interest thereon to be paid from toll charges to be imposed on the existing bridge and the proposed new bridge, when built, with the result that both bridges would be toll-free in a comparatively short period of time,

NOW THEREFORE, BE IT RESOLVED by the Washington State Highway

Commission and the Oregon State Highway Commission, acting as individual bodies and collectively, that said commissions do hereby petition their respective legislatures of the States of Washington and Oregon, as may be next assembled in said states, for legislative authority to be granted to the appropriate state agency or commission, if such agency or commission does not otherwise have authority, to erect and maintain as an integral part of U. S. Highway No. 99 a new highway bridge, including approaches thereto in both states, across the Columbia River adjacent to the present existing interstate bridge.

BE IT FURTHER RESOLVED that these respective highway commissions petition for legislative authority to be granted to the appropriate state agency or commission, if such agency or commission does not otherwise have authority, to impose and collect tolls for all uses of both the existing interstate bridge and the proposed new bridge between said states, for the purpose of creating revenue to pay the cost of construction of said new bridge, including approaches thereto in both states, payment of interest on bonds, and the cost of maintaining and operating both said bridges while said bridges are operated as toll bridges.

BE IT FURTHER RESOLVED that the said commissions do respectfully petition the respective legislatures of said states to provide for legal authority to be granted to the appropriate agency or commission of such states, if such agency or commission does not otherwise have authority, to enter into agreements for the construction of said new bridge, for the maintenance and operation of both said bridges, to provide for the necessary funds therefor, and the imposing and collecting of tolls as may be necessary to accomplish said purposes.

BE IT FURTHER RESOLVED that both said bridges shall be operated as toll-free bridges when said bonds have been retired and all interest thereon paid.

Adopted at a joint meeting of the Washington State Highway Commission and the Oregon State Highway Commission at Portland, Oregon, this 24th day of November, 1952.

WASHINGTON STATE HIGHWAY COMM.

By /s/ Geo B. Simpson
Acting Chairman

By /s/ L. B. Wallace
Commissioner

By /s/ R. A. Moisio
Commissioner

OREGON STATE HIGHWAY COMM.

By /s/ Ben R. Chandler
Chairman

By /s/ Chas. H. Reynolds
Commissioner

By /s/ M. K. McIver
Commissioner

November 24, 1952

Attest;

/s/ H. C. Higgins
Secretary

Attest:

/s/ H. B. Glaisyer
Secretary

Approved as to form

/s/ J. Arnold Cobley
Asst. Attorney General

Approved as to form

/s/ C. W. Enfield
Chief Counsel

Approved

/s/ W. A. Bugge
Director of Highways

Approved

/s/ R. H. Baldock
Chief Engineer

A letter was presented from the County Court of Clackamas County regarding the closure of a county road known as the Boeckman Road in connection with construction of the Portland-Salem Expressway about one mile north of Wilsonville. In his written report on this matter, dated November 18, 1952, the Engineer recited the history of this road closure, particularly pointing out that it was originally planned to construct an overhead crossing at this point, but later it was determined that the cost of the overcrossing structure is not presently justified, and in lieu thereof, frontage roads were constructed along the expressway to take care of local traffic; also an agreement was reached with the County Court in writing with respect to the closing of the county road, and the contract for the construction of the highway project included provision for the frontage roads which are now being built at a cost of approximately $10,000. The County Court, he said, will appear before the Commission on the following day to request the reopening of the case and the construction of the overhead structure as originally planned, for the benefit of local people who strenuously object to adherence to the current plan. He recommended adherence to the present plan which provides for the construction of frontage roads rather than the overhead structure. In confirmation of the Commission's previous action of the matter, the Commission approved the recommendation unanimously. (The Clackamas County Court and a number of local citizens affected by this improvement were present on the following day, and strongly urged construction of the overhead structure. As a result of discussion which brought out a number of features that heretofore were unknown by the Engineer and the members of the Commission, the Commission referred the matter back to the Engineer for further study and a review of the entire situation, it being the feeling of the Commission that if the Commission erred in its previous decision, the mistake should be rectified. (See ahead for additional paragraph.)

The Engineer reported the results of the receiving of bids in Salem on November 17, 1952 for the purchase of the ferry boat, "Charles Enegren", and for the purchase of the auxiliary boat, "Susan G", both of which have been in opera-

tion at a place known as "Enegren Crossing" on the Coos River, Coos County, until recently when ferry operations were replaced by a bridge structure. He advised that only one bid was received for the purchase of the "Charles Enegren", being that of Harbor Tug and Barge Company, Coos Bay, at $656 and that two bids were received for the purchase of the "Susan G", being those of Keith R. Elliott, Coos Bay, at $150 and of Joseph F. Rozinski, Coos Bay, at $102. He recommended acceptance of the offer of Keith R. Elliott for the purchase of the "Susan G" and that the bid of the Harbor Tug and Barge Company for the purchase of the "Charles Enegren" be rejected and authority be granted to negotiate the private sale of this boat. The Commission approved the recommendation unanimously, and so ordered.

The Engineer asked the Commission to confirm oral authority previously given him to advertise for bids to be received at the November meeting of the Commission for five rock production projects as follows: (1) Canyon Creek-Poison Creek Section of the John Day-Burns Highway, $53,000; (2) Juntura-Harper Section of the Central Oregon Highway, $27,200; (3) Jordan Valley Rock Production project on the I. O. N. and Jordan Valley Secondary Highways, $55,440; (4) Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway, $36,700; and (5) Madras Rock Production Project on the Warm Springs Highway, The Dalles-California Highway, the Madras-Prineville and Culver Secondary Highways, $70,000. The Engineer explained that these projects are to be financed with 1953 funds, provision for which has been made in the construction budget for that year, and that it is quite necessary to get these jobs underway early in order to have material available at the earliest possible time for seasonal maintenance work. The Commission approved the request unanimously.

A petition was presented from residents of Pine Valley, Baker County, requesting the graveling and oiling of the Pine Creek Secondary Highway for a distance of 3.8 miles easterly from the Town of Halfway. The Engineer advised that investigation of this highway section reveals that, as is the case of most gravel surfaced roads, it is impossible to maintain a roadway in a smooth and dustless condition during the dry season, although it can be maintained in a satisfactory condition when there is sufficient moisture present to permit blading. He further advised that to improve the road as requested, will require placement of additional stabilizing rock. He estimated the cost of performing such work, including a light type oil surface, at $60,000 for the entire section. He pointed out that the road carries very little traffic east of the Town of Halfway, but the volume is considerable at its intersection with the highway in Halfway. He also pointed out that from the State-wide standpoint, the priority of this project is low, and he advised he could not recommend an allocation of State Highway funds to improve the road in the immediate future because it would mean diversion of funds from other projects that have higher priority status. The Commission denied the petition.

The Engineer reported that the towns of Clatskanie, Dayton, and Hammond have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the last half of 1951, and that the cities and towns of Aurora, Creswell, Echo, Gervais, Imbler, Ione,

Island City, Long Creek, Malin, Monument, Pilot Rock, Rogue River, Siletz, Wheeler, Yamhill, and Yoncalla have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the first half of 1952; also, that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto marked EXHIBITS "G-1" and "G-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer reported that in the construction of the T. H. Banfield Expressway east of the city limits of Portland it is necessary to rebuild portions of the Halsey Street and 102d Avenue overcrossings of the Union Pacific Railroad in connection with which it is necessary to remove and reinstall a 10-inch water main owned by the Hazelwood Water District. This district, he said, is in no position financially to assume the expense involved which is estimated to cost $4,500, and he recommended that this work be done as a part of the highway construction project at the sole expense of the State. He recalled that it has been the custom of the Highway Department in the past to take care of such items. The Commission approved the recommendation.

Consideration was given by the Commission to a request from the County Court of Coos County for permission to construct a new county road connection with US 101 on the north side of Singlehouse Slough. The Court explained that a bridge on the existing road is badly in need of replacement, and, if the Commission will approve the change requested, the County will be saved the expense of a new structure. The Engineer advised that plans for the new highway at this point provide for the new connection requested by the County Court since it will afford a much better connection than the existing one. He recommended approval of the request. The Commission approved the recommendation.

The Commission approved a report from the Engineer advising satisfaction of conditions governing the awards of the following contracts and also advising that contract and bond forms have been prepared and forwarded to the respective contractors puruant to the Commission's instructions:

(1) Construction of Bullards Ferry Bridge over the Coquille River in Coos County. Bids received September 23, 1952, conditions satisfied October 20, 1952. Carl M. Halvorson, Inc. successful bidder.

(2) Grading and paving on the Willamette River-Marion County Line Unit, Barbur Boulevard-White School Section of the West Portland-Hubbard Highway, Clackamas County. Bids received September 23, 1952, conditions satisfied October 31, 1952. Roy L. Houck & Son successful bidder.

The Engineer requested authority for increases in project authorizations for a number of State Highway projects. He presented a list of the projects, as follows, and he gave reasons why the cost of each project overran the amount originally authorized for them:

(1) $46,500 increase on Contract No. 3474, Judkins Point-Goshen Section of the Pacific Highway.

(2) $57,000 increase on Contract No. 3456, East Unit, La Grande-Ladd Canyon Grading and Topping Project.

(3) $3,000 increase on Contract No. 3755, Replacement of Expansion Joint Plates at the Oregon Slough Bridge between Portland and Vancouver.

(4) $33,000 increase for Contract No. 3355, Brookings-California State Line Section of US 101, Grading and Paving Project.

The Commission unanimously approved the increases as requested.

A request was presented from residents of the Cedar Mill district, west of Portland, for installation of a traffic control signal at the intersection of Murray Road and the Sunset Highway in this locality, as a protection for vehicular and pedestrian traffic that are obliged to cross through this intersection. The Engineer advised that many complaints have been received with reference to the hazardous condition at this point which is an important one in an area which is rapidly developing as a residential district. The conditions obtaining at the intersection, he said, have been carefully studied and it has been determined that protective measures should be taken, and that a solution of the problem would be construction of a turnout for cars making left turn movements in the intersection, and the lighting of the intersection. He estimated the cost to construct such turnout and to install two luminaire units at about $4,000. He recommended approval of the expenditure in 1953 as a minor betterment project. The Commission approved the recommendation.

A resolution was presented from the Common Council of the City of St. Helens requesting installation of a traffic signal at the intersection of US 30 and Columbia Boulevard in St. Helens where it is alleged that existing conditions constitute a serious hazard for both vehicular and pedestrian traffic. The Engineer advised that this matter has been the subject of investigation by the Traffic Engineer on several occasions in the past, but the signalization requested was denied because the conditions prevailing did not meet the requirements; however, a recent investigation reveals changed conditions and there now is warrant for installation of a fixed-time traffic signal which is estimated to cost about $3,500. He recommended approval of the installation on the condition that the city will pay 50 percent of the installation cost, will maintain the signal after it is installed, and will pay the cost of operating it. The Commission approved the recommendation unanimously and ordered the matter covered by written agreement.

The Commission discussed and upon recommendation of the Engineer denied a suggestion offered by Mr. W. E. Thomas, Medford, that traffic control lights be installed at the intersection of East 8th Street and Riverside Avenue (US 99) in Medford. It appears from the Engineer's report on the subject that neither the traffic volume nor the pedestrian volume meet the minimum

warrant for signal installation; moreover, the accident record for the intersection is only one-fifth of that given for signal warrant.

The Engineer reported the need for a traffic signal installation at the intersection of the Dallas-Coast Highway (ORE 22) and the Salmon River Highway (ORE 18) near Wallace Bridge crossing of the Yamhill River. He explained that the Dallas-Coast Highway approaches the Salmon River Highway on a long steep grade at this point, and whereas traffic from the Dallas-Coast Highway is supposed to stop before entering the other highway, many vehicles do not respect the sign and as a result accidents frequently occur, some 22 accidents having taken place during the past five years. In order to correct the condition, he recommended installation of a flashing beacon over the intersection and two luminaire units to give more visibility to the stop sign, all of which is estimated to cost about $670. The Commission approved the recommendation.

The Commission discussed and upon recommendation of the Engineer denied a request from the City of Milton-Freewater for installation of a "stop and go" light and a pedestrian "wait-walk" light at the corner of Main Street and Elizabeth Street in that city, it appearing to the Commission from facts presented by the Engineer that the signals are not warranted at this time.

The Commission also denied a request from the City of Brownsville for installation of a "blinker" light on ORE 228 (Halsey-Sweet Home Secondary Highway) at its intersection with Main Street in the City of Brownsville, it appearing from the Engineer's report on the subject that the installation is not warranted under present conditions. In this connection, the Engineer advised that the highway at this point is posted for maximum 25-mile per hour speed and that in order to help correct the situation complained of, he has ordered the reduced speed sign moved to a point where it will be more visible.

A petition was presented from residents and property owners of the City of Seaside requesting installation of some type of traffic control at the intersection of US Highway No. 101 and Twelfth Avenue in Seaside, as an accident prevention measure. The Engineer advised that investigation of this intersection reveals that a signal installation is not warranted at this time. This intersection, he said, is now posted for 25-mile per hour maximum speed, and the only practical solution of the city's problem is better law enforcement of the speed restriction and caution on the part of pedestrians. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer requested authority to join with the Southern Pacific Railroad Company in the installation of traffic signals at the railroad grade crossing on the Beaverton-Aurora Secondary Highway just west of a place known as Progress. He said that during the last six years, three persons have been injured at this crossing and one has been killed, also that the crossing is high on the priority list for signalization. The estimated cost of the installation, he said, has been determined by the Southern Pacific Company at about $7,220, one-half of which the company has stated it will pay if the State contributes the balance; moreover, the company will maintain the signals at its own cost and expense. The Commission unanimously approved the installation on the condition that the Railroad

Company will pay one-half the cost involved and will maintain the signals. The matter is to be covered by a written agreement between the Railroad Company and the State.

The Commission discussed a request from the Yamhill Chamber of Commerce for installation of a four-way stop light on the Tualatin Valley Highway at the intersection of Main and Maple Streets in the City of Yamhill. The Engineer advised that the point of discussion is the intersection of the Tualatin Valley Highway and the Yamhill-Newberg Secondary Highway, and that it is currently protected by a flashing beacon. The volume of vehicular traffic that enters this intersection, he said, is below the nationally accepted warrant for signalization; moreover, the accident record is favorable. He recommended that the request be denied and that the existing flashing beacon be maintained in service as it now exists. The Commission approved the recommendation.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

(1) H. G. Wirtz, Contract No. 3653,for construction of a Highway Maintenance Building at Port Orford in Curry County, requested an extension of time of 49 days, from July 31, 1952 to and including September 18, 1952, within which to complete this job. He stated he was delayed because of range boiler changes, and so was unable to complete the job within the specified time limit. The Engineer advised that the contractor had considerable difficulty in obtaining some of the plumbing required in the building and also in getting delivery of the roofing material. When the contractor could get the material, he added, the job was pushed as well as could be expected. He, therefore, recommended the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(2) Western Paving and Construction Company, Contract No. 3733, for paving city streets in Delake, Newport, and Toledo on the Oregon Coast Highway in Lincoln County, requested an extension of time of 9 days, from September 30, 1952 to October 9, 1952, within which to complete this job. The contractor gave as reasons for his failure to complete the job within the specified time limit rainy weather which delayed finishing work at Delake, longer time required to move and set up plant at Newport than expected, and delay by railroad company in raising tracks and installing drain on Toledo job. The Engineer advised that the work was delayed by failure of the Railroad Company to raise its tracks to the new pavement grade, thus delaying the paving until this work was done. In view of the reasons stated, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(3) Leslie Harris, Contract No. 3795 for grading and oil mat surfacing on the East Connection, Boardman Junction Section of the Columbia River Highway in Morrow County, requested an extension of time of 30 days,from September 30, 1952 to October 30, 1952, within which to complete

this work. He alleged that the contract was awarded over Labor Day weekend and was also held up until right of way was secured. The Engineer advised that since delay in acquisition of right of way on this unit shortened the working time to 31 days, it was not sufficient time for the actual prosecution of the work. The delay, he said, was not the fault of the contractor and the State was not inconvenienced by the overrun. He added that the project was actually completed on October 22, 1952, in view of which he recommended that the extension of time be granted to that date without penalty. The Commission approved the recommendation.

(4) N. A. Toole Construction Company, Contract No. 3642, for Rock Production on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County, requested an extension of time of 122 days, from July 31, 1952 to November 30, 1952, within which to complete the job. The contractor gave the following reasons for his failure to complete the job within the specified time limit; "Because no one else was available for the crushing at the time, it was necessary for us to crush materials for the Evans Corner Job, near Ontario, for the principal contractor before moving on projects we had already contracted. Also we had difficulty on two state highway jobs in screening the 1/4" - No. 10 item because our materials were damp." The Engineer advised that this contractor subcontracted the crushing of materials for the Evans Corner contract near Ontario and was requested to complete this work in time so that oiling might be done this season; also that he was required to re-screen some materials crushed on two other contracts because these materials were unsatisfactory due to extreme moisture which did not permit proper gradation. He gave as his opinion that Mr. Toole has undertaken slightly more work than he was able to handle within the specified time limit but added that Mr. Toole has been working continuously and is a very good rock producer, and in view thereof, he recommended the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(5) Electric Corporation, Contract No. 3689, for installation of traffic signals in Woodburn on the Pacific Highway East, Marion County, requested an extension of time of 91 days, from August 31, 1952 to November 30, 1952, within which to complete this job. The contractor alleged that even though the signals have been in operation since September 19, he has been unable to complete the job 100 percent due to uncertain delivery of one box extension, but shipment has been promised in October and it will be installed immediately upon arrival. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct, and in view thereof, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(6) Electric Corporation, Contract No. 3650, for installation of traffic signals on the Pacific Highway in Corvallis, Benton County, requested an extension of time of 91 days, from August 31, 1952 to and including November 30, 1952, within which to complete this work. The contractor gave as

his reason for failure to complete the job within the specified time limit uncertain delivery of box extensions and three spare keys for controller. He further stated that the traffic signals have been in operation since September 12th, and as soon as shipment of these items is received, which is promised for sometime in October, they will be installed immediately. The Engineer confirmed the reasons given by the contractor, and in view thereof, he recommended that the extension of time be granted without penalty. The Commission approved the recommendation.

(7) The United Contracting Company, Contract No. 3711, for grading and paving The Dalles Section of the Columbia River Highway in Wasco County, requested an extension of time of 30 days, from October 31, 1952 to November 30, 1952, within which to complete this contract. The contractor alleged that the overrun in time limit was caused by interference by the City in installing water mains on some of the streets to be paved and the City's failure to remove an old railroad track. The Engineer advised that the reasons given by the contractor for the delay in the work on this contract are correct. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(8) United Builders, Inc., Contract No. 3692, for construction of a Maintenance Building on the Wilson River Highway in Tillamook County, requested an extension of time of 57 days, from August 31, 1952 to and including October 27, 1952, within which to complete this contract. They stated that due to extra work which was required, they were unable to complete the work within the specified time limit. The Engineer advised that the building was completed by the specified completion date with the exception of minor adjustments and the addition of some drainage facilities which were not included in the original contract. He also said that the State took possession of the building and has been using it since the contract completion date. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(9) Warren Northwest Inc., Contract No. 3699, for paving city streets in Silverton (McLaine Street and West Main Street), Marion County, requested an additional extension of time of 30 days, from September 15, 1952 to October 15, 1952, within which to complete this job. They attributed their failure to complete the job within the previously extended time limit to the decision of the City of Silverton at a late date not to raise the manholes within the paving operations as was originally planned. The Engineer advised that the plans for this project provided that the City of Silverton would raise the manholes to conform with the new paving. However after the project was underway, the City determined that it could not do this work, and it was handled by the contractor as a force account item. Because of this additional work, he said, an overrun of time resulted, but no inconvenience was caused either the City orthe State. He recommended that the extension of time

as requested be granted without penalty. The Commission approved the recommendation.

(10) John A. Logan, Contract No. 3629, for grading and rock surfacing the Catching Slough-Enegren Ferry Section of the Coos River Secondary Highway in Coos County, requested an extension of time of 90 days, from October 31, 1952 to January 31, 1953, within which to complete the work. He gave as his reason for overrunning the specified time limit the late delivery of corrugated metal pipe for spillways. The Engineer advised that all work specified within the contract was completed by the specified completion date. The contractor, however, was ordered to place metal drain troughs to be used as spillways, but was handicapped in performing the work by slow delivery of necessary materials. The overrun of time, he said, will cause no inconvenience to the traveling public nor increased cost to the State, in view of which he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(11) O. C. Yocom and J. C. Compton, Contract No. 3706, for paving city streets in Carlton, Yamhill, and Lafayette in Yamhill County, requested an additional extension of time of 15 days, from September 30, 1952 to October 15, 1952, within which to complete the work on this job. The contractor gave the following reason for his failure to complete the work within the previously extended time limit: "Paving work being done on the Lafayette-McMinnville Section simultaneously with this project, and it seemed more important to complete roadway on that section before doing approaches on this project." The Engineer advised that the paving work on this project was completed prior to September 30, but the additional time requested was needed for completion of the shoulders, raising of manholes and miscellaneous cleanup. The State, he said, has incurred no additional expense for engineering supervision, neither has the traveling public been inconvenienced by the delay. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(12) General Construction Company, Contract No. 3511, for widening of the Columbia Slough Bridge on the Pacific Highway East in Multnomah County, requested an additional extension of time of 17 days, from September 30, 1952 to October 17, 1952, inclusive, within which to complete this job. They attributed their failure to complete the work within the previously extended time limit to lack of good painters. The Engineer advised that the contract completion date was originally set for May 31, 1952, that the time had been extended to September 30, 1952, and that all work on the contract was completed by October 17, 1952. He pointed out that the project was delayed by structural steel shortages, but the bridge was opened to unrestricted traffic use before the expiration of the previous time extension. In view of these circumstances, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring threin. The Commission approved the recommendation.

(13) General Construction Company, Contract No. 3532, for hydraulic embankment on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, requested an extension of time of 230 days, from May 31, 1952 to January 15, 1953, within which to complete this contract. They gave the following reason for their failure to complete the contract within the specified time limit: "Due to extra fill being placed and delay in rock toe dike being completed which changed our program on filling, which in turn caused us to have our dredge out in extreme rough water this summer which caused a very big delay in our yardage pumped." The Engineer advised that because of the failure of another contractor to construct the rock toe for this project on time, the General Construction Company was obligated to operate its dredge during extreme rough water during the summer months. He added that the project was actually completed on November 14, 1952, and in view thereof, he recommended that the extension of time be granted to that date without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(14) J. N. Conley, Contract No. 3558, for grading and structures on the Big Creek Section of the Columbia River Highway in Clatsop County, requested an extension of time of 94 days, from June 30, 1952 to October 2, 1952, within which to complete this job. He gave as his reason for overrunning the specified time limit adverse weather conditions in the spring months. The Engineer advised that extremely heavy precipitation in the early spring saturated the materials to such an extent that the contractor was unable to efficiently operate his equipment, and, although he attempted to complete this work within the specified time, he was unable to do so because of the extreme moisture content of the materials. He recommended, in view thereof, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(15) Rogers Construction Company, Contract No. 3627, for paving the Stout Creek-Mill City Section of the North Santiam Highway in Marion County, requested an extension of time of 92 days, from September 30, 1952 to December 31, 1952, within which to complete this job. They alleged they overran their time limit because the grading work, expected to be completed by May 31, 1952, was not actually finished until August 15, 1952, and the bridge, anticipated to be completed by August 31, 1952, is expected to be finished in January or February, 1953. The Engineer advised that specifications for this project stated that the grading would be completed by another contractor by May 31, 1952, but this work was not completed until August 15, resulting in considerable delay to the paving contractor. He also stated that the job actually was completed on November 1, 1952, in view of which he recommended that an extension of time to November 1, 1952 be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(16) Loyd Calkins Company, Contract No. 3541, for grading, surfacing and construction of a bridge on the Bridge Creek Section of the Ochoco Highway in Wheeler County, requested an additional extension of time of 151 days, from January 15, 1952 to June 14, 1952, within which to complete this project. They attributed their failure to complete the job within the previously extended time limit to the following: "(1) Subcontractor did not get his work done, and (2) it was too late in the fall for subcontractor to get material and get work done before cold weather set in." The Engineer advised that the contractor was forced into unanticipated winter weather because of difficulty in securing steel for the bridge structure, and, due to the extremely cold winter, he could not satisfactorily handle the concrete work on the bridge which circumstances resulted in delaying the grading at the bridge ends. In view of the findings, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(17) Bechtel Brothers, Contract No. 3540, for construction of the Wallowa Lake State Park Camping Area in Wallowa County, requested an additional extension of time of 42 days, from June 30, 1952 to August 11, 1952, within which to complete this project. They alleged they were unable to complete this job within the specified time due to the inability of the plumbing contractor to get materials necessary to complete the job as required. The Engineer advised that the specified completion date was November 30, 1951 but was previously extended by the Commission to June 30, 1952. He pointed out that all work was completed on this project within the time granted by the previous extension with the exception of minor adjustments in the plumbing installations, and that all facilities had unrestricted public use during this time. He recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(18) Lindstrom Brothers, Inc., Contract No. 3587, for construction of a bridge over the East Fork of Hood River on a county road at Dee in Hood River County, requested an extension of time of 91 days, from August 31, 1952 to and including November 30, 1952, within which to complete this project. They alleged their failure to complete the job within the specified time limit was due to high water resulting from melting snow in the higher regions upstream, and because the foreman on the job left their employ and they had difficulty in finding another man to replace him. The Engineer advised that the contractor had secured more work than its organization could accommodate, that they were late in starting the job, and that the work progressed slowly because of lack of men and equipment. In view of these circumstances, he recommended that the extension of time as requested be granted subject to the condition that the contractor reimburse the State for all engineering costs incurred on this job subsequent to August 31, 1952, the specified completion date. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(19) Tom Lillebo, Contract No. 3462, for construction of the Coos River Bridge on the Coos River Secondary Highway in Coos County, requested an additional extension of time of 94 days, from October 29, 1952 to and including February 1, 1953, within which to complete this job. He alleged that his failure to complete the job within the specified time limit was due to delays in receiving steel trusses and electrical equipment which were ordered the day of the contract award. The Engineer advised that the contract completion date was July 31, 1952, and that the time was previously extended to and including October 29, 1952 for reasons stated by the contractor. He also pointed out that the project is now complete with the exception of some of the electrical equipment which has not yet been delivered by the manufacturer, and that the bridge was opened to traffic on November 10, 1952. In view of these conditions, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(20) Tom Lillebo, Contract No. 3592, for construction of the "Johnson" bridge over the Trask River on a county road in Tillamook County, requested an extension of time of 84 days, from July 31, 1952 to and including October 23, 1952, within which to complete this job. He alleged he failed to complete this work within the specified time because he had to wait for lower water to strip and finish the piers. He pointed out, however, that traffic had unrestricted use of the bridge three weeks before the time limit expired. The Engineer advised that the structure was opened to traffic on July 4, 1952, which is before the expiration date specified for completion of the project, and the work done during the period for which the time extension is requested consisted of surface finishing of the piers and the removal of a small amount of cribbing around the piers which work had to be postponed until low water period in the fall. Since no inconvenience or additional cost has been caused the State, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(21) Tom Lillebo, Contract No. 3591, for construction of the Kilchis River Bridge and others on the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County, requested an extension of time of 71 days, from October 31, 1952 to and including January 10, 1953, within which to complete this project. He alleged that he failed to complete the job within the specified time because of right of way difficulties which delayed about 60 days the starting of the job until mid-winter, the most inefficient working season. He also stated that much difficulty was experienced in getting permission from private land owners to cross private property to reach the job sites. The Engineer advised that the award of contract was delayed from the opening of bids on October 12, 1951 until December 7, 1951 because of right-of-way difficulties, which delay caused the loss of good working weather in the fall of 1951. He also said that further delay was experienced because it became necessary to splice some of the foundation piling which was not contemplated in the original design. He recommended in view of the circumstances, that the extension of time as

requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(22) Tom Lillebo, Contract No. 3397, for grading, surfacing, and bridge construction on the Bybee Bridge Section of the Table Rock County Road in Jackson County, requested an additional extension of time of 138 days from June 30, 1952 to November 15, 1952, within which to complete this job. He attributed his failure to complete the job within the specified time limit to his inability to obtain equipment to do the black topping work as was required. The Engineer advised that the contract completion date was September 30, 1951, and there have been two previous extensions granted without penalty. He pointed out that these extensions were granted because of delay in receiving structural steel for the project; however, on the present extension, which is for the purpose of completing the surfacing of the approach embankments, the delay was due entirely to the contractor's failure to obtain oiling equipment and properly prosecute the work. In view of these circumstances, he recommended that the extension of time as requested be granted subject to the condition that the contractor reimburse the State for all engineering costs incurred in connection with the job since expiration of the previously extended time limit. A letter was presented from the Bureau of Public Roads concurr ng therein. The Commission approved the recommendation.

(23) Larson Brothers, Contract No. 3479, for painting the McCullough Bridge over Coos Bay on the Oregon Coast Highway at North Bend in Coos County, requested an additional extension of time of 60 days, from September 30, 1952 to and including November 29, 1952, within which to complete this work. They gave the following reasons for their failure to complete the job within the previously extended time limit: (1) Adverse weather conditions of rain, fog, and wind; (2) Labor trouble in 1951; (3) Removing plates on Towers, sandblasting and painting the same; and (4) Due to rust reappearing in the old paint, the entire bridge had to be spot blasted when operations were resumed in 1952, although both spot blasting and spot painting of the entire bridge had been done in 1951. The Engineer advised that the date specified for completion of this work was October 31, 1951 and that two previous extensions of time had been granted, the first being from October 31, 1951 to July 31, 1952, granted without penalty, and the second, from July 31, 1952 to September 30, 1952, granted subject to the contractor reimbursing the State for engineering costs incurred during the period of that time extension. He recommended that this third extension of time be granted as requested on the condition that the State be reimbursed by the contractor for engineering costs incurred during this extension period. The Commission approved the recommendation.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts Nos. 3324, 3471, 3511, 3540, 3541, 3558, 3560, 3592, 3606, 3608, 3613, 3627, 3638, 3649, 3653, 3674, 3678, 3682, 3684, 3686, 3692, 3699, 3700, 3703, 3704, 3706, 3720, 3721, 3722, 3733, 3735, 3736, 3739, 3743, 3753, 3761, 3783, and 3795 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and said projects are now ready for acceptance. After due consideration, the Commission, by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion the adoption of a working budget for the calendar year 1953. The Engineer presented a proposed budget containing the estimated expenditures for various items of work and including the budgets that were approved by the Commission at the previous meeting for the Parks Department and for the Travel Department. It was given very careful study by the Commission, and was unanimously approved upon motion of Commissioner Reynolds, duly seconded by Commissioner McIver, with the following changes:

(1) The amount covering the activities of the Travel Department is to be increased to $274,711.04 pursuant to action taken by the Commission at its meeting on October 20, 1952.

(2) The following items totalling $1,426,000 shown under the Maintenance Account are to be transferred to the Major Betterment and Operations Accounts where it was considered they properly belong, and the Maintenance Account is to be revised accordingly:

Maintenance		Transfer to Major Betterment	Transfer to Operation-General Adm. - Maintenance Engr. Div.
Special	$ 500,000		
General Maintenance Primary	7,700,000	$500,000	
General Maintenance Secondary	2,650,000	100,000	
County Road Signs	30,000		
Contingencies	120,000		
Maintenance Station and Scale Upkeep			$116,000
Radio Communication System			40,000
Truck Load Inspection			350,000
District Maintenance Superintendents (Administration Maintenance Engineering Division)			320,000
Totals	$11,000,000	$600,000	$826,000

(For details of the budget as approved with changes, see copy of budget filed in the Secretary's Office under the heading "Highway Department's Budgets 1953".)

A letter was presented from the Lake County Chamber of Commerce requesting the surfacing of an additional area that they are constructing for the parking of vehicles at their ski grounds located on the Warner Secondary Highway. The Engineer advised that investigation discloses that the additional parking area is 60 feet by 125 feet in dimension. He estimated the cost to surface the area with 3 inches of crushed rock at about $250, and he recommended approval of the expenditure. The Commission approved the recommendation.

The Commission discussed a street assessment filed by the City of Bend for improvement of Lafayette Avenue in that City, totalling $1,267.45. The Engineer advised that the improvement consists of grading, surfacing, and oiling a 30-foot street on which face a number of lots belonging to the State Highway Department, being a portion of the present division headquarters site. He pointed out that Chapter 147, Oregon Laws 1951 provides a procedure for the city to collect assessments against property owned by the State or any political subdivision, and he recommended that the city follow such procedure which requires that the claim be filed with the Secretary of State for presentation to the Legislature. The Commission approved the recommendation.

The Commission discussed a communication from Mr. L. P. Hopkins, Superintendent of the Southern Pacific Company, Portland, requesting improvement of the Crescent Lake Secondary Highway from its junction with the Willamette Highway to the town of Crescent Lake, 2.2 miles in length. The Engineer advised that the oiling of this road has been requested on several occasions in the past, but each time has been denied by the Commission. He estimated the cost to provide a satisfactory oil treatment at about $35,000, and he recommended approval of the expenditure during the summer of 1953, using state funds only. The Commission deferred a decision in the matter until its next meeting.

The Commission approved an expenditure of $15,000 in 1953 for elimination of a hazardous condition that exists at the entrance of Lower Fourmile County Road into US 101, 7.7 miles south of Bandon, Curry County, as requested by School District No. 10, Langlois, Oregon, and as recommended by the Engineer.

The Commission discussed a letter from Mr. John A. Laing, Chairman of the Travel Advisory Committee, advising that at a recent meeting of the Advisory Committee the Committee reviewed the scope of the advertising consultant service that appears necessary to properly carry on the functions of the Travel Department, and after careful consideration of the entire problem, the Committee decided that the interests of the Highway Department and of the State of Oregon would best be served by re-employment of the firm, MacWilkins, Cole & Weber, for another year. Accordingly, the Committee recommended re-employment of that firm for the one-year term beginning with the termination of the company's present contract. The Commission approved the recommendation unanimously, and so ordered.

The Commission discussed a letter from Mr. P. K. Hammond, City Attorney for the City of Oswego, requesting in behalf of the city the donation of a sodium vapor light which the city wishes to place at the intersection of State Highway No. 43 and Stafford Road, within the city limits. The Engineer recommended that the request be denied because from a traffic control standpoint the amber aspect of the sodium vapor unit causes considerable conflict and confusion with traffic control signals which make use of the amber light as a warning indication. He suggested that the city should be informed of the experience of the State Highway Department in that respect, and that suggestion be offered to the city that they consider installation of a modern type mercury vapor unit. The Commission approved the recommendation.

The Commission discussed a building encroachment on the Cape Arago Secondary Highway near the town of Empire, Coos County, said building being owned by Mr. and Mrs. George Rupp, Coos Bay. The Engineer advised that the building is a frame residence structure which encroaches on the highway right of way a maximum of 1.3 feet, and that the Rupps have requested that this encroachment be legalized either by their purchasing the small area or by occupying it by permit. He gave as his feeling that it would be unwise to sell the area because it would restrict the existing 80-foot right of way to that extent, but he recommended that the Rupps be given a revocable permit to occupy the area until such time as it is needed for highway purposes. The Commission approved the recommendation.

The Engineer submitted a tabulation showing State Highway employees who are eligible for semi-annual salary step increases under Civil Service rules and regulations. He explained details and recommended approval of the increases as indicated therein contingent on a satisfactory merit rate as of January 1, 1953. The Commission approved the recommendation unanimously.

The Engineer reported complaints from the Chamber of Commerce, Sweet Home, relative to the high accident rate on portions of US 20 between Albany and Cascadia. He recommended that action, as follows, be taken by the Commission to correct the situation:

(1) Establish a 30-mile per hour zone on US 20 from east city limits of Sweet Home (M. P. 28.09) to M. P. 28.42.

(2) Establish a 35-mile per hour zone on US 20 from M. P. 29.85 to M. P. 30.68 (the Oregon Electric Railroad underpass).

(3) That parking on highway shoulders be prohibited on both sides of US 20 between M. P. 29.40 and M. P. 29.55.

(4) That the existing truck lane which extends east from Wiley Creek Bridge to the top of the hill be extended to Oregon State Highway Department truck scales. Truck lane from M. P. 29.95 to M. P. 30.03 will cost $1,500.

The Commission approved the recommendation unanimously by adoption of the

attached resolutions relative thereto, marked EXHIBITS "I-1" and "I-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A letter was presented from Mr. and Mrs. Frank Ede, Newberg, Oregon, calling attention to a hazardous traffic condition that exists on US 99W at its intersection with Villa Road, east of Newberg. The Engineer advised that this matter has been investigated by the Traffic Engineering Department, and from the information gathered, it has been determined that the parking of vehicles on the shoulders on the north side of the highway between M. P. 23.69 and M. P. 23.72 should be prohibited, and he so recommended. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and approved disposition of three units of right of way on the McKenzie-Bend Highway, and one unit of right of way on the Redmond-Bend Highway which units no longer are of value from the State Highway standpoint because of the reconstruction of the Tumalo-Bend Section of the McKenzie-Bend Highway on revised alignment. The attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

The Commission discussed, and by unanimous vote authorized out-of-state travel expense for the following employees:

1. Mr. R. H. Baldock to attend the 32d Annual Meeting of the Highway Research Board in Washington, D. C. from January 12 to 16, 1953. Estimated cost to the State nil because expense will be paid by Highway Research Board.

2. Mr. Mark H. Astrup, Landscape Engineer, to attend the 32d Annual Meeting of the Highway Research Board in Washington, D. C. from January 13 through 16, 1953. Estimated cost $360.

3. Mr. W. W. Stiffler, Assistant State Highway Engineer, to attend the Pacific Logging Congress in San Francisco, California, on November 10 to 12, 1952. Estimated cost $105.

4. Mr. F. B. Crandall to attend meetings of the Highway Research Board, Directors of Institute of Traffic Engineers, and meeting of committee on uniform traffic control devices in Washington, D. C. during January 11 to 17, 1953. Estimated cost $380.

Consideration was given by the Commission to damage claims as follows:

1. Claim of Grace Sweeney for damage to her car by a Highway Department paving crew on the Mt. Hood Highway. Amount of claim $23.50.

2. Claim of H. M. Brown, Portland, for damage to his car by welding

sparks during operation of a Highway Department crew on the Interstate Bridge. Amount of claim $49.52.

3. Claim of Carl Mabry, Hillsboro, for damage to his car and clothing resulting from Highway Department paving operations. Amount of claim $108.40.

4. Claim of Wayne E. Allen, Bend, for asphalt damage to his car by a Highway Department paving crew. Amount of claim $16.00.

5. Claim of William E. Blackaby, Ontario, Oregon, for damage to his automobile by asphalt spray while parked in front of the Moore Hotel, Ontario, during re-oiling operation by State crew. Amount of claim $27.00.

6. Claim of the Ohio Casualty Insurance Company for reimbursement paid to its policy holder, Robert J. Bennett, for damage to his Oldsmobile by reason of State Highway oiling operation in Lakeview on August 26. Amount of claim $30.00.

The Engineer advised that all of these claims have been investigated and have been found to be legitimate claims against the State Highway Department. He further stated that heretofore claims of this nature have been paid by the company that furnished the State insurance, but that no longer is the case, so if paid at all, they will have to be paid with State Highway funds. He recommended approval of the payment of each claim. The Commission approved the recommendation, however, instructed the Engineer to take steps as may be necessary to avoid and eliminate such claims in the future.

The Engineer requested authority to advertise for bids to be received at the January 21, 1953 meeting of the Commission for the furnishing of ferry service at the Wilsonville Crossing of the Willamette River on the Beaverton-Aurora Secondary Highway, beginning April 1, 1953, when the present contract for this operation expires, and terminating when the bridge now under construction at this place is completed and opened to traffic on the new route of the West Portland-Hubbard Highway. He gave as his feeling that the new bridge will be in use about January 1, 1954. The Commission approved the request unanimously.

The Engineer requested authority to post a short section of the Willamette Highway between Pleasant Hill and Dexter, particularly between M. P. 8.73 and M. P. 8.93, so as to prevent the parking of vehicles on the shoulders of the highway between these points. He recalled that when right of way for improvement of this highway was acquired all access rights also were purchased; however, since completion of construction, two squatters have located on private property north of this property and one has located on property south of the highway, and it has been the practice of these squatters to park their motor vehicles on highway shoulders which constitutes a definite hazard to other traffic, particularly during inclement weather. He recommended adoption of an order by the Commission prohibiting such use of the highway shoulders. The Commission approved the recommendation unanimously by adoption of the

attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission unanimously approved the Secretary's report on papers signed by him in behalf of the Commission during the period October 16, 1952 and November 19, 1952.

The Commission considered the following matters of unfinished business appearing on the Secretary's Summary dated October 21, 1952:

1. Proposed re-routing of US 99W through McMinnville: The Engineer recalled his report on this subject rendered at the previous meeting of the Commission when he estimated the cost of right of way needed to provide a one-way street couplet, using Adams Street for southbound traffic and Baker Street for northbound traffic, at $175,000. He estimated the present day cost of the right of way, including a short section at the northerly end that would serve not only as right of way for the one-way street couplet but also for the alternate by-pass route, at $110,000. He asked the Commission to authorize the securing of options for such right of way which, he said, should be obtained as soon as possible, particularly in the north part of the city, before the area is developed. The Right of Way Engineer advised that he met with some of the local people as instructed by the Commission at the previous meeting and ascertained just what they had in mind relative to the right of way situation. He confirmed the Engineer's statement to the effect that it is most important to acquire the right of way at the north end of the proposed couplet because of the developments in that area. He further stated that the Engineering Department has been asked to prepare descriptions for the right of way and that these will be turned over to the local people to negotiate options when they are completed. The Commission questioned the estimated cost of the right of way, Chairman Chandler particularly mentioning that he gathered from talking to the local people at the previous meeting that right of way could be obtained for considerably less than $110,000. The Commission deferred a decision in the matter until its next meeting. Commissioner Reynolds confirmed the Chairman's statement and added that the arrangement, as he understood it, was to the effect that the Chief Counsel and the Right of Way Engineer would consult with the McMinnville group with regard to their plan which provided that the State would furnish property descriptions to the local group which would carry on the negotiations. The Engineer was instructed to furnish the Right of Way Department with descriptions of the property and the Right of Way Engineer was instructed to give them to the local group to negotiate the options. The Engineer was also instructed to provide the Commission with a map showing the property needed and the appraised value of each tract. This item is to be retained on the list of unfinished business.

2. Proposed use of the triangular area located at the junction of the Merrill-Malin and Klamath Falls-Lakeview Highways, four miles east of Klamath Falls. The Engineer advised that he inspected this area personally and found that the conditions are not particularly dangerous, although they could be improved. He recommended cutting off the point of the island

at the northerly end so as to prevent the parking of vehicles at that particular location, and the renting of the balance of the area to the owners of the adjacent businesses for use as a parking lot for their customers. The Commission approved the recommendation and referred the matter to the Property Control Manager, Mr. C. W. Parker, to handle the details. The item is to be removed from the list of unfinished business.

3. Request of the City of Coos Bay for lease rights on excess right of way acquired on the waterfront in Coos Bay in connection with improvement of the Oregon Coast Highway: The Right of Way Engineer advised that the City has been informed of the price that the Commission wants for this property, but no reply as yet has been received. He was instructed to continue negotiations with the City on the basis of the City paying for the property at the rate that it cost the State, which is 42 cents per square foot. The item is to be retained on the list of unfinished business.

4. Request of Fossil Community Club for the widening of narrow places on the Butte Creek-Summit Section of the John Day Highway: The Engineer advised that the local people are opposed to the widening of narrow sections, and what they really want is a major improvement. He suggested that the item be deleted from the list of unfinished business and considered entirely new business should it again arise. The Commission approved the suggestion.

5. Problems presented by verdicts in condemnation actions as reported by the Chief Counsel: The Chief Counsel explained details with respect to the problems encountered, and suggested as an aid in solving them, the establishment of a Public Relations Section in the Right of Way Department. The Commission approved the suggestion unanimously. This item is to be deleted from the list.

6. Request of residents of the City of Tillamook for sidewalk construction along the Wilson River Highway just east of the city limits: The Engineer advised that his report on this subject is not yet ready to present. The item is to be retained on the list of unfinished business.

7. Request of the City of Brookings for establishment of a uniform width right of way along US 101 in the northern part of the City to accommodate business development: The Engineer's report on this subject was rendered earlier in the session. The item is to be deleted from the list of unfinished business.

8. Request for a roadway access to the Oregon Coast Highway from the community of Lakeside, Coos County: The Engineer advised that his report on this subject is not yet ready to present. The item is to be retained on the list of unfinished business.

9. Proposed truck route through the City of La Grande: The Engineer advised that there is no apparent need for any further action by the Commission in the immediate future. He recommended that the item be deleted from

the list of unfinished business. The Commission approved the recommendation.

10. Request for the safeguarding of traffic at the intersection of "Surf Pine" road with the Oregon Coast Highway about two miles north of Gearhart: The Engineer's report on this subject was rendered earlier in the session. The item was ordered deleted from the list.

11. Special report from the Engineer on the granting of extensions of time within which to complete contracts for highway construction: The Engineer advised that his report on this subject is not yet ready to be presented. The item is to be retained on the list of unfinished business.

The Commission had under discussion the setting of a date for its next regular meeting and for the next following meeting. As a result of discussion, the Commission confirmed Tuesday, January 6, 1953 as an adjourned meeting for the purpose of receiving bids for the purchase of the remaining $10,000,000 of Oregon Highway Bonds authorized by the 1951 Legislative Assembly. The Commission also confirmed Wednesday and Thursday, January 21 and 22, 1953, heretofore set as the date for its next regular meeting in January. Thursday and Friday, February 26 and 27, 1953, was set as a tentative date for the regular meeting in February. The Secretary was instructed to make the usual arrangements to hold these meetings in the Green Room of the Imperial Hotel. (It was later ascertained that the Green Room in the Imperial Hotel would not be available to the Commission on January 21 and 22, 1953, in view of which, the Secretary was instructed to arrange to hold this particular meeting in the Crystal Room of the Benson Hotel. The meeting on January 6, 1953 is to be held in the Imperial Hotel as scheduled.)

The Chief Counsel reported a request from the Oregon Roadside Council that he prepare a bill to be submitted to the 1953 Legislature, covering the control of outdoor advertising along state highways. It was the expressed feeling of the Commission that it cared not to have anything to do with sponsoring such a bill. The Chief Counsel was instructed accordingly.

The Engineer brought to the Commission's attention, for approval, a resurvey for a proposed connection between Swift Boulevard and Denver Avenue in North Portland involving right of way across property owned by the Kernan Livestock Company. Action on this matter was deferred by the Commission until its next meeting to give the members of the Commission an opportunity to inspect the premises personally.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 4:30 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project, as follows, the Commission's action in each instance being by unanimous vote:

"Grading and paving the Clear Lake-Forest Boundary Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway south of Winchester Bay, in Douglas County. Ten bids were received for this work, the low one being that of Grimstad & Vanderveldt, Astoria, at $183,297.00. The contract has been awarded to the low bidders at their bid price.

"Construction of the Elkton-Sutherlin Highway Overcrossing and Deady Interchange on the Pacific Highway near Sutherlin, in Douglas County: R. & M. Construction Company, Central Point, was the low bidder for this work in the amount of $74,998.00. There were seven higher bids. The Commission has awarded the contract to R. & M. Construction Company, the low bidder, at its bid price.

"Canyon Creek-Poison Creek Rock Production Project on the John Day-Burns Highway south of John Day, in Grant and Harney Counties: Only one bid was received for this work, being that of Newport Construction Company, Portland, at $55,689.00. The Commission has awarded the contract to the Newport Construction Company at its bid price.

"Construction of a masonry block addition to the highway maintenance building in Medford, Jackson County: The Commission received only two bids for this job, the low one being that of Harold W. Salter, Rogue River, in the amount of $10,284.50. The contract has been awarded to the low bidder at his bid price.

"Madras Rock Production Project on four state highways near Madras, Jefferson County: Of the eight bids received for this project, Rogers Construction Company, Portland, submitted the low bid at $41,600.00. The Commission has awarded the contract to the low bidder at its bid price.

"Grading and paving the Springfield Section of the McKenzie Highway in Springfield, Lane County: Inter-City Sand and Gravel Company, Eugene, submitted the low bid for this work at $251,647.00. The Commission received six higher bids for this project. The bid of Inter-City Sand and Gravel Company in the sum of $251,647.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Juntura-Harper Rock Production Project on the Central Oregon Highway easterly from Juntura, Malheur County: Only two bids were received for this project, the low one being that of N. A. Toole, Ontario, at $28,097.50. The Commission has awarded the contract to the low bidder at his bid price.

"Construction of automatic traffic control signals, and installation of mercury vapor street lights and illuminated signs at the Twelfth Street connection to the Pacific Highway East in Marion County: The Commission received three bids on this project, the low one being that of Trowbridge and Flynn Electric Company, Medford, at $5,990.00. The contract has been awarded to the low bidder at its bid price.

"Grading and paving the Arata County Road Interchange Section on the T. H. Banfield Expressway between Fairview and Troutdale, Multnomah County: Seven bids were submitted for this job, the low one being that of Rogers Construction Company, Portland, at $61,435.00. The low bidder has been awarded the contract at its bid price.

"Construction of a timber and steel beam trestle, known as Cereghino Haul

Road Bridge, over the Union Pacific tracks west of Fairview, Multnomah County: The Commission received seven bids for this job, the low one being that of Stockton & Son, Gresham, at $12,060.00. The contract has been awarded to the low bidder at their bid price.

"Construction of six acres of lawn and an irrigating system on the Tillamook Street-Steel Bridge Unit, Harbor Drive Section of the Pacific Highway West in East Portland, Multnomah County: Western Golf Course Supply Company, Portland, submitted the low bid at $30,316.80. Four higher bids were received. The Commission has awarded the contract to the low bidder, Western Golf Course Supply Company, at its bid price."

The Right of Way Engineer brought up for discussion the following miscellaneous items:

1. Payment of $1,024 to the U. S. Bureau of Land Management for fourteen trees that were cut on O & C land in connection with construction of the Low Pass Section of the Siuslaw Highway, Lane County: He explained that in constructing this highway section, fourteen more trees were cut than was originally anticipated and the Bureau of Land Management has billed the State for them in accordance with its standard policy. He recommended payment of the claim. The Commission approved the recommendation.

2. Agreement with the Union Pacific Railroad Company for lease of a gravel storage site adjacent to the Upper Columbia River Highway at Wyeth, Hood River County: The Right of Way Engineer explained that this property previously was leased to the State's contractor, Warren Northwest, Inc., Portland, which has no further use for it and is releasing its interest. The State, he said, has use for the property because a large quantity of road building material has been stockpiled thereon. He recommended approval of the lease agreement which, he said, provides for consideration of $60 per year to be paid by the State. The Commission approved the recommendation. (An agreement covering the matter was signed by the Commission later in the session.)

3. Agreement with the Union Pacific Railroad Company covering maintenance of a water pipe line across railroad property adjacent to the Upper Columbia River Highway at Rowena, Wasco County: The Right of Way Engineer explained that this pipe line originally served property that the State acquired from Harvey P. Moore as right of way for improvement of the highway. Mr. Moore, he said, has no further use for the pipe line because the State acquired his entire holdings, so his permit from the Railroad Company is being cancelled; also that the pipe line is required by the State in order to serve excess right of way at this location and to assist in disposing of such excess property at some future date. He recommended approval of the agreement with the Railroad Company for continuing maintenance of the pipe line across the Company's land. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed by the Commission later in the session.)

4. Approve extra payment for construction of a well for Molly Pebbler adjacent to the Ladd Canyon Section of the Old Oregon Trail, Union County, as a right of way consideration: The Right of Way Engineer explained that the highway was constructed across Mrs. Pebbler's land and as part consideration for the right of way the State agreed to dig a new well to replace one that was destroyed. The first attempt to replace the well resulted in an expenditure of $4,625 with no water; however, a second well proved to be satisfactory, although it cost an additional sum of $5,124.76. He recommended approval of the extra expenditure. The Commission approved the recommendation.

5. Release of frontage road rights heretofore required from certain property owners of Jackson County in connection with acquisition of land needed as right of way for improvement of the Medford-Ashland Section of the Pacific Highway in said county: The Right of Way Engineer recalled that the Commission at its meeting on September 22, 1952 authorized the removal of the usual future frontage road clause from all right of way acquisitions along this section of highway. He presented for the Commission's consideration a form of release covering the situation, and recommended approval of the same in conformity with the Commission's previous action. The Commission unanimously approved the recommendation. (A form of "Release of Frontage Road Rights" was signed by the Commission later in the session.)

The Engineer reported that for a number of reasons, the principal ones being the enlarged construction program and the necessity to prepare for replacement of key engineering personnel who will soon be retired, it has been necessary to make some changes in the engineering organization. He asked the Commission to approve the changes, effective as of January 1, 1953, as follows:

1. Forrest Cooper, presently Right of Way Engineer, to be assigned to the position of First Assistant Construction Engineer with the view of assuming all of the duties of the present Construction Engineer, Mr. H. G. Smith, upon his retirement.

2. Advancement of R. L. Porter from his present assignment as Assistant Right of Way Engineer to Chief Right of Way Engineer to fill the vacancy created by the transfer of Mr. Cooper.

3. Transfer of E. F. Chidsey, Division Engineer at La Grande, to the Right of Way Department as Assistant Right of Way Engineer to fill the vacancy created by the advancement of Mr. Porter.

4. Assignment of A. F. Parsons as Division Engineer at La Grande to succeed Mr. Chidsey.

The Commission by unanimous vote approved the changes as reported.

The Commission had under discussion the adoption of a $10,000,000 construction program for the monies that it is expected will become available

by the sale of bonds shortly after the first of the year. The Commission unanimously approved the following program for such funds, thus confirming approval given the Engineer over the telephone on November 12, 1952:

PROJECTS PROPOSED FOR APPROVAL TO COMPLETE BOND PROGRAM

October 17, 1952

County	Highway, Section and Description	Allotment Amount
Benton	Pacific West. North Corvallis Section, Grading Paving and Structures	$ 600,000
Clackamas	West Portland-Hubbard. Barbur Blvd.-White School Section, Barbur Blvd.-Boones Ferry Road Unit, Grading, Paving and Structures (Of this $1,250,000, $400,000 is available from bond funds previously allotted to Boones Ferry Road-Marion County Line Unit)	1,250,000 /1
Columbia	Columbia River. Clatskanie-Delena Section (Substituted for Clatskanie Section), 6.84 miles Grading and Structures (Provision for paving in amount of $350,000 is proposed for inclusion in 1956 Primary F. A. Program)	900,000
Curry	Oregon Coast. Rocky Point-Gold Beach Section Brush Creek-Frankport Unit, Grading, Structures and Paving	2,200,000
Deschutes	Dalles-California. Bend-Lapine Section, North Unit, Grading and Paving	800,000
Deschutes and Klamath	Dalles-California. Lapine-Diamond Lake Jct. Section, Lapine-Forest Bdry. Unit, Grading and Paving	600,000 /2
Douglas	Pacific. Deady-Shady Section, North Unit, Grading and Structures	925,000
Douglas	Oregon Coast. Elbow Lake-Gardiner Section, South Unit, Grading and Paving	600,000
Gilliam	Columbia River. Arlington-Heppner Junction Section, Grading, Paving, and timber bridge (Two structures, costing $128,000, needed to complete the section are proposed to be provided for in the 1954 Interstate F. A. Program)	1,150,000

County	Highway, Section and Description	Allotment Amount
Hood River	Columbia River. Hood River-Mosier Section Reconstruction of Approach to Interstate Bridge at Hood River, Structure, Grading and Paving	$ 46,000 /3
Jackson	Pacific. Rock Point-Blackwell Hill Section Reconstruction of Rock Point Bridge	50,000 /3
Marion	Pacific East. Salem By-pass. Boone Road Grade Separation, Pringle Road Grade Separation, Battle Creek Grade Separation, Relief Opening Structure, Box Culverts, Guard Rail, Landscaping, and Miscellaneous	260,000 /3
Multnomah	Pacific East. Union Avenue-Swift Road Connection. Grading, Paving and Structures	275,000 /3
Wasco	Columbia River. Mosier-The Dalles Section Rowena-Chenoweth Cr. Unit, Grading, Paving and Structure	775,000 /4
	Total	$10,431,000

/1 It was originally planned to construct the Barbur Blvd.-White School Section with $5,000,000 of bond money. Later the set-up was changed to $4,550,000 of bond money and $450,000 of 1954 federal aid money to permit use of $450,000 of bond money on the Lafayette-N. Yamhill River Project. The cost is now estimated at $5,830,000, proposed to be financed $4,550,000 from bond funds and $580,000 from 1954 primary federal aid and $700,000 from 1953 primary federal aid. Of the $4,550,000 of bond money, $1,250,000 is required for the unit between Barbur Blvd. and the Boones Ferry Road. Programming of funds for this unit is now in order.

/2 Of the $1,400,000 of bond funds tentatively scheduled for the Lapine-Diamond Lake Junction Section, $800,000 has been officially allotted and placed under contract, leaving $600,000 to be programmed at this time.

/3 The four projects bearing this reference mark were previously programmed, but at the August meeting of the Commission were withdrawn to release funds for immediate contracting of the steel girder spans of the Boone Bridge over the Willamette River.

/4 The original estimate for the Mosier-The Dalles Section was $3,945,000; $2,275,000 of bond funds and $1,670,000 of federal aid funds. The present estimate is $4,499,200 and it is proposed to finance it with $2,275,000 of bond funds and $2,224,000 of federal aid funds. Of the $2,275,000 of bond funds, $1,500,000 has been officially programmed. The amount left for programming is therefore $775,000.

November 24, 1952

The Commission also considered a proposed five-year construction program utilizing monies derived from the sale of bonds and Federal Aid Funds. As a result of discussion, the Commission unanimously selected for such program the following list of projects submitted by the Engineer bearing the date of October 10, 1952, it being understood that the program may be revised later if the Commission considers that advisable:

FIVE YEAR PROGRAM - BOND FUNDS AND FEDERAL AID

October 10, 1952

Highway and Section	Bond Funds		Federal Aid Funds				
	Years 1951 1952 1953	Years 1954 1955	Year 1952 (FY) (1953)	Year 1953 (FY) (1954)	Year 1954 (FY) (1955)	Year 1955 (FY) (1956)	Years 1956-57 (FY) (1957-58)
US No. 30	$*	$*	$*	$*	$*	$*	$*
Banfield Expressway	850	1,730	1,550	1,429	1,050	630	2,410
Columbia River:							
Big Creek Section			141				
Gnat Creek-Bradley Park	607						
Bugby Loops					415		725
Clatskanie-Delena	900					350	
Merrill Ck.-St. Helens					620		
Gorton Creek-Warren Creek	1,831						
Warren Creek-Viento	1,065						
Wygant Park-Hood River	2,269						
Hood River-Mosier	1,314		217				
Mosier-The Dalles	2,320		688	871	665		
Arlington-Heppner Jct.	1,150		371	128			
Old Oregon Trail:							
Cabbage Hill		2,000			130		870
La Grande-North Powder			972				
Baker-Pleasant Valley							560
Durkee Overcrossings						130	170
Olds Ferry-Ontario (Portion of $3,000,000 job)		800					
	12,306	4,530	3,939	2,428	2,880	1,110	4,735

Total US No. 30 - $31,928,000

* Amounts shown are in thousands of dollars.

November 24, 1952

Highway and Section	Bond Funds		Federal Aid Funds				
	Years 1951 1952 1953	Years 1954 1955	Year 1952 (FY) (1953)	Year 1953 (FY) (1954)	Year 1954 (FY) (1955)	Year 1955 (FY) (1956)	Years 1956-57 (FY (1957-58
	$*	$*	$*	$*	$*	$*	$*
US No. 26							
Sunset Highway:							
Necanicum Jct.-N. Plains, Resurf.			571				
Warm Springs Highway:							
Forest Bdry.-Mill Creek	364						
Wasco Co. Line-Deschutes River						339	
Ochoco Highway:							
Jones Ranch-Mitchell	944						
John Day Highway:							
Dayville-Mt. Vernon (East Unit)				400			
Mt. Vernon-John Day				440			
Austin-Unity Jct.			190				
	1,308		761	840		339	
Total US No. 26 - $3,248,000							
US No. 99							
Pacific Highway West:							
Harbor Drive Landscaping			40	75			
Jefferson St. Traffic Interchange		460					
Tigard-Newberg (Middle Unit)			429			696	125
Newberg Bridge							175
Lafayette-N. Yamhill River	433						
Orr Corner-Monmouth		410					
Monmouth-Adair Village							100
North Corvallis	600	175					
Monroe Line Change		225				150	

* Amounts shown are in thousands of dollars

November 24, 1952

Highway and Section	Bond Funds: Years 1951 1952 1953 $*	Bond Funds: Years 1954 1955 $*	Federal Aid Funds: Year 1952 (FY) (1953) $*	Year 1953 (FY) (1954) $*	Year 1954 (FY) (1955) $*	Year 1955 (FY) (1956) $*	Years 1956-57 (FY) (1957-58) $*
US No. 99 (cont.)							
West Portland-Hubbard Highway:							
Barbur Blvd.-White School	4,550		700	580			
Pacific Highway East:							
Union Ave.-Swift Road Jct.	275						
Union Ave. Service Roads			141				
Ross Island Bridge Ramp							400
Willamette River-Hayesville		4,300			780	250	250
Salem By-pass	916		218	1,019			
Battle Creek Jct.-Jefferson Jct.					140	280	
Harrisburg-Junction City		600					
Pacific Highway:							
Junction City-Eugene		400				420	
Judkins Point-Goshen, Paving			448				
Goshen-Divide		2,200			615		
Divide-Rice Hill	3,400	1,400		1,238			
Chenoweth Park-Deady	1,600		549				
Deady-Shady	925	3,550	300	420	385		
Shady-Canyonville		5,400					
North Grants Pass Section	155						
Rock Point-Blackwell Hill	1,065						
Blackwell Hill-Central Point		750					
Central Point-Medford							400
Medford-County Farm	603						
County Farm-Ashland			460		275		
	14,522	19,870	3,285	3,332	2,195	1,796	1,450
Total US No. 99 - $46,450,000							
US No. 101							
Oregon Coast Highway:							
Cannon Beach-Arcadia	213						
Bay City-Tillamook	487						

* Amounts shown are in thousands of dollars

November 24, 1952

Highway and Section	Bond Funds		Federal Aid Funds				
	Years 1951 1952 1953	Years 1954 1955	Year 1952 (FY) (1953)	Year 1953 (FY) (1954)	Year 1954 (FY) (1955)	Year 1955 (FY) (1956)	Years 1956-57 (FY) (1957-58)
	$*	$*	$*	$*	$*	$*	$*
US No. 101 (cont.)							
Oregon Coast Highway (cont.)							
Siletz Bay-Miner Creek	1,530						700
Elbow Lake-Gardiner	600	900					
Reedsport-Winchester Bay	1,045						
Winchester Bay-Forest Bdry.	855			300			
Hauser-Coos Bay	1,106						
Bunker Hill Section	90						
Rocky Point-Brushes Ck.		1,500					
Brushes Crk.-Euchre Crk. ***	2,200	600			300		400
Euchre Crk.-Wedderburn**							
Gold Beach-Pistol River		2,200			300		
	8,126	5,200		300	600		1,100
Total US No. 101 - $15,326,000							
US No. 20							
Newport-Corvallis Highway:							
Newport-Toledo	1,125						
Noon and Blodgett Bridges						145	
South Santiam Highway:							
Noble Slough-Foster				225			
Central Oregon Highway:							
Fort Rock Road-Brothers							400
Brothers-Hampton		125			300		
Hampton-Gap Ranch	630						
Sage Hen-Burns					595		260
Burns-Buchanan	435						

* Amounts shown are in thousands of dollars

** Euchre Creek-Wedderburn to be improved with Forest Highway Funds (No survey made-Reconnoissance estimate $2,500,000)

*** No survey made. Reconnoissance estimates only.

November 24, 1952

Highway and Section	Bond Funds		Federal Aid Funds				
	Years 1951 1952 1953	Years 1954 1955	Year 1952 (FY) (1953)	Year 1953 (FY) (1954)	Year 1954 (FY) (1955)	Year 1955 (FY) (1956)	Years 1956-57 (FY) (1957-58)
	$*	$*	$*	$*	$*	$*	$*
US No. 20 (cont.)							
Central Oregon Highway (cont.)							
Juntura-Vale (Intermittent Sections)						905	640
Vale-Cairo		175			450		
	2,190	300		225	1,345	1,050	1,300
Total US No. 20 - $6,410,000							
US No. 97							
Sherman Highway:							
Moro-Grass Valley				50			400
Grass Valley-Kent							500
Dalles-California Highway:							
Sherman Jct.-Willowdale		1,000					
Crooked River-Terrebonne		400					
Bend-Lapine	800	800					
Lapine-Diamond Lake Jct.	1,376	600	242				
Mazama Jct.-Lobert (South Unit)							300
Modoc Point-Algoma	373						
	2,549	2,800	242	50			1,200
Total US No. 97 - $6,841,000							
US No. 395							
Pendleton-John Day Highway:							
Emigrant St. (Pendleton) Grade Separation					315		135
					315		135
Total US No. 395 - $450,000							

* Amounts shown are in thousands of dollars

November 24, 1952

Highway and Section	Bond Funds		Federal Aid Funds				
	Years 1951 1952 1953	Years 1954 1955	Year 1952 (FY) (1953)	Year 1953 (FY) (1954)	Year 1954 (FY) (1955)	Year 1955 (FY) (1956)	Years 1956-57 (FY) (1957-58)
	$*	$*	$*	$*	$*	$*	$*
US No. 199							
Redwood Highway:							
Cave Jct.-Hayes Hill						310	
Bridges, East & West Forks Illinois R.						340	
Bridge, Applegate R.							250
Hayes Hill-Grants Pass (Part only)							600
						650	850
Total US No. 199 - $1,500,000							
US No. 126							
McKenzie Highway:							
Willamette River Bridge							700
Deep Canyon Section							130
Ochoco Highway:							
Redmond-Powell Butte							200
							1,030
Total US No. 126 - $1,030,000							
Oregon No. 36							
Siuslaw Highway:							
Swisshome-Indian Creek							250
Spring Creek-Cape Jenny Creek						130	
Low Pass Section	850						
	850					130	250
Total Oregon No. 36 - $1,230,000							

* Amounts shown are in thousands of dollars

November 24, 1952

Highway and Section	Bond Funds		Federal Aid Funds				
	Years 1951 1952 1953	Years 1954 1955	Year 1952 (FY) (1953)	Year 1953 (FY) (1954)	Year 1954 (FY) (1955)	Year 1955 (FY) (1956)	Years 1956-57 (FY) (1957-58)
	$*	$*	$*	$*	$*	$*	$*
Oregon No. 6							
Wilson River Highway:							
Tillamook-Donaldson Creek							700
Wilson River Tunnel Section			120				
Glenwood-N. Plains		1,775					
		1,775	120				700
Total Oregon No. 6 - $2,595,000							
Oregon No. 47							
Tualatin Highway:							
Forest Grove-Hillsboro							600
Hillsboro (One-way Streets)						275	
Reedsville-Beaverton						325	
						600	600
Total Oregon No. 47 - $1,200,000							
Oregon No. 18							
Salmon River Highway:							
Sheridan-Deer Creek			216				
Sulphur Creek-Rogue River							375
			216				375
Total Oregon No. 18 - $591,000							
Oregon No. 42							
Coos Bay-Roseburg Highway:							
Coquille-East, Approx. 2 mi.						350	
Suicide Creek-Pacific Hwy.			379				
			379			350	
Total Oregon No. 42 - $729,000							

* Amounts shown are in thousands of dollars

November 24, 1952

Highway and Section	Bond Funds: Years 1951 1952 1953 $*	Bond Funds: Years 1954 1955 $*	Federal Aid Funds: Year 1952 (FY) (1953) $*	Year 1953 (FY) (1954) $*	Year 1954 (FY) (1955) $*	Year 1955 (FY) (1956) $*	Years 1956-57 (FY) (1957-58) $*
Oregon No. 38							
Umpqua Highway: Reedsport-Dean Creek, West Unit							350
							350
Total Oregon No. 38 - $350,000							
Oregon No. 66							
Klamath Falls-Lakeview Highway: Sixth Street(Klamath Falls) Over crossing						555	
						555	
Total Oregon No. 66 - $555,000							
Oregon							
Junction City-Eugene Secondary Hwy: Grade Separation in Eugene (Jefferson and Washington Sts.)							700
							700
Total Oregon - $700,000							
Oregon No. 213							
Cascade Secondary Highway: Flavel St. (Portland) - King Road						200	
						200	
Total Oregon No. 213 - $200,000							
GRAND TOTALS	41,851	34,475	8,942	7,175	7,335	6,780	14,775

*Amounts shown are in thousands of dollars

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following morning in the same room.

November 24, 1952

Portland, Oregon
November 25, 1952

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2d Asst. State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

The following announcement was made by Chairman Chandler: "Ladies and Gentlemen: This will be the last meeting of the Commission for the year 1952, and we want to say we have made the greatest stride this year that has ever been made. We want to thank the contractors for the fine cooperation shown in helping us bring the system up to the standard of today. The next meeting is scheduled for January 21 and 22, 1953 and will be held in the Benson Hotel. If we have a successful bid on the bonds we are offering earlier in January, we hope to have the largest letting of any single meeting we have ever had. It will be in the neighborhood of $10,000,000 in projects in every nook and corner of the State of Oregon. We are looking for a fine year next year. If the Legislature permits us to sell additional bonds, we hope to have a good program coming up next year. We hope to see you next year, and we hope you have made profits on your contracts. On behalf of the personnel of the Highway Department, we wish you a Merry Christmas and a Happy New Year."

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the awards of contracts would be made at 3:00 p.m.:

COOS COUNTY
PAVING COOS RIVER SECONDARY HIGHWAY

Porter W. Yett, Portland

$104,784.00

COOS AND DOUGLAS COUNTIES
ENDICOTT CREEK-MYSTIC CREEK ROCK PRODUCTION PROJECT

NO BIDS RECEIVED

CURRY COUNTY
HUMBUG MOUNTAIN PARK FACILITIES

Wold Brothers, Bullards	$27,579.40
Gilbert Roberts, Hood River	27,695.00
George C. Mateer, Gold Beach	29,249.85
Teller Construction Company, Portland	30,946.50

DOUGLAS COUNTY
ANLAUF-ELKHEAD ROAD UNIT STRUCTURES

R. E. Meade & Company, Grants Pass	$88,413.50
Tom Lillebo, Reedsport	94,683.50
Babler Brothers Inc., Portland	96,543.50
Hannan Brothers, Portland	99,781.00
Hamilton & Thoms, Eugene	100,446.00
Todd Building Company, Roseburg	103,754.00
Schrader Construction Company, Portland	107,104.00
Glen Snook, Eugene	111,237.00

DOUGLAS COUNTY
DIVIDE-RICE HILL SECTION STRUCTURES

R. E. Meade & Company, Grants Pass	$76,666.00
Todd Building Company, Roseburg	79,395.00
Babler Brothers Inc., Portland	81,780.00
Hannan Brothers, Portland	82,725.00
Tom Lillebo, Reedsport	83,695.50
Hamilton & Thoms, Eugene	85,673.00

MALHEUR COUNTY
JORDAN VALLEY ROCK PRODUCTION

C. E. Leseberg, Nyssa	$50,008.00
E. H. Itschner, Molalla	56,240.00
Rogers Construction Company, Portland	65,980.00

MARION COUNTY
CENTER STREET BRIDGE IN SALEM

Warren Northwest Inc., Portland	$16,468.80
Natt McDougall Company, Portland	20,688.30

November 25, 1952

MARION COUNTY
WHITE SCHOOL JUNCTION GRADE SEPARATION

Birkemeier & Saremal, Portland	$28,510.00
Johnston & Bryant, Newberg	29,800.00
Orlando C. Bennard, Portland	31,960.00
Parker-Johnson Company, Portland	32,450.00
Schrader Construction Company, Portland	32,820.00
United Builders Inc., Beaverton	33,010.00
Chas. R. Schmiedeskamp, Portland	36,860.00
Teller Construction Company, Portland	37,530.00

MARION COUNTY
GRADING AND PAVING WEST PORTLAND-HUBBARD HIGHWAY

Roy L. Houck & Son, Salem	$60,272.00
B. M. Emery Company, Portland	65,986.00
Warren Northwest Inc., Portland	71,410.00
Q. L. Rufener, Portland	83,645.00

UMATILLA COUNTY
LENA-NYE SECTION CULVERTS

Frank P. Sargent, Hermiston	$14,934.00
Gilbert Roberts, Hood River	16,450.00
Loree Building Service, La Grande	17,664.80
Swendig & Son, Redmond	20,050.00
Bechtel Brothers, Elgin	20,232.00
Marshall Construction Company, Hermiston	22,884.00
McWaters & Bartlett, Boise, Idaho	23,265.00

The Commission had under discussion the sale of $10,000,000 of Oregon State Highway Bonds being the third and last series of a total of $40,000,000 of Highway Bonds authorized by Chapter 491, Oregon Laws 1951. It was the feeling of the Commission that the bonds should be soldas soon as is possible in order to expedite the contracting of the projects included in the construction program to be financed with bond monies. After a full discussion of the matter, Commissioner Reynolds moved, and Commissioner McIver seconded the adoption of the following resolution relative thereto, which motion, upon being put to vote by Chairman Chandler, received the unanimous vote of the Commission and was by the Chairman declared carried, to wit:

RESOLUTION

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON that, of the bonds authorized by Article XI, Section 7, of

the Constitution of the State of Oregon, and further authorized by Chapter 491, Oregon Laws 1951, Ten Million Dollars ($10,000,000) par value of such bonds be issued and sold in order to carry out the purposes of the said article of the Constitution with respect to the construction of permanent roads, and the purposes of the said law; and

BE IT FURTHER RESOLVED that the principal of and the interest upon all of the bonds issued pursuant to the provisions of this resolution be paid upon the due dates thereof at the fiscal agency of the State of Oregon in the City and State of New York, and that the bonds be known and designated as OREGON STATE HIGHWAY BONDS, SERIES 1953 A, and be numbered consecutively from one (1) to 10 thousand (10,000) inclusive; and

BE IT FURTHER RESOLVED that the said bonds be dated March 1, 1953, be issued in denominations of $1,000 each, to mature serially in principal installments of one-twentieth (1/20th) of the amount of the issue each successive year hereafter, beginning with the date of March 1, 1954, and ending with the date of March 1, 1973; provided, however, that all bonds maturing after March 1, 1963 shall be subject to call and redemption on March 1, 1963 and on any interest-paying date thereafter. Said bonds shall bear interest payable semi-annually on the first days of March and September in each year; and

BE IT FURTHER RESOLVED that the State Highway Commission furnish to the original purchaser or purchasers of such bonds, without cost to them, the written opinion of Messrs. Winfree, McCulloch, Shuler & Sayre, Attorneys at Law, of Portland, Oregon, certifying to the validity and legality of the said bonds; and

BE IT FURTHER RESOLVED, that bids for said bonds shall be received on January 6, 1953, at the hour of 10 o'clock A. M., Standard Oregon Time, at a meeting of the commission to be held in the Green Room of the Imperial Hotel in Portland, Oregon. The Secretary of the Commission is directed to cause a notice of sale of the said bonds to be published in one issue of the Daily Bond Buyer, a financial newspaper printed and published in the City and State of New York, and in one issue of The Daily Journal of Commerce, a daily newspaper of general circulation printed and published in the City of Portland, Multnomah County, Oregon, at least ten (10) days prior to the date of the proposed sale of said bonds; and

BE IT FURTHER RESOLVED that the said notice of sale specify that the bonds offered for sale shall bear interest at a coupon rate or rates, in multiples of 1/4 of 1% but not exceeding three per cent (3%) per annum, and shall be sold at an effective interest rate, computed on a simple interest basis, of not to exceed two and one-fourth percent (2 1/4%) per annum payable semi-annually; that each bidder submitting a bid for the bonds shall include therewith as a good faith deposit a certified check in the sum of $175,000 drawn upon a bank having a capital and surplus of not less that $10,000,000.00; and that the State Highway Commission reserved the right to reject any or all bids for the said bonds; and

BE IT FURTHER RESOLVED that the said bonds be executed with the facsimile signatures of the Governor and of the Secretary of State and with the autograph signature of the State Treasurer, and that the interest coupons annexed thereto be executed with the facsimile signatures of all of said officers; and

BE IT FURTHER RESOLVED that the State Treasurer be, and he hereby is, authorized to register said bonds upon the records in his office and to deliver said bonds to the purchaser thereof after the date of sale, execution, and sealing thereof, upon the payment of the purchase price thereof; and

BE IT FURTHER RESOLVED that the State Highway Commission obtain bids for the printing of the said bonds and that it award the job of printing them to the lowest responsible bidder therefor, subject to the provisions of Section 98-301, O. C. L. A.

The Commission unanimously approved the following form of notice of sale of the bonds and instructed the Secretary to publish such notice pursuant to instructions contained in the foregoing resolution:

NOTICE OF BOND SALE

$10,000,000.00

STATE OF OREGON

OREGON STATE HIGHWAY BONDS

SERIES 1953A

SEALED BIDS will be received by the STATE HIGHWAY COMMISSION of the State of Oregon until the hour of 10:00 o'clock A. M., Standard Oregon Time, on January 6, 1953, at the Green Room of the Imperial Hotel at Broadway and Stark Streets, in the City of Portland, Oregon, and will be immediately opened and considered for TEN MILLION DOLLARS ($10,000,000) par value of OREGON STATE HIGHWAY BONDS, SERIES 1953 A.

The said bonds will be negotiable general-obligation bonds of the State of Oregon, and will be sold at not less than $98 for each $100 par value thereof and the accrued interest thereon, to the bidder offering the lowest effective rate of interest upon the bonds, not exceeding 2 1/4% per annum, payable semiannually computed upon a simple interest basis.

The bonds will bear interest payable semiannually on March 1 and September 1 of each year, at such rate or rates, in multiples of 1/4 of 1% but not exceeding three percent (3%) per annum on par value, as shall be designated in the accepted bid for the bonds. Both the principal of and the interest upon the

bonds will be paid at the fiscal agency of the State of Oregon in the City and State of New York (The National City Bank of New York). The bonds will be dated March 1, 1953, will be in coupon form, and will be in denominations of $1,000 each.

The bonds will mature in serial installments of one-twentieth of the amount of the issue on March 1 of each of the years 1954 to 1973, inclusive. All bonds which mature after March 1, 1963, will be subject to call and redemption at par value on March 1, 1963, and on any interest-paying date thereafter.

All bids must be unconditional and be accompanied by a certified check drawn upon a solvent bank, having a capital and surplus of $10,000,000.00 or more, in favor of the State Highway Commission of the State of Oregon, for $175,000. The proceeds of said check will not draw interest but will be forfeited to the State of Oregon as liquidated damages in case the bidder to whom the bonds are awarded should withdraw his bid or fail to complete his purchase in accordance with the terms thereof. The bonds will be delivered complete, on or shortly after March 1, 1953, without cost to the successful bidder, at the fiscal agency of the State of Oregon in the City and State of New York, or at such bank in Chicago, Illinois or Portland, Oregon, having a capital and surplus of $10,000,000.00 or more, as the successful bidder shall name.

Each bidder is requested to include in his bid a statement of the total interest cost and effective interest rate, based upon aggregate interest cost, that the State of Oregon will pay upon the issue, if his bid is accepted, provided that none of the callable bonds of the issue are redeemed prior to the final maturity dates thereof.

The successful bidder will be furnished without cost, with the unqualified legal opinion of Winfree, McCulloch, Shuler & Sayre, of Portland, Oregon, approving the validity of the bonds.

The State Highway Commission reserves the right to reject any or all bids for the bonds.

Offers for the bonds should be addressed to the State Highway Commission, and should be designated "Bid for Oregon State Highway Bonds, Series 1953 A". Mailed bids must be received by the undersigned in Salem, Oregon, by January 5, 1953.

Dated at Salem, Oregon, the 1st day of December, 1952.

STATE HIGHWAY COMMISSION OF THE
STATE OF OREGON,

By H. B. GLAISYER
Secretary

Published

November 25, 1952

The matter of printing the bonds was also discussed by the Commission. The Secretary was instructed to secure quotations for such printing in conformity with recommendations from the Office of the State Treasurer, the bonds to be of gold color and lithographed on Crane's unwatermarked No. 29 bond paper or on a paper of equal quality. The bids received for the printing are to be presented to the Commission at its meeting on January 6, 1953 when a selection of the printing firm will be made.

The Commission considered a proposed bill to be submitted to the 1953 legislature authorizing the sale of additional bonds for highway construction. The Chief Counsel advised that the limit of Highway Bonds that can be issued under the state constitution is $72,000,000 and that inasmuch as the sale of $40,000,000 has already been authorized, there remains a total of $32,000,000 which may be authorized by the 1953 Legislature. He explained details of the proposed bill which, he said, bears the approval of Mr. Fred Paulus, Deputy State Treasurer, and Mr. John Shuler, Bond Attorney, Portland. He emphasized the following features: The bill provides for the issuance of $32,000,000 par value bonds so as to avoid any question as to the constitutionality of the legislation. There has been inserted in the title of the bill and in Section 3 thereof, authority for the investment of monies obtained from the sale of bonds. Section 4 of the bill provides an effective interest rate for the entire issue of 2½ percent per annum whereas the 1951 Act was on the basis of 2¼ percent per annum. Provision has been made in Section 5 for the bonds to be executed with the facsimile signature of two of the three designated officers of the State and with the manual signature of the other officer. Section 8 provides that the bonds must be sold for not less than 98 percent of the par value thereof, but the bidder may allocate to different maturities of the bond issue, prices not less than $95 for each $100 value for any maturity, provided that the average offering price for all of the maturities shall not be less than 98 percent. Chairman Chandler inquired if any limit has been placed on the amount of bonds that can be sold in any one year, and was informed by the Chief Counsel that no such limitation is contained in the proposed act. As a result of the discussion, the Commission unanimously approved the bill as prepared and instructed the Chief Counsel to present it to the Legislative Highway Interim Committee to present to the next legislative assembly.

The Parks Superintendent reported that Mr. Geo. M. Henderson, Assistant Vice President of the First National Bank of Portland, had requested that the State designate the old maintenance building and surrounding property at Government Camp as a state park to be maintained by the State for public park and recreational uses. He recalled that the property had been advertised for sale on two different occasions and that the Commission accepted the offer of the Government Camp Community Club to pay $2,850 for it, and that the Club had been given until January 1, 1953 to complete the payment. He doubted that the Club would be able to raise the necessary funds, and he recommended against the proposal of Mr. Henderson because of the adverse precedent that would be established. The Commission approved the recommendation and instructed the Park Superintendent to inform Mr. Henderson that it is not within the province of the Commission to do what he requests.

A delegation representing the Douglas County Parks Department, the Portland Chamber of Commerce Recreational and Natural Resources Committee, and the U. S. Bureau of Land Management appeared before the Commission to urge the

establishment of a state park on the North Umpqua River. The following people were present: John Amacher, Chairman of the Douglas County Parks Department, Roseburg; James Stoop, Secretary of the Douglas County Parks Department, Drain; Charles Collins, Supervisor, Douglas County Parks Department, Roseburg; Charles Stanton, Editor of the News Review, Roseburg; Arthur Kirkham, G. E. Cannon, Dave Charlton, and Thornton Munger representing the Portland Chamber of Commerce Recreational and Natural Resources Committee, all of Portland; and Mark Pike, U. S. Bureau of Land Management, Portland.

Mr. John Amacher acted as spokesman and introduced the other members of the delegation. He urged the establishment and immediate development of a state park along the North Umpqua in the vicinity of Susan Creek and Circle "H" Lodge, which location, he said, is approximately twenty-three miles east of the City of Roseburg. He pointed out the need for the camp ground due to greatly increased population in Southern Oregon and the fact that there is no major park or camp ground in this vicinity. He warned that if facilities are not quickly provided, the site will be spoiled through misuse. It was his feeling that development of the park would not cost a great amount of money and that maintenance of it could be easily handled from Roseburg. He suggested, as minimum requirements, that a plan for the unit should be formulated and about two acres of parking area be provided as well as the construction of about one-half mile of access road. Also required would be about twenty-five picnic units, about twenty camping sites, water and sanitary facilities.

Mr. Stanton stated that Douglas County has a Parks Department and maintains sixteen county parks, but their finances are limited, and they cannot undertake development of this park. He pointed out that many people use the area in the vicinity of the proposed park for fishing and camping and that the Bureau of Land Management for the U. S. Government has 700 acres in the vicinity of Susan Creek which it will turn over to the state for development as a park without cost. Mr. Kirkham stated that this matter had been brought to the attention of the Portland Chamber of Commerce Committee about ten years ago by the late Mr. Merle Chessman, who then was a member of the State Highway Commission. He recalled a comment by Zane Gray, the noted western writer, that this stretch of the Umpqua River is one of the finest white water areas in the world and is worthy of national attention. Mr. Cannon commented that the proposed site is one of the very few camp sites on the North Umpqua River due to the steep banks in most locations, and that the U. S. Forest Service maintains only two small camps, one at Steamboat and the other at Eagle Creek, both of which are inadequate. Mr. Stoop stated that in his opinion the proposed area could be developed very economically and that it merits the attention of experienced engineers and landscape artists which the Douglas County Park Department does not have. Chairman Chandler remarked that he is familiar with the location which is a very beautiful one, but in considering the project, the Commission must bear in mind its established policy not to provide parks situate so far from a state highway as this one is. He added that the project merits further consideration and that the State Parks Superintendent would be asked to make a careful study of the matter and to render a full report

concerning it. The Parks Superintendent was thereupon instructed to make such study and report. This concluded the conference.

A delegation from Kernville, Siletz and Toledo appeared before the Commission to urge further improvements to the Siletz Secondary Highway northerly from the town of Siletz to the end of the existing oiled surface, south and east of Kernville. The following people were present: John Kosydar, President, Improvement of Siletz River Highway Association, Siletz; M. G. Hammerness, Toledo; Mr. and Mrs. Charles Parker and Mr. and Mrs. Ernest Parker, Kernville; Mr. and Mrs. Ed Parker, Siletz; Mrs. Alva Strome, Kernville, all members of the Improvement of Siletz River Highway Association; Mr. Ronlad Smith, Mrs. Paul Gibson, Mrs. Leonard Whitlow and Mrs. Bill Crawford, all of Siletz. Mr. M. G. Hammerness acted as spokesman. He urged improvement of the highway because of its extensive use by logging, farming, fishing and other traffic. He recalled that the Highway Interim Committee had previously given a high priority to improvement of this road, and he gave as his opinion that satisfactory improvement could be made by using much of the existing road bed with realigning only on some of the worst spots. He also gave as his understanding that the road would be constructed within 4 or 5 years, but, he said, it still is in an uncompleted status. Chairman Chandler advised that the improvement requested is estimated to cost $1,000,000 which amount the Commission does not have. He inquired, if money is available next year to finance a portion of the work, which section the group wishes built first--the north end or the south end. Mr. Hammerness replied that this matter had been considered by the delegation and that while they want the entire 18-mile section constructed, they will be satisfied with improvement of a four or five-mile section annually until it is done, and will leave it up to the Commission to decide the order of priority. The Commission took the matter under advisement.

A delegation from Seaside representing the Chamber of Commerce and the City Council appeared before the Commission with a plan to relieve traffic congestion on US 101 within the city. Present were: Lester U. Raw, Mayor; Dean J. Ruth, Councilman; Mrs. Dean J. Ruth; Mrs. Avery Combs; Mrs. Les Herman; R. R. Shawcross, City Engineer; Floyd Cavanaugh, Postmaster; Avery Combs, City Attorney; Alex Smith, President of the Kiwanis Club and Member of the Planning Commission; John A. Schultz, City Garbage Service; and Arvin Sabey. Mayor Raw thanked the Commission for help heretofore furnished the city in construction of some of its bridges. He advised that the city has levied taxes for street improvements to the maximum of its ability and has spent upwards of $80,000 for the improvement of its city streets using its own funds, but is not in a position to finance further improvements that are needed to relieve traffic congestion on the Oregon Coast Highway. Mr. Combs stated that tourist traffic as well as logging and other freight traffic all must now use Holliday Drive, route of the Oregon Coast Highway. He suggested, in order to relieve the congestion on this street, that Roosevelt Drive and its extension to Avenue "N" be designated a truck route, by-passing the Spokane, Portland & Seattle depot grounds. He added that the people of Seaside are united in this solution of their problem. He estimated the cost to prepare Roosevelt Drive as a truck route at about $75,000, assuming that it would not be necessary to move the depot. During the ensuing discussion, the question arose whether or not the

Highway Commission has authority to designate a truck route and to build it. The Chief Counsel advised that the Commission has authority to enter into an agreement with the city covering the matter, but if the street is designated as a truck route, it would have to remain as a city street and federal money could not be used to finance its improvement. The Engineer pointed out that most of the right of way required would have to be secured from the Spokane, Portland & Seattle Railroad. Chairman Chandler concluded the interview by advising that the Commission will have an engineering investigation made and will make its decision when the report has been filed and studied. The Engineer was thereupon instructed to make such investigation and to report his findings.

A delegation from Clackamas County including County Judge Wallace R. Telford and a number of people who reside along Roberts Road No. 80 (Boeckman Road) which intersects the West Portland-Hubbard Highway near Wilsonville, appeared before the Commission in opposition to the closing of this road. The group consisted of the following in addition to Judge Telford: Harvey W. Keller, Attorney, Portland; Roland Kollermeier and E. C. Ridder, farmers, Sherwood; Anna Boeckman, Elmer Boeckman, Ed Boeckman, Emma Boeckman, Mr. and Mrs. Ernest Boeckman, Mrs. Sanderson, Mrs. Forken, Mr. and Mrs. Vernon Boeckman, and Richard Boeckman, all of Sherwood; and Louise Walsh, Portland. Judge Telford, who acted as spokesman, pointed out that the original plan for the highway improvement included provision for Boeckman Road to cross the highway at grade as a temporary proposition until such time as conditions justified a traffic separation structure. Subsequently, he said, information was received by the Court that the Highway Department desired to close Boeckman Road entirely and to substitute therefor a frontage road to serve local traffic, which arrangement was approved by the Court and an agreement covering the matter was signed. Judge Telford stated further that the County Court was not aware when the agreement was signed that negotiations for right of way for the West Portland-Hubbard Highway had been made on the basis that the Boeckman Road would remain open, and the Court would not have signed the agreement had it been in possession of such information. He advised that the County Court wants the overpass constructed in accordance with the original plan. Mr. Keller spoke in behalf of families who reside along Boeckman Road, pointing out that 20 families who live on the west side of the highway and 10 who live on the east side have used Boeckman Road for many years to move their produce to market and as a means of cooperation in working their respective farms. The closure of the road, he said, will greatly hinder their operations. He emphasized that negotiations for acquisition of right of way were made on the basis that there would be a connection between Boeckman Road and the highway. Mr. Kollermeier, Mr. E. W. Boeckman, Mr. E. C. Ridder, Mr. Richard Boeckman and Mr. Elmer Boeckman all stated that they conduct farming operations on both sides of the Highway and that they sold right of way to the state with the understanding that a crossing of the highway would be provided, and with that understanding none of them had asked for damages. Affidavits signed by eleven residents along Boeckman Road were submitted in support of the oral statements. Chairman Chandler, in conclusion, stated that the Commission has no desire or intent to cause any injury or damage to the people or to break faith with them, and that the entire matter will be given further study following

which the Commission's decision will be reported to the County Court. Following departure of the group, discussion of the matter was resumed. The Engineer advised that the cost to provide a grade separation structure at the point is estimated at about $70,000, and that provision for it was included in the original plan for this highway project but was deleted later when it was decided to serve the local people with a frontage road. The feeling of the Commission was expressed by Chairman Chandler who stated that the delegation brought out certain things that were previously unknown to the Commission, and that if a mistake was made, it should be rectified. The Engineer was thereupon instructed to make a complete review of the project and report back to the Commission.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

A delegation from Albany appeared before the Commission and requested an extension of an existing access road along US Highway 99E northerly from the present terminus at Truax Creek, just north of Albany, to the next intersecting county road. The following people formed the group: Claude Buerge, contractor; Rev. Paul E. Yoder, Minister; Lester Kropf; and John S. Kennel, all of Albany. Mr. Kropf who acted as spokesman, stated that they have built a new church adjacent to the highway at this location which cannot be reached conveniently without crossing the highway, and that several minor accidents have occurred that could have been avoided had a frontage road been available. He urged the construction of such road as a safety measure. Chairman Chandler inquired if they knew that access to the main highway was controlled along this section at the time the church was erected, and Mr. Kropf replied in the affirmative. Chairman Chandler then explained that access is controlled on such sections as a protection to the traveling public and if the Commission allows access whenever it is requested, the purpose of controlled access would be defeated. He gave as his understanding that there now is access to the church from the rear, using a county road connection. He expressed regrets that the Commission cannot approve their request because of its definite policy with respect to such matters along access-controlled highways.

The following persons representing the Ocean Lake Chamber of Commerce appeared before the Commission to urge establishment of a state park in the town of Ocean Lake: Messrs. R. C. McBride, Merle B. Gwynn and Herbert Gordon. Mr. Gwynn, who headed the group, inquired as to the status of their previous request for establishment of such park. Mr. McBride reviewed their previous application and advised that the City is anxious to secure a state park in Ocean Lake for the accommodation of tourists. He gave as their feeling that the locations investigated by the State Parks Superintendent, being some distance from the town, are not as satisfactory as the one requested by the City, and he urged the Commission to take over the location within the City as the City does not have funds to develop it properly. Mr. Gordon exhibited a map showing the property and explained that it adjoins the highway, is sheltered from the winds, and has a convenient stairway to the beach. He advised that a sewer system, light and water facilities are available and that the 18 acres in the area can be purchased for somewhat under $10,000.

Chairman Chandler stated that he is familiar with the proposed location and appreciates that it is a good spot for a park; however, he said, for many years the Commission has adhered to a policy that parks within a city or a town should be the responsibility of the municipality. In the discussion that followed, Mr. Gwynn remarked that if it would help any, the City could take the park area out of the city limits. Chairman Chandler concluded the conference by stating that the Commission can promise nothing at the present time but will give the matter further consideration.

A delegation from Woodburn and North Marion County appeared before the Commission concerning the location of and access to the proposed Portland-Salem Expressway near Woodburn. The following people comprised the group: Winton J. Hunt, member of the Woodburn Chamber of Commerce; Lyman E. Seely, bank manager, Woodburn; John N. Hooper, farmer, Woodburn; Norman Reiling, farmer, Hubbard; P. A. Loar, physician; and J. Carey Moore, bank manager, both of Silverton. Mr. Hunt, who acted as spokesman, introduced the members of the delegation and pointed out that they are very much interested in the route of the Expressway from the Willamette River near Wilsonville to Hayesville, north of Salem. He inquired as to why the route selected was chosen and if it is true that access is to be granted only at Hayesville and Wilsonville. He was informed by Chairman Chandler that the route was adopted because it was determined from exhaustive engineering studies, to be the shortest, straightest, and cheapest route of all those considered, and the best route for an expressway. Mr. Hunt inquired as to the difference in cost of the several routes investigated and was informed that such information is not immediately available but will be given to him gladly by the Engineer upon request at the Salem office of the Commission. Mr. Hunt then brought into the discussion the matter of access points. He gave as his understanding that access to the expressway south of Wilsonville is limited to two points, one just south of the Willamette River crossing at Wilsonville, the other in North Salem, about 28 miles apart. He remarked that the access points are too far apart and asked the Commission to consider another connection near Woodburn. Others speaking in behalf of a connection with the new highway near Woodburn were Mr. Seely, who declared that the economic growth of the Woodburn area needs the connection and will not improve without it; and Dr. Loar, who stated that the people of Silverton are very much concerned because, if such connection is not provided, it means that the people of Silverton and Mt. Angel will have to go to either Salem or Wilsonville to get on the new highway. Chairman Chandler advised that the new highway has been declared an expressway in order to speed up travel and to relieve congestion on existing roads, and, if frequent access points are permitted,the safe and rapid flow of traffic will be destroyed, and the purpose for which freeways are designed will be defeated. Highways, he added, are built primarily to accommodate all people who use them and pay for them, and their benefit to local communities must be a secondary consideration; also, that, if in the future a connection near Woodburn is considered necessary,then it will be provided; but, presently, that is all of the encouragement that the Commission can offer.

The Commission discussed with the Engineer the bids received during the morning session for highway construction and at 3:00 p.m. Commissioner

Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action in each case being by unanimous vote:

"Paving and rock production project on the Catching Slough-Enegren Ferry Section of the Coos River Secondary Highway in Coos County. Porter W. Yett, Portland, submitted the only bid received for this project at $104,784. The contract has been awarded to Porter W. Yett at his bid price.

"Rock production project on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties. No bids were received for this project. The job will be readvertised.

"Construction of park facilities in Humbug Mountain State Park in Curry County. Wold Brothers, Bullards, Oregon, submitted the low bid for this job at $27,579.40. Three higher bids were submitted. The Commission has awarded the contract to the low bidder, Wold Brothers, at their bid price.

"Construction of four reinforced concrete viaducts on the Anlauf-Elkhead Road Unit of the Pacific Highway in Douglas County. Eight bids were received for this project, the low one being submitted by R. E. Meade and Company, Grants Pass, at $88,413.50. The contract has been awarded to the low bidder, R. E. Meade and Company, at their bid price.

"Construction of three reinforced concrete structures on the Divide-Rice Hill Section of the Pacific Highway in Douglas County. R. E. Meade and Company, Grants Pass, submitted the low bid out of a total of six bids received for this project, at $76,666. The Commission has awarded the contract to the low bidder, R. E. Meade and Company.

"Jordan Valley rock production on the I. O. N. and Jordan Valley highways in Malheur County. Three bids were submitted for this project, the low one being that of C. E. Leseberg, Nyssa, at $50,008. The contract has been awarded to C. E. Leseberg, low bidder, at his bid price.

"Construction of the Water Street-Commercial Street Unit on the Center Street Bridge Section of the Salem-Dallas Highway in Salem, Marion County. Only two bids were received on this project, the low one being that of Warren Northwest, Inc., Portland, at $16,468.80. The contract has been awarded to the low bidder, Warren Northwest, Inc., at their bid price.

"Construction of the White School Junction grade separation viaduct over the West Portland-Hubbard Highway, Marion County. Birkemeier and Saremal, Portland, submitted the low bid for this work at $28,510. Seven higher bids were received. The contract has been awarded to Birkemeier and Saremal, low bidders, at their bid price.

"Grading and paving the White School Junction Unit of the Barbur Bouelvard-White School Section of the West Portland-Hubbard Highway in Marion County. Roy L. Houck and Son, Salem, submitted the low bid for this project out of a total of four received, at $60,272. The Commission has awarded the contract to the low bidder, Roy L. Houck and Son, at their bid price.

"Construction of two concrete box culverts on the Lena-Nye Section of the Heppner Highway in Umatilla County. Frank P. Sargent, Hermiston, submitted the low bid for this job at $14,934. Six higher bids were received. The contract has been awarded to the low bidder, Frank P. Sargent, at his bid price."

A delegation from Condon headed by E. R. Fatland appeared before the Commission to request the establishment of a state park and recreational area in Condon. Other members of the delegation were Mr. James O. Burns, Mayor-elect of Condon, and Bruce Mercer, the City Engineer. Mr. Fatland introduced the members of the group and thanked the Commission for work performed on the Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway. Mr. Mercer explained that state construction of park facilities in Condon would be a great help to the City which is in need of engineering and financial help on its park project. Mr. Burns stated that the City has spent more than $20,000 on development of a site, but in order to complete it, there is still needed a retaining wall, improved entrance to the parking area, gravel for the parking area, top soil, landscaping restrooms, fireplaces, benches, and picnic facilities. Mr. Fatland explained that the City wishes to dedicate the park as a memorial to the war dead and urged that the Commission consider the project even though it be within the city limits of Condon. Chairman Chandler explained the Commission's policy with respect to establishment of state parks within cities and advised that because of that policy no encouragement can be given to the people of Condon in this instance.

A delegation from Tillamook County appeared before the Commission inquiring as to the status of plans for completion of the Wilson River Highway from Glenwood easterly to a junction with the Sunset Highway. Present were: County Judge O. E. Effenberger; L. E. Francis, businessman; and Art Waud, Manager of Highway 101 Association, all from the City of Tillamook. Judge Effenberger expressed appreciation for highway work performed in Tillamook County in the past few years and inquired if the Commission has plans to complete construction of the Wilson River Highway easterly from Glenwood. Mr. Francis added a few remarks in support of Judge Effenberger's inquiry. Chairman Chandler advised that the Commission has adopted the survey for this route which is known as the Washburn-North Plains Section of the Wilson River Highway, following for a good share of the distance the right of way of the old Gales Creek and Wilson River logging railroad which has been abandoned. Acquisition of right of way, he stated, will start in the near future, and construction of the section is in the Commission's program, although the contracting of the work is contingent upon the Legislature authorizing the issuance of additional bonds for highway construction. If such bonds are authorized, he added, there is a possibility that the work may get started in 1954.

A delegation representing the "Save the Gorge" Committee of the Portland Women's Forum appeared before the Commission and urged acquisition of additional areas in the Columbia Gorge to preserve its scenic value. The following people comprised the group: Mrs. Gertrude Jensen, Chairman of the "Save the Gorge" Committee; Lloyd Olson, Supervisor of Mt. Hood National Forest; Mark Pike, Bureau of Land Managemenr; all members of the Governor's

Committee of the Columbia Gorge Authority; Alfred Loeb, member of the Portland Chamber of Commerce, Committee on Natural Resources; Klondike Kate; Mrs. Dorothy Harlan, Co-Chairman of "Save the Gorge" Committee; Mrs. Hugh Peterson, President of the Portland Women's Forum; and Mrs. Gertrude Dunn, Corresponding Secretary of the "Save the Gorge" Committee. Mrs. Jensen acted as spokesman for the group and expressed thanks for cooperation heretofore given by the Commission in preserving scenic values in the Gorge. She exhibited a map showing the National Forest Areas between Troutdale and Bridal Veil, and advised that the U. S. Forest Service has cooperated greatly in exchanging acreages of Federal land for privately owned areas, but in two critical areas exchanges cannot be made because of logging contracts. One of these areas, she explained, is a tract of approximately 105 acres at Sheppards Dell, owned by the Sheppard family. This area adjoins an existing state park. The other area is at Tanner Creek near the Bonneville hatchery, owned by the Tyrell family, which will be logged soon unless something is done to prevent the operation. She asked the Highway Commission to acquire these tracts as additions to the State Park system. Mr. Mark Pike of the Bureau of Land Management explained that their office has tried to prevent logging by exchanging properties with land owners, but they are restricted considerably in their activities by laws and departmental regulations, and it is due to such laws and regulations that they are unable to exchange land for the Sheppard's property. Mr. Lloyd Olson explained that a similar condition exists in regard to the area at Tanner Creek. Mrs. Jensen stated that Mr. Olson, who is supervisor of the Mt. Hood National Forest, had offered to trade to the State a piece of timber in the Mt. Hood National Forest if the State would acquire the Tanner Creek property. It was her thought that the State could do this without ultimate cost by selling the Mt. Hood property for at least as much as would be required to purchase the Tanner Creek land. She pointed out that the Tanner Creek area is highly desirable as a state park because on this property fossils of an ancient rare leaf have been found, and if action is not taken soon it will be logged. She urged an immediate investigation. Chairman Chandler stated that the Commission would have to give the matter further thought, and will get an opinion from the Chief Counsel as to how far the Commission can legally go in the matter of trading property as suggested; moreover, the Commission, will have the State Park Superintendent obtain prices from the several land owners. The Park Superintendent was thereupon instructed to investigate the matter and report his findings.

The Chief Counsel brought up the matter of providing an easement to Al Peirce and Hilda Peirce for the purpose of constructing a roadway across Simpson Park at North Bend. He presented a form of agreement covering the matter and recommended its approval. The Commission approved the recommendation. (The agreement was signed by the Commission later in the session.)

The Chief Counsel also presented for the Commission's consideration the matter of renewing the contract with the National Hospital Association whereby the Association provides medical and hospital benefits for state highway employees. Mr. J. W. DeSouza, Assistant Counsel, explained details. He pointed out particularly that, under the new contract, the rates for the employees have been raised from $4 to $4.50 per month and that the benefits have been somewhat reduced; however he recommended that the Commission approve the contract. The Commission accepted the recommendation.

The Engineer brought up for consideration the matter of adding mileage to the Federal Aid Secondary County Road System. He explained briefly that twelve counties in the state have effected improvements on Federal Aid secondary county roads to the extent that it is necessary to add additional mileage to the Federal Aid Secondary County Road System of those counties in order to permit programming of existing Federal Aid Secondary Funds to be allocated to county roads on the Federal Aid System. He presented a list of the roads and maps showing the location of same in twelve counties as follows, and recommended that they be approved by the Commission as additions to the Federal Aid Secondary System, subject to approval by the Bureau of Public Roads:

CLATSOP COUNTY: Youngs River Loop from junction with the Oregon Coast Highway (FA 2) at Miles Crossing southerly and easterly to a junction with the Nehalem Highway (FAS 601) at Olney, a distance of approximately 11.7 miles.

CROOK COUNTY and DESCHUTES COUNTY: County road extending from a junction with the Powell Butte Highway (FAS 404 and 542) southerly to a junction with FAS 398 at Alfalfa, a distance of approximately 8 miles, 4 miles being in each county.

DESCHUTES COUNTY: The Burgess County Road from The Dalles-California Highway (FA 4) north of Lapine westerly to the Deschutes National Forest boundary, a distance of approximately 4 miles.

GRANT COUNTY: A newly located road extending from Ritter along the north side of the Middle Fork of the John Day River to a junction with the Pendleton-John Day Highway (FA 30), a distance of approximately 7 miles.

HOOD RIVER COUNTY: A route beginning at an intersection with the Barrett County Road east of the community of Rockford and running northerly to a junction with the Columbia River Highway (FA 1), a distance of approximately 2.5 miles.

JACKSON COUNTY: The Thompson Creek Road from its junction with the Medford-Provolt Highway (FAS 268) at Applegate southerly to the Josephine County line, a distance of approximately 7.2 miles.

The Lower Applegate Road from its junction with the Medford-Provolt Highway (FAS 268) at Ruch southerly for a distance of approximately 9.6 miles to a county road junction.

POLK COUNTY: The Burns Corner-Suver County Road from the Kings Valley State Highway (FAS 190) southerly and easterly to an intersection with the Pacific Highway West (FA 9) near the community of Suver, a distance of 12.6 miles.

UMATILLA COUNTY: Four roads located in the area north of Pendleton totalling approximately 46 miles. They are:

1. Fulton Road - 3 miles in length extending from the Cold Springs Highway (FAS 461) east to Fulton.

2. The Despain Gulch Road - 21 miles in length extending from the Old Oregon Trail (FAS 462) in Stanfield east to the Cold Springs Highway (FAS 461)

3. The South Cold Springs Road - 12 miles extending from the Cold Springs State Highway (FAS 461) southeasterly along the South Fork of the Cold Springs Canyon to FAS 461.

4. The Dutch Hall Road - 10 miles extending from the Athena-Holdman State Highway (FAS 466) northerly to the Van Cycle County Road.

UNION COUNTY: Alicel-Cove County Road. Extend the present FAS Route 479 easterly and southerly to Cove, an addition of approximately 8 miles.

WASCO COUNTY: The Friend Market Road from The Dalles-California Highway (FH 4) westerly to Friend, a distance of approximately 6 miles.

WASHINGTON COUNTY and MULTNOMAH COUNTY: The Barnes Road from Sunset Highway (FA 27) easterly to FAS 635 in Portland, a distance of approximately 4.5 miles, 2 miles being in Washington County and 2.5 miles in Multnomah County.

The Commission unanimously approved the Engineer's recommendation and authorized him to conduct a survey of each as may be required.

Chairman Chandler asked the Engineer to submit an up to date report on the status of the clean-up of down timber and "danger" trees along highway rights of way. He commended the Engineer for getting the centerline striping on state highways completed before the advent of the wet season.

As the winter season is close at hand, he instructed the Engineer to keep a close watch on the condition of the state highways with a view to imposing reduced load limits where necessary to prevent damage to the roads. He requested that a letter of notification be sent to all members of the hauling industry advising them that it may be necessary at some future date to impose reduced load limits in order to protect the highways.

Chairman Chandler also asked the Engineer to prepare maps and statements showing the amount of contract work performed on U. S. Highways 30, 99, and 101, the amount of bond money expended with mileage constructed with such funds and the work contemplated if additional bond money is made available by the 1953 legislature, the information to be given for each highway separately.

The Commission signed agreements, etc., as follows:

"Consent to Assignment of Lease" from Coos Bay Timber Operators to Clarence A. and Jessie G. Gould.

Lease Agreement with Mountain States Power Company covering use by the company of a portion of Block 61, Washburn's Subdivision of Springfield which the company plans to use as a storage yard.

Agreement with St. Helens Pulp & Paper Company re use of a road on east side of Oregon Coast Highway in Short Sand Beach State Park. (Authorized September 22, 1952)

Agreement with R. A. Zimpel, re use of a logging road across Camas Mountain State Park, in Douglas County. (Authorized September 22, 1952)

Agreement with City of Forest Grove re proposed flashing beacon installation at the intersection of Pacific Avenue and "B" Street. (Authorized August 18, 1952)

Agreement with Oregon State College to determine the effect of fish ladder baffles on the hydraulic characteristics of box culverts and to determine the effect of inlet modifications on the hydraulic characteristics of round culvert pipes. (Authorized August 18, 1952)

Bargain and Sale Deed with George B. Hager and Amelia L. Hager for a parcel of land on the Salem By-pass Section of the Pacific Highway East in Marion County. (Authorized October 20, 1952)

Bargain and Sale Deed with Gordon W. Beck and Nellie R. Beck for property on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County. (Authorized April 21, 1952)

Easement covering the pipe line crossing of the northeast portion of Short Sand Beach State Park by E. V. Shults and W. A. Markham. (Authorized October 20, 1952)

"Release of Access Restrictions" granting unrestricted access to the Tualatin Valley Highway to Catherine Pointer.

Agreement with O. W. R. & N and Union Pacific Railroad Company re pipe line crossing near Rowena on the Columbia River Highway in Wasco County.

Lease Agreement with O. W. R. & N and Union Pacific Railroad re gravel storage site at Wyeth on the Columbia River Highway in Hood River County.

Agreement with the City of Springfield covering the South "A" Street project in City of Springfield.

Easement Agreement with Al Peirce and Hilda Peirce re road crossing of Simpson State Park and also across right of way of Oregon Coast Highway in Coos County.

Transmission Line Easement and Access Road Easement with Bonneville Power Administration to construct a power transmission pole line across State Highway property adjacent to US 30 between Heppner Junction and Boardman.

November 25, 1952

Release of Frontage Road Rights to property owners on the Medford-Ashland Section of the Pacific Highway in Jackson County.

The meeting adjourned at 4:00 p.m. to reconvene at 9:00 a.m. on Tuesday, January 6, 1953, pursuant to action previously taken at this meeting.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

November 25, 1952

EXHIBITS "A" through "M"

Minutes of

November 24 and 25, 1952

EXHIBIT "A"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #5 - T. H. BANFIELD EXPRESSWAY

18859 - Union Pacific Railroad Company (Cooper)
Right of Way
Deed

2.4 acres at $1000. per acre.	$2,400.00
5.43 acres at $1500. per acre.	8,145.00
Amount to be paid owner - chrg to Right of Way	$10,545.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

19650 - Eckleman, Charles E. and Clara Marie (Smith)
Right of Way
Option expires May 5, 1953

0.254 acre.	Lump Sum.	$314.70	
Amount to be paid owner - chrg to Right of way			$314.70

Access controlled - no access allowed

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY

19623 - Haugen, Dwight E. and June J. (Smith)
Right of Way
Option expires April 28, 1953

18,200 sq. ft. at $0.17+ per sq. ft.		$3,264.00	
Amount to be paid owner - chrg to Right of Way			$3,264.00

Takes all -

19390 - Bradley, Frank W. and Mary W. (Smith)
Right of Way
Option expires March 8, 1953

Lot 13.	Lump Sum. (10,000 sq. ft.)	$ 750.00	
Lot 14.	Lump Sum.	1,000.00	
Allowance - for moving. Est.		5,195.00	
Amount to be paid owner - chrg to Right of Way			$6,945.00

(cont.)

EXHIBIT "A" (cont.)

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY (cont.)

19390 - Bradley, Frank W. and Mary W. (cont.) (Smith)

Takes all -

State to assume 1952-53 taxes. Est. Cost $100.00

ZIG ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

19620 - Hallam, Wm. F. and Lena Lois (Louise) (Johnson)
Right of Way
Option expires April 22, 1953

0.027 acre.	Lump Sum.	$150.00	
Amount to be paid owner - chrg to Right of Way			$150.00

THINGS TO BE DONE BY THE STATE:

Unrestricted access granted at Station 1029+70 and 1031+20, southerly side, 25' wide.

Access controlled -

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY

19440 - Hubbard, Charles F. and Ethel L. (Johnson)
Wayside
Option expires April 18, 1953

½ lot 12, 2500 sq. ft.	Lump Sum.	$125.00

(cont.)

EXHIBIT "A" (cont.)

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY (cont.)

19440 - Hubbard, Charles F. and Ethel L. (cont.) (Johnson)

Lot 13, 5000 sq. ft.	$250.00	
Lot 14, 9800 sq. ft.	500.00	
Amount to be paid owner - chrg to Park Sites		$875.00

Takes all -

19447 - Hohn, Marie D. and Clifford E. (Johnson)
Wayside
Option expires April 22, 1953

2 lots, 50 x 100 at $250. each	$500.00	
Amount to be paid owner - chrg to Park Sites		$500.00

Access controlled - no access allowed

19449 - Ierulli, Frank J. and Gladys M. (Johnson)
Waysides
Option expires May 3, 1953

0.23 acre, (2 lots, 50 x 100 at $250. each)	$500.00	
Amount to be paid owner - chrg to Park Sites		$500.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY

19574 - Woelfle, Ernest W. (Johnson)
Right of Way
Option expires May 5, 1953

138 sq. ft.	Lump Sum.	$25.00	
Amount to be paid owner - chrg to Right of Way			$25.00

Access not controlled -

19382 - Cooney, F. J. and Muriel M. (Mayhew)
Gravel Pit
Option expires May 13, 1953

13.9 acres at $300+ per acre.	$4,237.80	
93 rods of fence, removed or replaced, at $3.50 per rod.	325.50	
Amount to be paid owner - chrg to Gravel Pit		$4,563.30

19575 - Thompson, Jessie P. (Johnson)
Right of Way access leg
Option expires May 14, 1953

1450 sq. ft.	Lump Sum.	$240.00	
Amount to be paid owner - chrg to Right of Way			$240.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

CANNON BEACH-ARCADIA SECTION - OREGON COAST HIGHWAY

19401 - Atterbury, W. E. and Effie J. (Byrum)
Right of Way
Option expires April 22, 1953

2.10 acres at $100.- per acre.		$200.00
Amount to be paid owner - chrg to Right of Way		$200.00

THINGS TO BE DONE BY THE STATE:

Private access granted at Station 280+00, east side, 25' wide, until road across Sund property at Station 273+00 to Station 279+00 is dedicated and graveled, then said access reserved shall cease.

Access controlled -

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

19629 - Babbe, Chester A. and Gertrude K. (Benson)
Right of Way
Option expires May 11, 1953

0.0216 acre.	Lump Sum.	$350.00
Amount to be paid owner - chrg to Right of Way		$350.00

Access not controlled -

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18689 - Bishop, Edwin Burnett (Cooper)
Right of Way & Gravel Pit
Option expires April 26, 1953

25 acres - Right of Way	Lump Sum.	$11,000.00
25 acres - Gravel Pit		11,000.00
Amount to be paid owner -		$22,000.00
Amount to be charged to Right of Way		$11,000.00
Amount to be charged to Gravel Pit.		11,000.00
State to assume 1952-53 taxes. Est.		$ 200.00
GRAND TOTAL (Estimate)		$22,200.00

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION -PACIFIC HIGHWAY EAST

18689 - Bishop, Edwin Burnett (cont.) (Cooper)

Takes all -

Confirmation of approval by Commissioner Chandler - 10-27-52

LYONS SECTION - NORTH SANTIAM HIGHWAY

19570 - Pietrok, Phillip G. and Anna C. (Benner)
Drainage Ditch
Option expires April 24, 1953

0.11 acre.	Lump Sum.	$360.00

Amount to be paid owner - chrg to Right of Way $360.00

THINGS TO BE DONE BY THE STATE:

Fence parcel, with metal posts, 18x6 wire and single barbed wire along top, suitably braced and anchored.
Grantor's water pipe line to be protected where same crosses acquired parcel, and replace if disturbed.

Access not controlled -

SOUTH A STREET - CITY OF SPRINGFIELD SECTION - McKENZIE HIGHWAY

17266 - Elvigion, Oliver P. and Lucille C. Lessee's (Reeder)
In connection with Lessee's - on property acquired from M. B. Gist and approved 5-26-52 for $11,500.00

Store equipment, fixtures and meat case.	$2,300.00
Lease Rights.	1,250.00

Amount to be paid Lessee's - chrg to Right of Way $3,550.00

Takes all -

17270 - Sasser, S. C. and Sarah K. (Reeder)
Right of Way
Option expires May 9, 1953

(cont.)

EXHIBIT "A" (cont.)

SOUTH "A" STREET - CITY OF SPRINGFIELD SECTION - McKENZIE HIGHWAY

17270 - Sasser, S. C. and Sarah K. (cont.) (Reeder)

200 sq. ft. at $1.00 per sq. ft.	$220.00
Severance damage.	130.00
Amount to be paid owner - chrg to Right of Way	$350.00

THINGS TO BE DONE BY THE STATE:

Re-construct commercial approach, south side at Station 96+91, 30' wide.

Access not controlled -

16271 - Nelsen, Mary L. (Reeder)
Right of Way
Option expires May 4, 1953

7205 sq. ft. at $0.25 per sq. ft.	$1,801.25
+ 5' slope easement.	
Severance damage.	511.25
Amount to be paid owner - chrg to Right of Way	$2,312.50

THINGS TO BE DONE BY THE STATE:

Construct commercial approach at Station 52+60, northerly side, 25' wide.

Access not controlled -

16256 - Moe, Sig and Kay (Reeder)
Right of way and Future Bridge Site
Option expires December 15, 1952

98,010 sq. ft. at approx. $0.255+ per sq. ft.	$25,000.00
Amount to be paid owner - chrg to Right of Way	$25,000.00

Takes all -

Subject to Title approval

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - McKENZIE HIGHWAY (cont.)

17317 - Moe, Sig and Kay (Reeder)
Gravel Bar
Option expires December 15, 1952

10,454 sq. ft. at $0.43+ per sq. ft.	$4,500.00
Amount to be paid owner - chrg to Gravel Site	$4,500.00

Takes all -

Subject to Title approval.

17267 - Baker, Walter and Rutha CORRECTION REPORT
Right of Way (Reeder)
Option expires February 1, 1953

3520 sq. ft. at $0.96+ per sq. ft.	$3,395.00
House - 425 sq. ft.	1,700.00
Garage and wood shed	330.00
Amount to be paid owner - chrg to Right of Way	$5,425.00

Takes all -

Previously approved April 21, 1952	
3520 sq. ft. at $0.85+ per sq. ft.	$2,995.00
House, garage and wood shed	2,030.00
Total consideration	$5,025.00
Additional amount	$ 400.00

16258 - Peterson, Daniel O. and Gertrude J. CORRECTION REPORT
Right of Way (Reeder)
Option expires February 1, 1953

9080 sq. ft. at $0.25 per sq. ft.	$2,270.00
House - 1140 sq. ft. and shed.	4,420.00
Plus additional amount to compensate grantor for paying 1952-53 taxes, due to length of time involved in negotiating with grantor.	37.48
Amount to be paid owner - chrg to Right of Way	$6,727.48

Previously approved April 21, 1952	
9080 sq. ft.	$2,270.00
House.	4,420.00

(cont.)

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - McKENZIE HIGHWAY (cont.)

16258 - Peterson, Daniel O. and Gertrude J. (cont.) (Reeder)

Total Consideration	$6,690.00
Additional amount	$ 37.48

Takes all -

17268 - Marks, Roy A. and Lola M. Earl J. & Cora L. Vaughn
Right of Way (Reeder)
Option expires February 1, 1953

1490 sq. ft. at $1. per sq. ft.	$1,490.00
Allowance - in lieu of moving buildings, etc.	2,392.00
Amount to be paid owner - chrg to Right of Way	$3,882.00

THINGS TO BE DONE BY THE STATE:

Construct road approach at Station 98+35, south side, 18' wide.

Access not controlled -

16281 - Allen, Thos. J. and Carolyn Alfred A. and Jacqueline Allen
Right of Way (City of Springfield)
Deed signed Sept. 1, 1952

4440 sq. ft. Gratis
+ 5' slope easement on each side.

Access not controlled -

16298 - Nicholson, Ernest A. and Esther E. (City of Springfield)
Right of Way
Deed signed September 26, 1952

12,400 sq. ft. Gratis

Access not controlled -

16273 - Wilson, Virgil I. and Ella U. (City of Springfield)
Right of Way
Deed signed August 8, 1952

4370 sq. ft. Gratis

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - McKENZIE HIGHWAY (cont.)

16273 - Wilson. Virgil I. and Ella U. (cont.) (City of Springfield)

+ 5' slope easement on northerly side.

THINGS TO BE DONE BY THE STATE:

At time of construction, pave street to property line to connect with existing driveway.

Access not controlled -

16289 - Dudley, H. G. and Bessie F. (City of Springfield)
Right of Way
Deed signed October 24, 1952

17,110 sq. ft. Gratis
+ 5' slope easement on each side of Hwy.

Access not controlled -

16287 - Godard, S. J. and Emma J. (City of Springfield)
Right of Way
Warranty Deed signed October 2, 1952

11,070 sq. ft. Gratis
+ 5' slope easement on both sides.

Access not controlled -

16285 - Pollard, Nielsen L. and Elsie M. (City of Springfield)
Right of Way
Warranty Deed signed August 20, 1952

11,640 sq. ft. Gratis
+ 5' slope easement on both sides.

Access not controlled -

16284 - Boyd, W. Freeman and Eunice E. (City of Springfield)
Right of Way
Warranty Deed signed September 13, 1952

11,970 sq. ft. Gratis
+ 5' slope easement on both sides.

Access not controlled -

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - McKENZIE HIGHWAY (cont.)

16283 - Schlitzkus, R. W. and Florence (City of Springfield)
Right of Way
Warranty Deed signed August 28, 1952

3990 sq. ft. Gratis
+ 5' slope easement on both sides.

Access not controlled -

16301- Pierce, George W. and Zelma (City of Springfield)
Right of Way
Warranty Deed signed September 9, 1952

3585 sq. ft. Gratis

Access not controlled -

16299 - Gilbertson, John and Margaret (City of Springfield)
Right of Way
Warranty deed signed September 26, 1952

7680 sq. ft. Gratis

This conveyance shall be void unless contract is let and construction commenced before expiration of one year from date of execution of this conveyance.

Access not controlled -

16292 - City of Springfield (City of Springfield)
Right of Way
Bargain & Sale Deed signed October 3, 1952

1.07 acres. Gratis
3600 sq. ft. Gratis
+ 5' slope easement on both sides of Hwy.

Access not controlled -

16288 - Burian, Rachel E. (City of Springfield)
Right of Way
Warranty Deed signed August 22, 1952

10,170 sq. ft. Gratis
+ 5' slope easement on both sides.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD - McKENZIE HIGHWAY (cont.)

16280 - Laxton, Edythe and Walter (City of Springfield)
Right of Way
Warranty Deed signed September 16, 1952

4,440 sq. ft. Gratis
+ 5' slope easement on both sides.

This conveyance to be void if construction of said South "A" St. is not commenced on or before the 1st day of October, 1954.

Access not controlled -

16274 - Milhollen, Loyd F. and Elizabeth K.
Right of Way
Warranty Deed signed August 8, 1952

4710 sq. ft. Gratis
+ 5' slope easement on northerly side.

Access not controlled -

16266 - Hamlin, R. B. and Josephine B. Oscar L. and Violet V. Schockley
Right of Way (City of Springfield)
Warranty Deed signed September 17, 1952

260 sq. ft. Gratis

Access not controlled -

16286 - Bainbridge, Myron H. and Eva M. (City of Springfield)
Right of Way
Warranty Deed signed August 25, 1952

21,960 sq. ft. Gratis
+ 5' slope easement on both sides.

Access not controlled -

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

18968 - Crenshaw, R. M. (Holt)
Right of Way
Option expires May 4, 1953

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (cont.)

18968 - Crenshaw, R. M. (cont.)	(Holt)	
4.85 acres at $700. per acre.	$3,395.00	
36+ rods of fence at $4.00 per rod.	145.00	
Damages: Reduction of unit area-loss of creek frontage and severance.	960.00	
Amount to be paid owner - chrg to Right of Way		$4,500.00

Access controlled - no access allowed

18972 - Foster, Robert W. and Ruth Evelyn	(Norlin)	
Right of Way		
Option expires April 30, 1953		
3.50 acres at $720. - per acre.	$2,500.00	
Shop building - 640 sq. ft. at $3.35 per sq. ft.	2,140.00	
Barn - 180 sq. ft. at $2.00 per sq. ft.	360.00	
Amount to be paid owner - chrg to Right of Way		$5,000.00

Takes all -

18934 - Garrett, Chas. P. and Myrtle S.	(Norlin)	
Right of Way		
Additional amount for moving power poles by Douglas Co. Electrical Co-op (outside of R/W.)	$125.00	
Amount to be paid owner - chrg to Right of Way		$125.00

Approved by Commission July 10, 1952 for $5,984.00 + removing power pole within R. W.

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18995 - Nance, Maria L.	(Suntz)	
Right of Way		
Option expires May 4, 1953		
0.12 acre. Lump Sum.	$1,000.00	
Approx. 24 acres at $750. per acre.	18,000.00	
House - 768 sq. ft.	3,850.00	
House - 1420 sq. ft.	8,000.00	

EXHIBIT "A" (cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

18995 - Nance, Maria L. (cont.) (Stuntz)

Old garage, egg candling and storage building. $ 150.00
Old barn - 1260 sq. ft. 500.00

Amount to be paid owner - chrg to Right of Way $31,500.00

THINGS TO BE DONE BY THE STATE:

If drainage field from septic tank is interferred with during construction, state will replace on grantors property.

Access controlled - no access allowed

19423 - Woodward, Van E. and Lucille (Gemmell)
Right of Way
Option expires March 29, 1953

7.25 acres including fencing. Lump Sum $3,000.00

Amount to be paid owner - chrg to Right of Way $3,000.00

Access controlled - no access allowed -

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION PACIFIC HIGHWAY

18612 - DuFresne, Benjamin O. and Lillian J. (Stuntz)
Right of Way
Option expires April 23, 1953

140 sq. ft. Lump Sum. $100.00

Amount to be paid owner - chrg to Right of Way $100.00

Access controlled - no access allowed

18613 - Cain, Elsie K. and Dorvan A. and Esther C. Kier (Norlin)
Right of Way
Option expires April 7, 1953

9,000 sq. ft. at $.55+ per sq. ft. $5,000.00

Amount to be paid owner - chrg to Right of Way $5,000.00

Takes all -

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY SHADY SECTION - PACIFIC HIGHWAY (cont.)

19586 - Anglin, J. F. and Vada (Stuntz)
Right of Way
Option expires April 16, 1953

1 lot, 40x140. Lump Sum.	$ 600.00
House - 560 sq. ft. at $2.50 per sq. ft.	1,400.00
Amount to be paid owner - chrg to Right of Way	$2,000.00

Takes all -

19585 - Emmons, R. D. and Irene (Stuntz)
Right of Way
Option expires April 12, 1953

2 lots, 40 x 140, at $600. each.	$1,200.00
Amount to be paid owner - chrg to Right of Way	$1,200.00

Takes all -

19344 - Cornilsen, John C. and Beatrice E. (Jones)
Gravel Bar
Option expires May 3, 1953

9.7 acres at $500. per acre.	$4,850.00
Amount to be paid owner - Chrg to Gravel Site	$4,850.00

Grantor to be allowed to remove water from old channel of So. Umpqua River with pump for irrigation purposes.

Access not controlled -

18523 - McLain, Delbert I. and Elsie (Stuntz)
Right of Way
Option expires May 12, 1953

0.6 acre at $1,000. per acre	$600.00
Allowance - to regrade & gravel driveway.	150.00
Damages - due to proximity of R/W line, cut slope to front of house and loss of access	1,000.00
Amount to be paid owner - chrg to Right of Way	$1,750.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

REEDSPORT-LUDERCREEK SECTION - UMPQUA HIGHWAY

19286 - Hinsdale, O. H. and Jane F. (Holt)
Right of Way
Option expires May 4, 1953

0.07 acre. Gratis

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach at Station 140+72, south side, 25' wide.

Access controlled -

CANYONVILLE EAST SECTION - TILLER TRAIL HIGHWAY

19513 - McGee, Ruth (Holt)
Right of Way
Option expires April 29, 1953

3600 sq. ft. at $.10 per sq. ft.	$360.00
Allowance - to move fence.	25.00
Amount to be paid owner - chrg to Right of Way	$385.00

Access not controlled -

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

19086 - Durno, Edwin R. and Evelyn B. (Stuntz)
Right of Way
Option expires May 7, 1953

7.33 acres at $750.+ per acre.	$5,500.00
Old brick house - 936 sq. ft. at $5.25+ per sq. ft.	4,912.00
Garage, woodshed and tool house.	1,088.00
Water wheel.	200.00
Amount to be paid owner - chrg to Right of Way	$11,700.00

Takes all -

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

19132 - Dougherty, Lowell M. and Marcella M. and Pearl Newton Weagant (Gemmell)
Right of Way
Option expires December 11, 1952 CORRECTION REPORT

0.03 acre. Lump Sum.		$75.00
Easement - 0.03 acre	Lump Sum.	75.00
Shrubs & landscaping.		100.00
General damages.		250.00
Amount to be paid owner - chrg to Right of Way		$500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct circular driveway and approach west side at Station 286+70. (Comm.)

Access controlled -

Previously approved by Commission 7-10-52	$250.00
Addition due to encroachment damage.	250.00
Total consideration to be paid	$500.00

18313 - Furry Estate, Mary I. Supplemental Report (Gemmell)
Slope Easement
(supplemental report for additional land for easement) 0.03 acre slope easement.
Lump Sum. $25.00

Amount to be paid owner - chrg to Right of Way $25.00

Access controlled -
Previously approved by Comm. 9-22-52 for 0.32 acres for $400.00

GRANTS PASS-MURPHY SECTION - WILLIAMS SECONDARY HIGHWAY

19571 - Smith, Olan W. and Artie M. (Holt)
Stockpile Site
Option expires April 22, 1953

2.0 acres at $350. per acre $700.00

Amount to be paid owner - chrg to Stockpile Site $700.00

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18134 - Hill, Fred L. CORRECTION REPORT (Landon)
Right of Way
Option expires April 4, 1953

6.20 acres at $800. per acre.	$4,960.00
Allowance - 24 rods of fence at $4. per rod.	96.00

Amount to be paid owner - chrg to Right of Way $5,056.00

Previously approved by Commission 10-20-52

5.52 acres at $800. per acre.	$4416.00
24 rods of fence at $4. per rod	96.00
Total Consideration	$4512.00

Erroneous area on previous option approved
Addition 0.68 acre at $800. per acre. $ 544.00

Access controlled - no access allowed

16222 - Taylor, W. R. and Eunice I. (Landon)
Right of Way
Option expires April 29, 1953

22.29 acres. Lump Sum.	$ 1,338.00
6.10 acres at $100. per acre.	610.00
11.75 acres at $1200. per acre.	14,100.00
5.27 acres at $750. per acre.	3,952.00

Amount to be paid owner - chrg to Right of Way $20,000.00

THINGS TO BE DONE BY THE STATE:

Provide ingress and egress to grantors new dwelling during construction.
Provide 12" pipe conduits for water pipes, at Stations 2122+72 and 2114+40, and re-establish any water pipes disturbed during construction.
Construct concrete underpass under highway, as provided in construction plans.
Construct and pave 20' wide, but not maintain, 2600' dedicated public road through underpass.

Access controlled - no access allowed -
Grantors may remove buildings.

Confirmation of approval by Commissioner Chas. Reynolds - Nov. 10, 1952

(cont.)

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

18182 - Wetle, Fred and Nettie Anderson (Witt)
Right of Way
Option expires April 30, 1953

10 acres at $750. per acre.	$7,500.00	
14.75 acres at $150. per acre.	2,212.50	
5.95 acres Rock Quarry & Gravel Pit at $150.	892.50	
290 rods of fence at $4. per rod.	1,160.00	
General damages.	1,000.00	
Amount to be paid owner		$12,765.00
Amount to be charged to Right of Way	$11,872.50	
Amount to be charged to Quarry Site	892.50	

THINGS TO BE DONE BY THE STATE:

Construct underpass 12' x 12' to connect with U.P.R.R. underpass. Construct roadway from R.R. underpass to connect with grantors present field road, approximately 150'.

Access controlled no access allowed -

MIDDLE UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY

19543 - Crooked River Ditch Co. (Wolfe)
Right of Way
Option expires May 2, 1953

0.17 acre. Lump Sum.	$10.00	
Amount to be paid owner - chrg to Right of Way		$10.00

THINGS TO BE DONE BY THE STATE:

Protect irrigation ditches during construction. Grantor retains all existing rights of way for irrigation ditches now constructed and located on above premises.

Access controlled - no access allowed -

NORTH UNIT-BEND - LAPINE SECTION - THE DALLES - CALIFORNIA HIGHWAY

19572 - Brooks - Scanlon Inc. (Cozad)

(cont.)

EXHIBIT "A" (cont.)

NORTH UNIT-BEND - LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

19572 - Brooks-Scanlon Inc. (cont.) (Cozad)
Quarry Site & Haul Road
Option expires April 26, 1953

15.26 acres at $75. per acre.	$1,145.00
Amount to be paid owner - chrg to Quarry Site	$1,145.00

LAPINE-FOREST BOUNDARY UNIT OF THE LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES - CALIFORNIA HIGHWAY

18017 - Sly, Elizabeth (Wolfe)
Right of Way
Option expires March 27, 1953

.36 acre. Lump Sum.	$150.00
House - 402 sq. ft. at $1. per sq. ft.	402.00
Well.	110.50
15 rods of fence at $2.50 per rod.	37.50
Amount to be paid owner - chrg to Right of Way	$700.00

THINGS TO BE DONE BY THE STATE:

Private access granted at Station 1099+70, east side, 25' wide.

Access controlled -

KLAMATH FALLS-KENO SECTION - GREEN SPRINGS HIGHWAY

19594 - Sevit, C. F. Estate (Brainerd)
Quarry Site -- purchase if rock acceptable
Option expires March 1, 1953

50 acres, more or less, at $20. per acre.	$1,000.00
Amount to be paid owner - chrg to Quarry Site	$1,000.00

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

19618 - Owens, Pansy et al (Wolfe)
Slope easement and Ditch easement
Option expires April 21, 1953

(cont.)

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY (cont.)

19618 - Owens, Pansy et al (cont.) (Wolfe)

Slope and Ditch easement.	Lump Sum.	$60.00	
Amount to be paid owner - chrg to Right of Way			$60.00

Access not controlled -

ARLINGTON-SECTION - COLUMBIA RIVER HIGHWAY

19510 - Arlington Lumber Company (Brainerd)
Right of Way
Option expires April 22, 1953

1.41 acres at $350.+ per acre.		$500.00	
Amount to be paid owner - chrg to Right of Way			$500.00

Access controlled - no access allowed

19501 - Whitehouse, Elmer J. and M. Irene (Brainerd)
Right of Way
Option expires April 22, 1953

3563 sq. ft. at $0.53- per sq. ft.		$1,880.00	
Building - 2080 sq. ft. at $1.50 per sq. ft.		3,120.00	
Amount to be paid owner - chrg to Right of Way			$5,000.00

Takes all -

19500 - Shane, George and Lilian (Brainerd)
Right of Way
Option expires April 23, 1953

4750 sq. ft. at $0.63 per sq. ft.		$2,992.50	
Old trailor house - 8 x 15.		7.50	
Amount to be paid owner - chrg to Right of Way			$3,000.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18295 - Grabenhorst, George H. and Caroline (Witt)
Right of Way
Option expires May 13, 1953

45.903 acres at $350. - per acre.	$16,066.00
3.491 acres at $300. per acre.	1,047.30
15.0 acres at $200. per acre.	3,000.00
8.195 acres at $150. per acre.	1,229.20
Allowance - construct cattle gate	103.00
- 554 rods of fence at $4. per rod.	2,216.00
Severance damages.	20,000.00

Amount to be paid owner - chrg to Right of Way $43,661.50

Owner has right to fall timber up to December 15, 1952.

Access controlled - no access allowed

UNIT #1 - T. H. BANFIELD EXPRESSWAY

19592 - Puppo, Frank and Madeline Agabito & Leonilda Eterno
Right of Way (Smith)
Option expires May 11, 1953

5,500 sq. ft. at $1.50 per sq. ft.	$8,250.00
House - 760 sq. ft.	6,840.00
Garage -	550.00
House - 230 sq. ft.	6,840.00
State's share of half of current taxes.	76.33

Amount to be paid owner - chrg to Right of Way $22,556.33

Takes all -

WEST PORTLAND-HUBBARD JUNCTION-WHITE SCHOOL SECTION - PACIFIC HIGHWAY EAST

19624 - Mortensen, Jens J. and Nettie (Benson)
Right of Way
Option expires May 16, 1953

0.68 acre.	Lump Sum.	$1,000.00

Amount to be paid owner - chrg to Right of Way $1,000.00

(cont.)

EXHIBIT "A" (cont.)

WEST PORTLAND-HUBBARD JUNCTION-WHITE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

19624 - Mortensen, Jens J. and Nettie (cont.) (Benson)

THINGS TO BE DONE BY THE STATE:

Construct private access at Stations 923+00 and 928+00, 16' wide, east side.

Access controlled -

19625 - Martindale, Dean A. and Ileene I. (Benson)
Right of Way
Option expires May 17, 1953

2.84 acres at $1000.00 per acre.	$2,840.00
School building - 1288 sq. ft.	2,576.00
House - 660 sq. ft.	3,300.00
Shed - 1200 sq. ft.	600.00
Well with electric pumping plant.	800.00
Septic tank.	500.00
Total Consideration	$10,616.00
Less previous damages - approved July 10, 1952 for	1,000.00
Amount to be paid owner - chrg to Right of Way	$ 9,616.00

Takes all -

Grantor has until February 1, 1953 to vacate property

GOSHEN-CRESWELL SECTION - PACIFIC HIGHWAY

18448 - Hook, Roy E. and Julia B. (Reeder)
Right of Way
Option expires April 3, 1953

21,800 sq. ft. at approx. $0.03 per sq. ft.	$650.00
Amount to be paid owner - chrg to Right of Way	$650.00

Takes all -

EXHIBIT "A" (cont.)

JUNTURA-HARPER SECTION - CENTRAL OREGON HIGHWAY

19648 - Coyne, Philip (Landon)
Quarry & Stockpile Site

12 acres at $75.00 per acre. $900.00

Amount to be paid owner - chrg to Quarry Site $900.00

Grantor reserves right to use existing trail through this property.

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18424 - Dews, Ruth and Grace E. Turner (Gemmell)
Easement for Irrigation Ditch
Option expires May 19, 1953

0.06 acre. Gratis

Access controlled - on previous transaction

CATCHING SLOUGH-ENEGREN FERRY SECTION COOS RIVER SECONDARY HIGHWAY

19593 - Edwards, Patricia Norman, Greta and Jeanne Smith
Stockpile Site (Holt)
Option expires May 17, 1953

2.33 acres. Lump Sum. $1,000.00

Amount to be paid owner - chrg to Stockpile Site $1,000.00

Subject to all mineral rights.
Subject to existing water rights.
Logging road now crossing property may be used for removing timber for one year (1), if necessary to alter said road, State will provide alternate facilities.

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

19638 - Gray, Willard E. and Ida Mae (Reeder)
Stockpile Site
Option expires May 17, 1953

2.07 acres. Lump Sum. $350.00

Amount to be paid owner - chrg to Stockpile Site $350.00

(cont.)

EXHIBIT "A" (cont.)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY (cont.)

19638 - Gray, Willard E. and Ida Mae (cont.) (Reeder)

THINGS TO BE DONE BY THE STATE:

Construct woven wire fence, with 2 strands of barbed wire, 32 rods of fence at $7.50 per rod. Est.	$240.00
GRAND TOTAL (Estimate) Charge to Stockpile Site.	$590.00

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17443 - Sorenson, S. W. (Witt)
Right of Way
Option expires March 18, 1953

21,780 sq. ft. at $0.14 per sq. ft.	$3,049.00
0.90 acre at $3,000. per acre.	2,700.00
Concrete block garage - 1500 sq. ft.	6,000.00
Service Station and Parts Dept. -660 sq. ft.	2,440.00
Two Gas pumps.	350.00
3 one story frame houses - 1776 sq. ft., and shed.	12,530.00
Allowance - for cancellation of Lease to Motor Co.	500.00
Amount to be paid owner - chrg to Right of Way	$27,569.00

Approved subject to cancellation of leases

Takes all -

17473 - Walter, Adolph (Witt)
Right of Way
Option expires May 19, 1953

78,408 sq. ft. at $0.05 per sq. ft.	$3,920.40
Allowances - 52 rods of barbed wire fence.	208.00
150' ornamental fence.	75.00
6 trees, shrubs, flowers, bulbs, lawn, and rockery.	571.60
Allowance - to Grantor to move 2 dwellings, garage, cabins, trailors, etc. (to be cleared from R/W by Jan. 1, 1954.)	7,000.00
Amount to be paid owner - chrg to Right of Way	$11,775.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17474 - Stephens, Marie Johnston (Witt)
Right of Way
Option expires May 18, 1953

31,363 sq. ft. at $0.075 per sq. ft.	$2,352.25
13.5 rods of fence at $4. per rod.	54.00
Allowance - to move chicken house.	100.00
Amount to be paid owner - chrg to Right of Way	$2,506.25

Access controlled - no access allowed

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

19287 - Nichols, G. M. and Martha (Cozad)
Right of Way
Option expires June 4, 1953

0.29 acre.	Lump Sum.	$300.00
Amount to be paid owner - chrg to Right of Way		$300.00

THINGS TO BE DONE BY THE STATE:

Convey to the grantors above a parcel of land lying in the Nathaniel Coe DLC #37, Sec. 25, Twp. 3 N., Range 10 E. W.M., Hood River County, Oregon, containing 0.16 acre, File No. 17631 & 17062, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access ontrolled - no access allowed

LAPINE FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION-THE DALLES-CALIFORNIA HIGHWAY

18024 - Clifford, Chester W. and Margaret E. Nancy Ellen Clifford (Wolfe)
Right of Way
Option expires April 27, 1953

1.40 acres at $250. per acre.	$ 350.00
House - 504 sq. ft.	1,010.00
Well - 20 feet deep.	100.00
36 rods of fencing	90.00
Amount to be paid owner - chrg to Right of Way	$1,550.00

(cont.)

EXHIBIT "A" (cont.)

LAPINE FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

18024 - Clifford, Chester W. and Margaret E. Nancy Ellen Clifford (cont.)

THINGS TO BE DONE BY THE STATE

Two accesses granted on west side at Stations 1123+40, and 1127+70, for private residential use only.

Access controlled -

COTTONWOOD CANYON SECTION - WASCO-HEPPNER HIGHWAY

17901 - Dams, Iva M. (Brainerd)
Rock Quarry Site
Option expires May 18, 1953

3.70 acres.	Lump Sum.	$82.50	
Amount to be paid owner - chrg to Quarry Site			$82.50

THINGS TO BE DONE BY THE STATE:

Fence quarry site, with 71 rods of fence at $4. per rod. Est.	284.00	
GRAND TOTAL (Estimate) Charged to Quarry Site.		$366.50

EXHIBIT "B"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes, and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission, and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section	Highway
CURRY	
Euchre Creek-Wedderburn (Gravel Pit and Stockpile Site)	Oregon Coast
DESCHUTES	
Bend-Lapine Section (R/W) North Unit	The Dalles-California
LANE	
Springfield-Jasper (Gravel Pit)	Springfield-Creswell
LANE	
Springfield-Walterville (Gravel Pit)	McKenzie

(cont.)

EXHIBIT "B" (cont.)

LINN		
	Noble Slough-Foster (Gravel Pit)	Santiam
MALHEUR		
	Juntura-Harper (Talus Pit and Stockpile Site)	Central Oregon

2. It is further resolted that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this resolution be entered in the minutes and records of the Commission as of November 24, 1952, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

EXHIBIT "C"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission (hereinafter called "State"), owns or is acquiring all the following described real property situated in Multnomah County, State of Oregon (hereinafter collectively referred to as "State property"):

A parcel of land lying in Block 33 of Capitol Hill Addition, situated in Section 21, Township 1 South, Range 1 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

All of Lots One (1), Two (2), Three (3) and Four (4) of Block 33 of the Capitol Hill Addition and all of that portion of Lots Five (5), Six (6) and Seven (7) of said Block 33 described as follows: Beginning at the northeast corner of Lot Five (5) of said Block 33; thence South 100 feet along the east line of said Lot Five (5), to the southeast corner of said Lot Five (5); thence West along the south line of Lots Five (5), Six (6) and Seven (7) a distance of 137.5 feet; thence North easterly to the point of beginning.

The parcel of land to which this description applies contains 26,875 square feet.

and

WHEREAS, School District No. 1, Multnomah County, Oregon, (hereinafter called "District"), owns all the following described real property situated in Multnomah County, State of Oregon (hereinafter collectively referred to as "District property"):

A parcel of land lying in Block 33 of Capitol Hill Addition, situated in Section 21, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon. The said parcel being described as follows:

All of that portion of Lots 11, 12, 13 and 14 of Block 33 of Capitol Hill Addition described as follows: beginning at the southwest corner of said Block 33, thence north along the west line of said Block 33, 100 feet to the northwest corner of Lot 11; thence east along the north line of said Lots 11, 12, 13 and 14, 162.5 feet; thence southwesterly to a point on the south line of said Block 33 which point is 25 feet east of the southwest corner of said Block 33; thence west 25 feet along said south line to the point of beginning.

(cont.)

EXHIBIT "C" (cont.)

and

WHEREAS, State desires to acquire District property above described for purposes of a new West Portland-Harbor Drive Expressway, and District desires to acquire State property above described for playground purposes in connection with its Capitol Hill School, and State and District desire to exchange said properties upon the following considerations:

(a) State will convey the above described State property to District but will retain the improvements thereon and the income from said improvements until the same are removed from said property, and will remove the same prior to October 1, 1954, and in addition, in order to reduce highway noises, will plant trees or shrubs along the southerly right of way line of said West Portland-Harbor Drive Expressway between the east boundary of S. W. 19th Avenue and what is now the south boundary of S. W. Hume Court, and

(b) District will convey the above described District property to State with the improvements thereon and in addition, on behalf of itself, its successors and assigns, will surrender all existing, future or potential easements of access and rights of ingress, egress and regress to, from and between said West Portland-Harbor Drive Expressway and all property which District has in Block 33 of said Capitol Hill Addition,

now, therefore,

BE IT RESOLVED and the State Highway Commission hereby finds that the property described above as District property is of equal useful value for the public use of the State as the property described above as State property, and that the property and considerations which State will receive from District as above set forth are equal in value to the property and considerations which State will give to District as above set forth.

BE IT FURTHER RESOLVED that the State Highway Commission does hereby approve and authorize the aforesaid exchange of properties upon the considerations aforesaid.

BE IT FURTHER RESOLVED that, upon receiving a certified copy of a Resolution adopted by the Board of Directors of School District No. 1, Multnomah County, Oregon, approving and authorizing the aforesaid exchange of properties upon the conditions aforesaid, this Commission shall do and perform all acts and things and execute all documents as may reasonably be necessary to carry out said exchange of properties.

BE IT FURTHER RESOLVED that this Resolution be entered in full in the Minutes of this Commission and that a certified copy thereof be forwarded to the School District.

EXHIBIT "D"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, on the 19th day of February, 1952, at a meeting of the Oregon State Highway Commission, the Commission adopted a resolution reducing the maximum load limit allowed by law on the following-described state highway bridge:

WASCO-HEPPNER SECONDARY HIGHWAY No. 300

M. P. 18.76	Bridge No. 4623 over the John Day River between Gilliam and Sherman Counties.	15 tons

and,

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the load limit on said bridge be and the same hereby is rescinded and cancelled as of 8:00 a.m., October 29, 1952, and that the maximum load limit permissible on said bridge structure thereafter shall be the maximum load limit prescribed by law; and,

IT IS FURTHER ORDERED that certified copies of this resolution be furnished to the County Clerks of Gilliam and Sherman Counties and to the Superintendent of the Department of State Police.

Dated this 24th day of November, 1952.

EXHIBIT "E"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, on the 8th day of November, 1951, the Commission passed and adopted a resolution ordering a reduced load limit on the North Santiam Secondary Highway No. 162; on the North side of the North Santiam River beginning at the intersection of DeWitt's Road approximately 3 miles west of Mill City and extending easterly therefrom 1¼ miles; and,

WHEREAS, subsequent to the adoption of said resolution, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in said resolution of November 8, 1951, to-wit:

Name of Highway and No.	County	Section	Cancelled
North Santiam Secondary Highway 162	Marion	On the North side of the North Santiam River beginning at the intersection of DeWitt's Road approximately 3 miles west of Mill City and extending easterly therefrom 1¼ miles	Nov. 13, 1952 8:00 a.m.

be and the same hereby is rescinded and cancelled, and the maximum load limit permissible subsequent to November 13, 1952 shall be the maximum load limit prescribed by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the County Clerk of Marion County and a like copy to the Superintendent of the Department of State Police.

Dated this 24th day of November, 1952.

EXHIBIT "F"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, the Willamette Highway is one of the major state primary highways and is likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and,

WHEREAS, it appears that in the vicinity of Rattlesnake Creek, approximately 3.75 miles east of the hamlet of Pleasant Hill on said highway in Lane County, particularly between M. P. 8.73 and M. P. 8.93, vehicles are parked on both sides of the highway for extended periods of time; and,

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and,

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders on either side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along either shoulder of the Willamette Highway between M. P. 8.73 at Rattlesnake Creek and M. P. 8.93, a distance of 0.20 mile easterly from Rattlesnake Creek, creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That, in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and

(cont.)

EXHIBIT "F" (cont.)

the action of the Commission as herein declared and on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of November, 1952.

EXHIBIT "G-1"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Clatskanie	$2,828.57
Dayton	2,257.21
Hammond	1,638.75

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of November, 1952.

November 24, 1952

20969

EXHIBIT "G-2"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Aurora	$ 655.03	Malin	$1,602.38
Creswell	1,791.86	Monument	617.13
Echo	1,236.98	Pilot Rock	2,292.60
Gervais	1,236.98	Rogue River	1,596.97
Imbler	403.30	Siletz	1,542.84
Ione	709.16	Wheeler	787.66
Island City	373.53	Yamhill	1,458.93
Long Creek	779.54	Yoncalla	1,694.41

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of November, 1952.

November 24, 1952

EXHIBIT "H"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3324 with Coos Bay Dredging Company, Inc., for grading and paving on the Coos Bay (Fir Avenue-Ingersoll Avenue) Section of the Oregon Coast Highway in Coos County, completed August 12, 1952.

Contract No. 3471 with Durbin Brothers for grading and bituminous macadam surfacing on the Big Creek (Agate Beach-Newport) Section of the Oregon Coast Highway in Lincoln County, completed August 1, 1952.

Contract No. 3511 with General Construction Company for Columbia Slough Bridge widening on the Pacific Highway East in Multnomah County, completed October 17, 1952.

Contract No. 3540 with Bechtel Brothers for constructing Wallowa Lake camping area on the Joseph-Wallowa Lake Highway in Wallowa County, completed August 11, 1952.

Contract No. 3541 with Loyd Calkins Company for grading, surfacing and structures on the Bridge Creek Section of the Ochoco Highway in Wheeler County, completed June 14, 1952.

Contract No. 3558 with J. N. Conley for grading and structures on the Big Creek Section of the Columbia River Highway in Clatsop County, completed October 2, 1952.

Contract No. 3560 with Newport Construction Company for grading, paving, and structure on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County, completed August 23, 1952.

Contract No. 3592 with Tom Lillebo for constructing the Johnson Bridge over the Trask River on Tillamook County Road, completed October 23, 1952.

Contract No. 3606 with R. A. Heintz Construction Company, for grading and paving on the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, completed November 6, 1952.

Contract No. 3608 with Brunell Brothers for Coos River ferry service at Enegren in Coos County, terminated at 10:00 a.m., November 23, 1952.

(cont.)

EXHIBIT "H" (cont.)

Contract No. 3613 with J. C. Compton Company for grading and paving on the Sheridan-Deer Creek Section of the Salmon River Highway in Yamhill County, completed September 10, 1952.

Contract No. 3627 with Rogers Construction Company for paving on the Stout Creek-Mill City Section of the North Santiam Highway in Marion County, completed November 1, 1952.

Contract No. 3638 with Tom Lillebo for constructing Salem By-pass structures in Marion County, completed November 18, 1952.

Contract No. 3649 with Porter W. Yett for grading and paving on the Bunker Hill Section of the Oregon Coast Highway in Coos County, completed October 31, 1952.

Contract No. 3653 with H. G, Wirtz for constructing maintenance building at Port Orford in Curry County, completed September 18, 1952.

Contract No. 3674 with Arthur Simonsen and George Borgen for roadside improvement on the La Grande-North Powder Section of the Old Oregon Trail Highway in Union and Baker Counties, completed October 31, 1952.

Contract No. 3678 with Glenn Snook for constructing "D" Street and Center Street underpasses on the Salem By-pass in Marion County, completed October 31, 1952.

Contract No. 3682 with Inland Construction Company for grading, paving and structure on the Eagle Creek Section of the Clackamas Highway in Clackamas County, completed October 15, 1952.

Contract No. 3684 with Roseburg Paving Company for grading and paving on the Oakland (Oak Street) City Street Section in Douglas County, completed October 28, 1952.

Contract No. 3686 with Hamilton & Thoms for Judkins Point overcrossing revisions on the Pacific Highway in Lane County, completed October 31, 1952.

Contract No. 3692 with United Builders for constructing the Tillamook maintenance building in Tillamook County, completed October 27, 1952.

Contract No. 3699 with Warren Northwest Inc., for paving on the Silverton (McClaine St.-W. Main St.) City Street Section in Marion County, completed October 15, 1952.

Contract No. 3700 with Warren Northwest Inc., for grading and paving on the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Highway in Marion County, completed October 9, 1952.

(cont.)

EXHIBIT "H" (cont.)

Contract No. 3703 with Barney B. Helser for furnishing crushed materials in stockpiles on the Union Section of the Old Oregon Trail and Cove Highways in Union County, completed October 15, 1952.

Contract No. 3704 with VaDare Construction Company for constructing the Bakeoven Bridge on the Shaniko County Road in Wasco County, completed September 30, 1952.

Contract No. 3706 with O. C. Yocom Company and J. C. Compton Company for paving on the Carlton-Yamhill-Lafayette City Street Section in Yamhill County, completed October 15, 1952.

Contract No. 3720 with Holcomb & Main for constructing the Juntura maintenance building in Malheur County, completed October 31, 1952.

Contract No. 3721 with Enoch I. Maerz for constructing the Grand Ronde maintenance building in Polk County, completed September 15, 1952.

Contract No. 3722 with Central Paving Company for grading and paving on the Independence (10th Street) City Street Section in Polk County, completed October 2, 1952.

Contract No. 3733 with Western Paving and Construction Company for paving on the Delake-Newport-Toledo Section of the Oregon Coast Highway and city streets in Lincoln County, completed October 9, 1952.

Contract No. 3735 with Holcomb & Main for constructing the Vale maintenance building in Malheur County, completed October 31, 1952.

Contract No. 3736 with C. E. Leseberg for furnishing crushed material in stockpiles on the Elgin Section of the Wallowa Lake and Weston Highways in Union and Wallowa Counties, completed November 18, 1952.

Contract No. 3739 with J. Bacaloff Company for constructing the Newberg maintenance building in Yamhill County, completed September 15, 1952.

Contract No. 3743 with Harold W. Salter for constructing the Lincoln Maintenance Building in Jackson County, completed October 31, 1952.

Contract No. 3753 with Rogers Construction Company for furnishing crushed materials in stockpiles on the McCredie Springs-Willamette Junction Section of the Willamette Highway in Klamath and Lane Counties, completed October 27, 1952.

Contract No. 3761 with J. F. Johnston for Sucker Creek bridge widening on the Oswego Highway in Clackamas County, completed October 16, 1952.

(cont.)

EXHIBIT "H" (cont.)

Contract No. 3783 with Porter W. Yett for paving on the Beaverton (Watson St.-East St.) Section on the Beaverton-Hillsdale Highway in Washington County, completed September 23, 1952.

Contract No. 3795 with Leslie Harris for grading and oil mat surfacing on the East Connection, Boardman Junction Section of the Columbia River Highway in Morrow County, completed October 22, 1952.

THEREFORE BE IT RESOLVED that the work covered by said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "I-1"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: Santiam

HIGHWAY NUMBER: State 16 ROUTE NUMBER US 20

Location of Termini			Established Speed
M. P. 28.09 (East city limits of Sweet Home)	to	M. P. 28.42 (0.33 mile east of Sweet Home)	30 miles per hour
M. P. 29.85 (0.06 mile west of traffic scales)	to	M. P. 30.68 (Oregon Electric RR Underpass	35 miles per hour

(cont.)

EXHIBIT "I-1" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

AND BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 24th day of November, 1952.

EXHIBIT "I-2"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, the Santiam Highway is one of the major state primary highways and is likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that at a location a short distance east of the town of Sweet Home on said highway in Linn County, particularly between M. P. 29.40 and M. P. 29.55, vehicles are parked on both sides of the highway for extended periods of time; and

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders on each side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation reports and recommendation by members of its staff, that the parking of vehicles along either shoulder of the Santiam Highway between M. P. 29.40, approximately 0.69 mile east of the east city limits of the City of Sweet Home, and M. P. 29.55, a distance of approximately 0.84 mile from the east limits of the City of Sweet Home, creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That, in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared and on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

EXHIBIT "I-2" (cont.)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of November, 1952.

EXHIBIT "J"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, the Pacific Highway West (US 99W) is one of the major state primary highways and is likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that at the intersection of Villa Road with the Pacific Highway West, a short distance north of the City of Newberg in Yamhill County, particularly between M. P. 23.69 and M. P. 23.72, vehicles are parked on the northerly or westerly side of said highway whose owners and drivers patronize a restaurant and a market at said location, and said vehicles are parked for extended periods of time; and

WHEREAS, the parking of said vehicles on the northerly or westerly shoulder of said highway tends to restrict sight distance and to impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulder on the northerly or westerly side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along the northerly or westerly shoulder of the Pacific Highway West (US 99W) between M. P. 23.69 (Engineer's Station 824+18), approximately 0.32 mile north and east of the east city limits of Newberg, and M. P. 23.72 (Engineer's Station 825+77), a point just south of Villa Road intersection, creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That, in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the northerly or westerly side of the right of way of said highway within said termini should be prohibited.

(cont.)

EXHIBIT "J" (cont.)

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared and on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDER".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of November, 1952.

EXHIBIT "K"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the McKenzie-Bend Highway, State Highway No. 17, known as the Tumalo-Bend Section in Deschutes County, the northerly terminus of which is at Highway Engineer's Station 0+00 of the reconstructed line, and the southerly terminus of which is at Highway Engineer's Station 269+31.21 of the reconstructed line; and

WHEREAS, by reason of the relocation of the said section of said highway, certain portions or units of the right of way of the McKenzie-Bend Highway and the Redmond-Bend Highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated portions or units are no longer needed for highway purposes and some of which are to be designated and become a part of the Cline Falls Secondary Highway; and

WHEREAS, Deschutes County and the Highway Commission have entered into an agreement under date of April 13, 1951, relating to the use and jurisdiction of the abandoned portions or units; and

WHEREAS, the contract for the construction of this relocated section of the McKenzie-Bend Highway was completed on July 24, 1952, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the portions or units of the right of way of the said highways affected by reason of said relocation;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

(1) That the section of the McKenzie-Bend Highway, State Highway No. 17, known as the Tumalo-Bend Section located in Deschutes County, the northerly terminus of which is at Highway Engineer's Station 0+00 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 269+31.21, is now completed; therefore, the portions or units of the old route, herein defined and described as Units "A", "B", and "C", shall no longer be a part of the route of the McKenzie-Bend Highway but shall be eliminated and removed therefrom, and the portion or unit of the old route of the Redmond-Bend Highway, herein defined and described as Unit "D", shall no longer be a part of the route of the Redmond-Bend Highway but shall be eliminated and removed therefrom.

(cont.)

EXHIBIT "K" (cont.)

(2) That the portions or units of the old right of way of the Mckenzie-Bend Highway and the Redmond-Bend Highway which, by reason of the relocation of the said McKenzie-Bend Highway, are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "C" and "D" and are shown colored in red on the map attached hereto, marked "Exhibit A" and by this reference made a part hereof, and more particularly described as follows,

Unit "C"

Beginning at State Highway Engineer's Station 69+00 of the relocated McKenzie-Bend Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 31, Township 16 South, Range 12 East, W. M.; thence Southerly via the former route of the McKenzie-Bend Highway to State Highway Engineer's Station 778+00 of The Dalles-California Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 20, Township 17 South, Range 12 East, W. M.

Unit "D"

Beginning at State Highway Engineer's Station 171+10 of the relocated McKenzie-Bend Highway in the southeast quarter ($SE\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 8, Township 17 South, Range 12 East, W. M.; thence southerly to its intersection with the old route of the McKenzie-Bend Highway at State Highway Engineer's Station 153+52.4 of the old route of the Redmond-Bend Highway in the Northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 8, Township 17 South, Range 12 East, W. M.

shall hereafter be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction and control thereover to the County Court of Deschutes County. *

(3) That the portions or units of the old right of way which, by reason of the relocation of the said McKenzie-Bend Highway, are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "A" and "B" and are shown colored in yellow on said Exhibit "A" and are more particularly described as follows,

Unit "A"

Beginning at State Highway Engineer's Station 52+42 of the relocated McKenzie-Bend Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 31, Township

EXHIBIT "K" (cont.)

16 South, Range 12 East, W. M.; thence Easterly via the former route of the McKenzie-Bend Highway to the West line of Cook Avenue in Tumalo in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 31, Township 16 South, Range 12 East, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 0+00 of the former route of the McKenzie-Bend Highway at the terminus of the Cline Falls Secondary Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 31, Township 16 South, Range 12 East, W. M.; thence southerly via the former route of the McKenzie-Bend Highway to State Highway Engineer's Station 69+00 of the relocated line of said highway in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 31, Township 16 South, Range 12 East, W. M.

hereby are designated and selected by the Commission as a part of the new route of the Cline Falls Secondary Highway, State Highway No. 373. *

(4) The boundaries of all real properties acquired for rights of way and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

(5) This resolution shall be entered in the minutes and records of the Commission on this 24th day of November, 1952, and the Secretary hereby is directed to mail to the County Court of Deschutes County a duly certified copy thereof.

* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 261, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

20983

EXHIBIT "L-1"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Deschutes County Line-Prineville Section of the O'Neil State Secondary Highway in Crook County, and also authorized and directed the Engineer to make a complete and final survey of the route and location of the Springfield Section of the McKenzie Highway in Lane County, and in connection therewith to prepare maps showing the route and location of each of said highway sections and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Deschutes County Line-Prineville Section of the O'Neil State Secondary Highway, beginning at a point approximately 8.44 miles west of the city of Prineville (Engineer's Station 476+42.51) and extending in an easterly direction therefrom to an intersection with the Ochoco Highway approximately $\frac{1}{4}$ mile west of Prineville (Engineer's Station 922+33.04) together with the map which for identification purposes bears map file Nos. 7B-12-3 and 7B-12-6 and the date of November, 1952, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That the survey of the Springfield Section of the McKenzie Highway, beginning at a point near the east end of the Willamette River Bridge at Springfield (Engineer's Station 19+19.19) and extending in an easterly direction to the east city limits of the city of Springfield (Engineer's Station 131+05) together with the map, which for identification purposes bears map No. 5B-36-8 and the date of March, 1950, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon.

3. That when said sections of said highways are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

(cont.)

EXHIBIT "L-1"(cont.)

4. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of necessary rights of way pursuant to the normal and approved method.

5. That this resolution be entered in the minutes and records of the Commission as of the 24th day of November, 1952.

20985

EXHIBIT "L-2"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Washburn-North Plains Section of the Wilson River Highway in Washington County, Oregon, and in connection therewith to prepare a map showing the route and location of said section and to file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer on the 23rd day of January, 1951, completed the said survey and submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of the said survey, field notes, map and other engineering data, the Commission on the 23rd day of January, 1951, adopted said survey and which for identification purposes, bears Engineer's Map File Nos. 7B-4-16, 7B-4-17 and 7B-4-18; and,

WHEREAS, the Engineer has brought to the attention of the Commission that the said Washburn-North Plains Section of the Wilson River Highway as originally adopted and approved should be relocated and re-aligned to the end that a more economical thoroughfare may be possible; and,

WHEREAS, it now appears to the Commission that a location for the said Washburn-North Plains Section of the said Wilson River Highway, utilizing the abandoned grade of the United Railways Company, will provide a more economical route for this highway and will serve the needs of the motoring public equally as well as the route originally adopted, and,

WHEREAS the Engineer has prepared and submitted to the Commission a map and survey together with field notes and other engineering data showing such route of the said Washburn-North Plains Section of the Wilson River Highway, said map for identification purposes bearing Engineer's Map File Nos. 7B-16-11 and 7B-16-12 and dated November, 1952; and,

WHEREAS, after due consideration of the said new survey, field notes, maps and other engineering data, it is the judgment of this Commission that the original survey of the Washburn-North Plains Section of the Wilson River Highway should be amended so as to conform to the proposed relocation and re-alignment as suggested by the Engineer in order to more adequately serve the motoring public, and that the said new survey should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

EXHIBIT "L-2" (cont.)

1. That the original survey of the Washburn-North Plains Section of the Wilsonville River Highway as formerly adopted by a resolution of this Commission dated January 23, 1951, which is shown, for identification purposes, on the Engineer's Maps File Nos. 7B-4-16, 7B-4-17, and 7B-4-18 be and the same hereby is amended and modified, and that a new survey to be known as the Washburn-North Plains Section of the Wilson River Highway which, for identification purposes, is shown on Engineer's Maps File Nos. 7B-17-11 and 7B-16-12, dated November, 1952, be and the same hereby is approved and adopted as the amended and final survey of said section of said highway, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said Wilson River Highway is permanently constructed, the same shall be done in accordance with the said amended survey unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of the Washburn-North Plains Section of the Wilson River Highway survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the said Wilson River Highway along and over said survey. Said approval and adoption shall be deemed and constituted instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of right of way pursuant to the normal and approved method.

4. That the survey of the Washburn-North Plains Section of the Wilson River Highway has been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the "Throughway Law" and has been made within the scope and purpose of the resolution approved and adopted by the Highway Commission on November 3, 1948. Therefore, the construction of said state highway shall be completed pursuant to the provision of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission this 24th day of November, 1952.

EXHIBIT "L-3"

Minutes of November 25 and 25, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the Hayesville Junction-Wilsonville Junction Section of the Portland to Salem Expressway and in connection therewith to prepare maps showing the route and location of said section of said highway and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Hayesville Junction-Wilsonville Junction Section of the Portland to Salem Expressway, beginning at an intersection with the West Portland-Hubbard Highway, approximately 0.45 mile south of the south end of the Willamette River Bridge near Wilsonville (Engineer's Station 612+75.33) and extending southerly along Survey Line L 4, which line lies approximately 1 3/4 miles west of Hubbard, one mile west of Woodburn and Gervais, 0.6 mile west of Brooks, and immediately west of the Chemawa Indian School buildings, thence southerly and easterly to a connection with the existing Pacific Highway East and the north end of the Salem By-pass approximately 0.90 mile north of the north city limits of the city of Salem (Engineer's Station Pacific Highway East 83+52.74), together with the Engineer's map, which for identification bears Drawing No. 7B-15-18 dated November 1952, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of this said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real property needed for and in connection with the construction, reconstruction or improvement of the said highway along and over said survey.

(cont.)

EXHIBIT "L-3" (cont.)

Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section of the said Portland to Salem Expressway has been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the "Throughway Law" and likewise has been made within the scope and purpose of the resolution approved and adopted by the Highway Commission on November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission this 24th day of November, 1952.

20989

EXHIBIT "M-1"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, The Dalles-California Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Lapine-Forest Boundary Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be improved, widened and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "M-1" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way for the proper widening, improvement and maintenance of the Lapine-Forest Boundary Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway, the following described real property, to wit:

R-18023
Owner: Lawrence H. Kozowski

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 24, Township 23 South, Range 9 East, W.M., Klamath County, Oregon, and being a portion of that property conveyed by those deeds to Lawrence Harvey Kozowski and Bessie Dixon Kozowski, recorded in Book 248, Page 664, and in Book 249, Page 432, of Klamath County Records of Deeds; the said parcel being that portion of said property included in a strip of land 100 feet in width, lying on the easterly side of the center line of The Dalles-California Highway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 1105+00, said Station being 474 feet south and 238 feet west of the northeast corner of said Section 24; thence South 30° 48' West 1,000 feet to Station 1115+00, said center line crossing the westerly extensions of the north and south lines of said property approximately at Stations 1105+82 and 1114+80, respectively.

The parcel of land to which this description applies contains 1.44 acres.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there by acquired or extinguished all existing, future or potential rights of access between the right of way of the Lapine-Forest Boundary Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns for service of the said remaining land, the following:

(a) A right of access to The Dalles-California Highway of a width of 25 feet on the easterly side of the said The Dalles-California Highway opposite Highway Engineer's center line Station 1106+00 for ordinary travel for private residential use only and shall not be used in connection with any commercial activity.

(b) A right of access to The Dalles-California Highway of a width of 25 feet on the easterly side of the said The Dalles-California Highway

(cont.)

opposite Highway Engineer's center line Station 1113+50 for ordinary travel for private residential use only and shall not be used in connection with any commercial activity.

The above mentioned accesses from said remaining real property shall not be used by the owners, their heirs or assigns, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said accesses for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it is found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or

EXHIBIT "M-1" (cont.)

admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

7. That this resolution be entered in full in the minutes and records of the Commission this 24th day of November, 1952.

20993

EXHIBIT "M-2"

Minutes of November 24 and 25, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon , by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Sunset Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sylvan Section of the Sunset Highway; and,

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "M-2" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way for the proper widening, improvement and maintenance of the Sylvan Section of the Sunset Highway as a throughway, the following described real property, to wit:

R-15882
Owner: Elmer R. Helmcke

A parcel of land lying in the Southwest quarter (SW$\frac{1}{4}$) of Section 6, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: That tract of land known as Tax Lot 120 which was conveyed by that certain deed to Elmer R. Helmcke and Faun E. Helmcke, recorded in Book 1087, Page 203, of Multnomah County Record of Deeds, the said parcel being described as follows:

Commencing at the southwest corner of said Section 6, thence North 0° 15' West along the section line 1225.62 feet; thence North 89° 45' East 508.20 feet; thence North 0° 15' West, 229.47 feet; thence North 79° 14' East, 6.50 feet; thence South 11° 57' East along the Easterly line of Tract No. 1 of said property 200 feet to the true point of beginning of the land herein to be described; thence continuing South 11° 57' East along the easterly line of said Tract No. 1, 22.45 feet to the northerly side of County Road No. 1138; thence westerly tracing the northerly side of said County Road on a 2905 foot radius curve to the left (the long chord of which bears South 71° 35' 14" West) 16.40 feet to the Southwest corner of said Tract No. 1; thence North 11° 57' West 17.65 feet along the westerly line of said Tract No. 1; thence North 55° 50' 12" East, 17.56 feet to the point of beginning.

The parcel of land to which this description applies contains 0.01 acre.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Sylvan Section of the Sunset Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Sunset Highway of a width of 25 feet on the northerly side of the said Sunset Highway, opposite Highway Engineer's center line Station 169+52, for ordinary travel for private residential use only, and shall not be used in connection with any commercial activity; said access from said remaining property shall not be used by the

(cont.)

owners, their heirs and assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description is connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admisstion as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 24th day of November, 1952.

VOLUME 37

PART IV

PART IV

OF

VOLUME XXXVII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

DECEMBER 1, 1952

TO

MARCH 31, 1953

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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20996	Jan.6	Assistant Parks Supt. reports on following matters:
		Curry County. Cape San Sebastian State Park. Installation of historical sign approved.
		Douglas County. Oregon Coast Hwy. Eel Lake. Proposed development by Oregon Society for Crippled Children and Adults, Inc., approved conditionally.
20997		Douglas County. Umpqua Lighthouse State Park. Mr. Boies' offer to purchase down timber accepted.
		Coos County. Bandon. Proposed state park. Negotiation for property authorized.
		Coos County. Maria C. Jackson State Park. Extension of Melton permit to haul logs across park approved.
		Van Duzer Corridor. Salmon River Hwy. Request of Coastal Lumber Company to purchase down and dead timber approved.
20998		Marion County. Silver Falls State Park. Bids to be received for restaurant concession.
		Umatilla County. Hat Rock State Park. Proposed agreement with US Engineers. Action deferred.
		Real property. Acquisition approved. See EXHIBIT "A".
		Tillamook County. Oregon Coast Hwy. Bay City-Tillamook Section. Change of access points approved.
20999		Klamath County. The Dalles-California Hwy. Chemult-Diamond Lake Jct. Exchange of land with St. Helens Pulp & Paper Company approved.
		Jefferson County. Cove State Park. Request from Mr. Meuret to purchase property in park denied.
		Condemnation. Authority granted to condemn various parcels. See EXHIBITS "H-1" thru "H-17".
21003		Trial cases in court. Report made on the following:
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Yellow Creek-Calapooya Creek Section. C. J. Eldon contract 2997.
21004		Union County. Old Oregon Trail. Ladd Canyon-North Powder Section. H. P. Glenn condemnation proceedings.
		Coos County. Coos Bay-Roseburg Hwy. Myrtle Point Section. Mabel C. Laird re acquisition of land.
21005		Yamhill County. Pacific Hwy. West. North Yamhill River-St. Joseph Underpass. Carl G. Gustafson r/w acquisition.
		Marion County. Pacific Hwy. East. Salem By-pass Section. Carrol M. Robinson re acquisition of land.
		Settlement of the following cases:
		Hood River County. Columbia River Hwy. Cascade Locks-Herman Creek Section. Lyle E. Hammond re r/w approved.
		Douglas County. Pacific Hwy. Anlauf-Rice Hill Section. Stella H. Booth re r/w approved.
21006		Marion County. Pacific Hwy. East. Salem By-pass Section. M. T. Harman re r/w approved.
		Marion County. Pacific Hwy. East. Salem By-pass Section. Joseph B. Bartosz re r/w approved.

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21006	Jan.6	Tillamook County. Netarts Secdy. Hwy. Tillamook River Bridge. Henry Sause re damages to bridge approved.
		Jackson County. Pacific Hwy. Medford-County Farm Section. E. H. Lamport re r/w approved.
		West Portland-Hubbard Hwy. Barbur Blvd.-Marion County Line Section. Leo Schumm re r/w approved.
		West Portland-Hubbard Hwy. Barbur Blvd.-Marion County Line Section. Paul M. McFarland re r/w approved.
21007		Douglas County. Umpqua Hwy. Reedsport-Luder Creek Section. Offer to Earl S. Butler for r/w confirmed.
		Bonds. Bids for hwy. bonds opened and read.
21010		Deschutes County. Redmond. Authority granted to start proceedings against Sam D. Rawson.
21011		Jackson County. Pacific Hwy. Medford-County Farm Section. Settlement with John Stewart re r/w approved.
		Proposed legislation. Introduction to legislature through the Hwy. Interim Committee with reservations.
		Umatilla County. Meecham. Vacation of streets in Etna adjacent to maintenance site approved.
		Fred A. Miller, Assistant Chief Counsel. Resignation accepted.
		Leonard I. Lindas, Legal Department. Increase in salary approved.
		Owen E. McAdams. Increase in salary approved.
		Clackamas County. West Portland-Hubbard Hwy. Boeckman Road Overpass. Construction approved.
21012		US Hwy. 26 Association. Five requests presented for improvements. Engineer's report approved.
21013		Grant County. Pendleton-John Day Hwy. John Day-Beech Creek Section. Request for reconstruction denied.
		Grant County. Pendleton-John Day Hwy. John Day-Canyon City Section. Request for improvement deferred.
		Lincoln County. Oregon Coast Hwy. Gleneden Beach. Proposed by-pass route approved.
		Bond Fund Balances. Engineer's request for authority re investment of surplus bond funds approved.
21014		Crook County. McKenzie Hwy. Powell Butte. Flashing beacon and prohibition of parking approved. See EXHIBIT "B".
		Yamhill County. Pacific Hwy. West. Amity south. Speed zones established.
		Polk County. Pacific Hwy. West. Rickreall vicinity. Reduced speed zone approved. See EXHIBIT "C".
21015		Jackson County. Crater Lake Hwy. Shady Cove-Trail Section. Improvements requested approved.
		Multnomah County. T. H. Banfield Expressway. Cereghino Haul Road Bridge. Stockton & Son forfeit contract bid bond.
21017		Benton County. Pacific Hwy. West. North Corvallis Section. Federal Aid Urban Hwy. System submitted to BPR for approval.
		Clatsop and Tillamook Counties. Necanicum Hwy. Construction of three passing lanes approved.
		Curry County. Oregon Coast Hwy. Ophir. Women's Club request for public facilities denied.
		Hood River County. Columbia River Hwy. Cascade Locks. Request for improvements at intersection of old and new hwys. approved.

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21018	Jan.6	Marion County. Salem. Hwy. Office Bldg. Use of bronze lettering on bldg. approved.
		Contracts. Increase of authorization on contracts 3481 and 3748 approved.
		Clatsop County. Columbia River Hwy. Westport. Request for traffic signal. Action deferred.
		Clackamas County. Woodburn-Sandy State Secdy. Hwy. Colton. Request for traffic light denied.
		Bonds. Offer of The First National Bank of Chicago and Associates accepted.
21019		Bonds. Bids for lithographing considered. Offer of the Columbian Bank Note Company, Chicago accepted.
21020		Benton County. Corvallis-Newport Hwy. Philomath. Traffic signal for "Noon" Bridge confirmed.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Joseph east. Survey approved. See EXHIBIT "D".
		Meeting recessed at 12:00 noon.
		Union County. Old Oregon Trail. La Grande east. Signs and luminaire units at jct. of old and new hwys. approved.
		Steel foundation piling. To be purchased and stocked in Portland, Salem and Roseburg.
		Extensions of time on hwy. contracts granted.
21029		Contracts completed and accepted. See EXHIBIT "E".
		Washington County. Tualatin. Tualatin River Bridge. Agreement with General Construction Company re temporary construction of bridge approved.
		Crook County. Ochoco Hwy. Prineville. City's request to use of Hwy. scales east of town for weighing loads denied.
		Umatilla County. Old Oregon Trail. Emigrant Hill Section. Request of Mr. Drake to erect a commemorative sign denied.
21030		Coos County. Oregon Coast Hwy. Request of Ball Lumber Company for access to Hwy. at "Pi-Way Cafe" denied.
		Malheur County. Old Oregon Trail. Payette Bridge (MP 412.11). Reduced load limit lifted. See EXHIBIT "F".
		Malheur County. Nyssa-Adrian Secdy. Hwy. Owyhee River Bridge. Reduced load limit lifted. See EXHIBIT "F".
		Steel girders. Sale to Crown Zellerbach Corporation approved.
		Columbia County. Return of dismantled "Banzer Bridge" to County approved.
21031		Gene Huntley to Olympia, Washington early in December to interview officials of Washington State Hwy. Commission re salaries.
		Carl W. Jordan to Butte, Montana. Meeting of Board of Directors of Pacific Northwest Travel Association, January 11-12, 1953.
		Yamhill County. Newberg. Traffic sign at intersection of College and 4th Streets approved conditionally.
		Lincoln County. Alsea Hwy. Waldport east. Reduced speed zone established.
		Lincoln County. Oregon Coast Hwy. Waldport south. Reduced speed zone established. Improvement of hwy. shoulders denied.

Page	Date 1953	Subject
21032	Jan.6	Marion County. Salem. South Lancaster Drive. Request for reduced speed zone denied.
		Tillamook County. Oregon Coast Hwy. Tillamook north. Speed zone approved. See EXHIBIT "G-1".
		Lincoln County. Oregon Coast Hwy. Yachats. Removal of dirt and establishment of speed zone approved. See EXHIBIT "G-2"
21033		Polk County. Salmon River Hwy. Valley Junction east. Request for establishment of speed zone denied.
		Hood River County. Columbia River Hwy. Leasing of launch from US Army Engineers to conduct soundings approved.
		Douglas County. Pacific Hwy. Comstock. Removal of abandoned overcrossing of Southern Pacific tracks approved.
		Hood River County. Columbia River Hwy. (old). Mosier Tunnel. Complaint re falling rocks to be investigated.
		Marion County. North Santiam Hwy. Stayton. City to pay remainder of share of expense re city street connections.
21034		Wasco & Sherman Counties. The Dalles Dam. Agreement with Army Engineers approved.
		Lane County. Willamette Hwy. Dexter Dam. Agreement with Army Engineers approved.
		Union County. Old Oregon Trail. Ladd Canyon Section. Construction of guard rail at early date.
		Union County. Old Oregon Trail. Ladd Canyon. Acquisition of additional land for picnic area investigated.
		Union County. Old Oregon Trail. Ladd Canyon-Rattlesnake Springs Section. Development of wayside area proposed.
21035		Umatilla County. Old Oregon Trail. Meacham. Provision for living quarters made in 1953 budget.
		Wallowa County. County Road from Wallowa Lake Lodge to falls in Wallowa River. Request for State to take over.
		Union County. La Grande. Mrs. Mildred Hanks claim for damage to car settled for $10.00.
		Agreements and other papers signed.
21036		Meeting adjourned at 3:00 p.m.
21037		EXHIBIT "A". Acquisition of r/w.
21059		EXHIBIT "B". No Parking. Ochoco Hwy.
21061		EXHIBIT "C". Speed limit. Pacific Hwy. West. Rickreall.
21063		EXHIBIT "D". Survey. Little Sheep Creek Secdy. Hwy. Joseph-Hayden Gulch Section.
21064		EXHIBIT "E". Contracts completed & accepted.
21067		EXHIBIT "F". Reduced load limit. Payette Bridge. Owyhee River Bridge.
21068		EXHIBIT "G-1". Speed limit. Oregon Coast Hwy. Tillamook
21070		EXHIBIT "G-2". Speed limit. Oregon Coast Hwy. Yachats.
21072		EXHIBIT "H-1" through "H-17". Condemnations.
21131	Jan.21	Bids for hwy. construction read.
21135		Forest Hwy. Funds. 1954 construction program. Allocation discussed. Projects listed.
21136		Parks Superintendent reports on following matters: Sunset Hwy. Sale of down and dead timber authorized.
21137		Tillamook County. Salmon River Hwy. Van Duzer Corridor. Two-year extension granted Mr. Phelps to use roadway.

Page	Date 1953	Subject
21137	Jan.21	Douglas County. North Umpqua River. Roseburg east. Proposed park as State project refused.
		Overnight camping facilities approved in Harris Beach, Honeyman, Big Creek, The Cove Parks.
		Overnight camping facilities approved in Armitage and Cape Lookout Parks.
		Columbia River Hwy. Columbia Gorge. Sheppards Dell. Preservation of timber requested. No action.
21138		Real property. Acquisition approved. See EXHIBIT "A".
		Real property. Acquisition of various parcels approved.
		Gilliam County. John Day Hwy. Arlington-Service Creek Section. Quarry site acquisition approved.
		Lane County. McKenzie Hwy. Springfield Bridge Section. R/w acquisition approved.
		Josephine County. Pacific Hwy. Azalea-Jump Off Creek Section. Gravel pit acquisition approved.
		Sherman County. Wasco-Heppner Secdy. Hwy. Klondike-Gilliam County Section. R/w acquisition approved.
		Sale of miscellaneous properties confirmed.
21139		Morrow County. Exchange of property with Mr. Rands authorized.
		Claim. Payment for telephone service at Columbia Gorge Ranger Station approved.
		Jackson County. Pacific Hwy. Rock Point-Blackwell Hill Section Easement granted Pacific Portland Cement Company.
		Coos County. Coos Bay. Excess property sale to city approved. See EXHIBIT "B".
21140		Douglas County. Reedsport. Sale of property to Mr. Richmond approved.
		Baker County. Richland. Compromise settlement with Eagle Lodge re property line approved.
		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser Section. Change in access point to Mullins property approved.
		Klamath County. Klamath Falls-Lakeview - - Klamath Falls-Malin Hwys. intersection. Lease of land to Mr. Phair approved.
		Gilliam County. Arlington. Condemnation of Conner property authorized.
21141		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser Section. Eel Lake. Purchase of r/w from Game Commission discussed.
		Surveys adopted. See EXHIBIT "C-1" and "C-2".
		Washington County. Pacific Hwy. West. Tualatin River-Middleton.
		Sherman County. Sherman Hwy. Moro Underpass Section.
		Multnomah County. West Portland Expressway.
21142		Condemnations. Authority granted to condemn various parcels See EXHIBITS "J-1" through "J-4".
21144		Settlement of court cases as follows:
		State vs Albert Vik, et al. Settlement approved.
		State vs Roland M. Cole, et al. Settlement approved conditionally.
21145		State vs Helen Lovin. Settlement approved.
		State vs O. V. Rentfrow. Settlement approved.
		Lane County. Pacific Hwy. Divide-Rice Hill Section. Divide-Anlauf Unit. Leroy Lumber Company. Offer of $11,000 prior to condemnation approved.

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21145	Jan.21	Specific performance suits authorized: Douglas County. Oregon Coast Hwy. Reedsport-Winchester Bay Section. Mary Bendele re acquisition of land. Douglas County. Oregon Coast Hwy. Reedsport-Coos County Line Section. Charles Marks re conveyance of parcel of property.
21146		Coos County. Oregon Coast Hwy. Chrome-Coquille Section. Increase in authorization to Mr. Prince confirmed. Clatsop County. Seaside truck route. Construction approved when money is available. Clatsop County. Oregon Coast Hwy. Young's Bay. Further investigation re survey necessary.
21147		Clatsop County. Astoria. Delegation's requests discussed. Marion County. Portland-Salem Expressway. Woodburn. Purchase of r/w for traffic interchange approved. Washington County. Wilson River Hwy. Wilkesboro-Sunset Hwy. Jct. No change in proposed location. Personnel retirement. Retention and retirement of employees approved. Yamhill County. Three Mile Lane State Secdy. Hwy. Dayton north. Installation of signals at Southern Pacific crossing approved.
21148		Signs. Old Oregon Trail. Pendleton-Ontario Section. Perry and Oro Dell Crossing. Installation of warning signs authorized. Multnomah County. Gresham. Powell Boulevard. Installation of traffic signals approved conditionally.
21149		Tillamook County. Bay Ocean Peninsula. Mr. Beals letter re erosion filed. Time extensions. Report by Engineer re time extensions granted for past two years. No action taken. Tillamook County. Wilson River Hwy. Tillamook east. Construction of footpath approved. Surveys. Status report filed. Dangerous trees and timber. Status report re removal approved as submitted by Engineer.
21150		Surveys. Reconnaissance surveys authorized. Baker County. Sumpter Valley Secdy. Hwy. Powder River Gorge. Request for oiling deferred. Jackson County. Medford-Provolt Secdy. Hwy. Lozier Lane. Medford west. Construction of median island authorized.
21151		State Tax Street Funds plans approved. See EXHIBITS "D-1" and "D-2". Hood River County. Columbia River Hwy. Mitchell Point Tunnel backfill authorized.
21152		Lane County. McKenzie Hwy. Springfield Section. Satisfaction of conditions re award of Contract 3839. Federal Aid Secdy. System. Additions approved as follows: Columbia County. Rainier-Apiary Road and Oak Ranch Creek Road. Coos County. Coos County Road. Linn County. Lebanon-Brownsville Road and Scio-Stayton County Road.

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21152	Jan.21	County Federal Aid Secdy. Hwy. Program for 1954-55. Report approved.
21153		Coos County. Myrtle Point. Engineer's recommendations re three city street improvements approved.
		Special City Allotment Funds. Report for 1953 approved.
		State Tax Street Funds. Allocations approved. See EXHIBIT "E".
21154		Clackamas County. Intersection of Clackamas Hwy. and ORE 212. Erection of warning signs approved.
		Clackamas County. Oswego Hwy. Traffic lights at Briarwood Road and Palatine Hill Road approved.
		Douglas County. Pacific Hwy. Coos Bay-Roseburg Hwy. Jct. Installation of 3 luminaire units approved.
		Multnomah County. Banfield Expressway. 92d Ave.-Fairview Section. Rearrangement of water pipe lines approved.
		Marion County. Salem. State Highway Building. Air conditioning for Room 120 approved.
21155		Partitions for 2 offices approved.
		Baker County. Baker-Homestead Hwy. Robinette Jct.-Robinette Section. Request for reconstruction of road denied.
		Baker County. Baker-Homestead Hwy. Table Rock Creek-Black Bridge Section. Improvement to be contracted during 1954.
		Washington County. Hillsboro. Request for hwy. improvements in city. Action deferred.
21156		Extensions of time approved.
		Contracts completed and accepted. See EXHIBIT "F".
21157		Clackamas County. Government Camp. Community Club's request for time extension on purchase granted.
		Tillamook County. Wilson River Hwy. Erection of marker re Tillamook Burn approved.
		Umatilla County. Exchange of gravel with Columbia Sand and Gravel Products Company approved.
		Award of contracts. Public announcement made.
21159		Lane County. Oregon Coast Hwy. Sea Lion Caves. Revocable permit granted for parking area on east side of hwy.
21160		Lane County. Oregon Coast Hwy. Sea Lion Caves. "No Parking on Highway Shoulders" zone approved. See EXHIBIT "G".
		Clatsop County. Columbia River Hwy. Astoria. Tongue Point Naval Station. Speed zone approved.
		Multnomah County. Tualatin Valley Hwy. Sylvan-West Slope Section. Request for reduced speed zone denied.
		Hood River and Wasco Counties. Columbia River Hwy. Hood River Mosier Section. Reduced speed zone approved. See EXHIBIT "H".
21161		Lane County. Pacific Hwy. City Airport Road intersection. Eugene north. Illumination approved. Extension of speed zone denied.
		Columbia County. Scappoose Garden Club. Curbing use of poisonous sprays approved.
		Lane County. Willamette Hwy. Meridian Dam. Agreement with Southern Pacific Railroad Company and Central Pacific Railroad Company signed.
		Josephine County. Redwood Hwy. (old route) Hayes Hill. Abandonment resolution adopted. See EXHIBIT "I".

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21162	Jan.21	Lewis E. Scott to Los Angeles, February 16 to 19, 1953. American Institute of Mining and Metallurgical Engineer's meeting.
		Carl W. Jordan to Chicago, February 20 to March 1, 1953. National Association of Travel Officials' meeting.
		Dennis D. Clarke to San Francisco, March 4 to 17, 1953. Sports, Travel, and Boat Show meeting.
		W. W. Stiffler and L. L. Spaulding to Redding, California, February 11 to 14, 1953. Sierra Cascade Logging Conference meeting.
		Secretary's report of papers signed approved.
		Unfinished business matters considered:
		Yamhill County. Pacific Hwy. West. McMinnville. Proposed rerouting of hwy. through McMinnville.
		Coos County. Coos Bay. Request from City for lease rights on excess r/w along waterfront.
		Tillamook County. Wilson River Hwy. Tillamook east. Request for sidewalk.
		Coos County. Lakeside. Request for access to Oregon Coast Hwy.
		Extensions of time granted to contractors during past 2 years.
21163		Douglas County. North Umpqua River. Roseburg east. Request for establishment of state park along river.
		Crescent Lake Secdy. Hwy. Proposed improvement.
		North Portland. Proposed connection between Swift Blvd. and Denver Avenue. Commission to inspect.
		Clatsop County. Seaside. Roosevelt Drive. Truck route designation.
		Multnomah County. Columbia River Hwy. Sheppards Dell and Tanner Creek. "Save the Gorge" Committee's request to acquire as state parks.
		Down timber and danger trees cleanup.
		Construction maps. Preparation showing construction performed and contemplated.
		Umatilla County. Hat Rock State Park. Proposed agreement re use of Federal land.
		Clatsop County. Columbia River Hwy. Westport. Community Church requests traffic signal.
		Union County. Old Oregon Trail. Ladd Canyon wayside area acquisition. Progress satisfactory.
21164		Union County. Old Oregon Trail. La Grande-Rattlesnake Springs Section. Proposed wayside.
		Wallowa County Road. Wallowa Lake Lodge to Wallowa River. County Court requests State take over.
		Commission meeting date set for February 17 and 18, 1953 and April 8 and 9, 1953.
		Lane County. Eugene. 6th Street-High Street intersection. Signal control installation approved.
		Josephine County. Pacific Hwy. Glendale Jct.-Jump Off Joe Creek Section. Climbing lanes approved.
		Deschutes County. Cascade Lakes Hwy. Bend-Elk Lake Section. Request from County Court for improvement filed.
		Marion County. Stayton. Hwy. 222. Request that State assume cost of widening five corners in city denied.
21165		Meeting adjourned at 5:00 p.m.

Page	Date 1953	Subject
21165	Jan.22	Bids for hwy. construction read.
21169		Lincoln County. Oregon Coast Hwy. Gleneden Beach. Delegation's protest re relocation of Hwy. denied.
		Douglas County. Umpqua Hwy. Elkton-Scottsburg Section. Delegation from "Save the Myrtle Wood, Inc." re Kaskich property.
21170		Clatsop County. Oregon Coast Hwy. Astoria-Warrenton Section. Delegation requests rerouting hwy.
21171		Clatsop County. Astoria. Astoria-Megler Ferry. Transfer of terminal discussed.
		Clatsop County. Astoria. Lief Erickson Drive. Request for widening Drive between 44th and 46th Streets approved conditionally.
21172		Meeting recessed 12:10 p.m. and reconvened at 1:30 p.m.
		Wasco County. The Dalles-California Hwy. The Dalles Bridge. Request for better connection with bridge.
		Insurance. Salem, Klamath Falls, La Grande Shop buildings. Extra coverage approved.
		Insurance. Legislature requested to expedite additional coverage for State-owned buildings.
21173		Curry County. Oregon Coast Hwy. Cost to repair recent storm damage presented. No action taken.
		Jackson County. Pacific Hwy. Medford-County Farm Section. Agreement with Medford Irrigation District re re-establishment of irrigation facilities signed.
		Baker County. Baker-Homestead Hwy. Baker-Halfway Jct. Section. Delegation's request for improvements denied.
21174		Table Rock Creek-Black Bridge Section. Improvements approved in 1954 program.
		Baker County. Old Oregon Trail. Ontario-Baker Section. Request for improvements denied.
		Clackamas County. Oswego. Oswego Hwy. Improvements requested. Engineer to investigate.
21175		Marion County. Salem-Portland Expressway. Woodburn. Purchase of r/w for traffic interchange authorized.
		US Highway 20 Association. Widening and improving hwy. discussed.
21176		Agreement with Corvallis discussed.
		Chairman Chandler summarizes improvement program.
21177		Clatsop County. Columbia River Hwy. Astoria. Delegation's brief re rerouting of hwy. filed.
		Lane County. Springfield-Creswell Hwy. Jasper-Pleasant Hill Section. Delegation's request for improvement denied.
		Gilliam County. Wasco-Heppner Secdy. Hwy. West Cottonwood Grade Section. Request for improvements denied.
21178		Gilliam County. Columbia River Hwy. Arlington. Request for traffic interchange at crossing of John Day Hwy. investigated.
		George Hester to Western Interstate Committee on Highway Policy Problems in Salt Lake City, January 31, 1953.
		Douglas County. Roseburg. City-County Bridge project. Engineering investigation authorized.

Page	Date 1953	Subject
21178	Jan.22	Lincoln County. Oregon Coast Hwy. Otter Crest. Condemnation of Badley property approved.
		Multnomah County. Banfield Expressway. Unit No. 1. Construction plans across S.P. & S. Railroad property requested.
21179		Jefferson County. Metolius. Cinder Pit. Permission granted Dr. Rush to use cinders.
		Multnomah County. Cascade Secdy. Hwy. Portland-Oregon City Section. Additional improvements requested partially approved.
		Inspection trips. Engineer instructed to prepare itineraries. Also purchase of new car authorized.
		Contracts. Announcement of awards made.
21181		Agreements and other papers signed.
21182		Meeting adjourned at 4:50 p.m.
21183		EXHIBIT "A". Acquisition of r/w.
21204		EXHIBIT "B". Sale of land in Coos Bay.
21206		EXHIBIT "C-1" and "C-2". Surveys. Tualatin River-Middleton Section, Moro Underpass Section, West Portland Expressway
21210		EXHIBIT "D-1", "D-2" and "E". State Tax Street Funds.
21221		EXHIBIT "F". Completed contracts.
21222		EXHIBIT "G". No parking on highway shoulders.
21224		EXHIBIT "H". Speed Zone Resolution
21226		EXHIBIT "I". Abandonment Resolution, Hayes Hill Section.
21228		EXHIBIT "J-1" through "J-4". Condemnations.
21249	Feb.17	Minutes of November 24 and 25, 1952 and January 6, 1953 approved.
		Parks superintendent reports on following matters:
		Jackson County. Evergreen Park. Revocable permit granted for water pipe line.
		Tillamook County. Wilson River Hwy. and Sunset Hwy. Permission to plant trees and erect signs approved.
21250		Van Duser Forest Corridor. Salmon River Hwy. Logging agreement extension approved.
		Washington County. Sunset Hwy. Forest Wayside. Permission granted Mr. Hurst to haul logs across wayside.
		Lincoln County. Big Creek State Park. Permit to McKissick for rock revetment on park property approved.
		Real property. Acquisition approved. See EXHIBIT "A".
		Survey. Cascade Secdy. Hwy. Molalla Jct. to Marquam Section. See EXHIBIT "B".
21251		Real property. Acquisition of property approved. No authority previously granted. See EXHIBIT "C".
		Sale of miscellaneous properties confirmed.
		Coos County. Bandon. Proposed park. Purchase of Gallier property abandoned.
21252		Multnomah County. Portland. Banfield Expressway. Unit I. Engineer instructed to expedite plans re S.P. & S. Railroad.
		Multnomah County. Portland. Banfield Expressway. Unit II. Signed "petition for vacation" re Lloyd Corporation.
		Multnomah County. Portland. Banfield Expressway. 133th Street. "Modification of Industrial Lease" granted Westfall Engineering Company.
		Washington County. Nehalem Secdy. Hwy. "Renewal of Lease" granted Cyril Van Dyke for stockpile site.

Page	Date 1953	Subject
21252	Feb.17	Lane County. Eugene. 6th Street-7th Street Section. Signed lease of property to Wheel and Rim Service, Inc.
21253		Josephine County. Pacific Hwy. Wolf Creek. Change of access for Moore property approved conditionally.
		Union County. Elgin. Sale of gravel pit to Pacific Power & Light Company approved.
		Douglas County. Pacific Hwy. Chenoweth Park-Deady Section. Sale of land to Hoffmeister approved.
		Coos County. Oregon Coast Hwy. Coquille. Sale of property to Mr. Folsom approved.
		Condemnation. Curry County. Oregon Coast Hwy. Brush Creek-Rinehart Creek. Authority granted to condemn Spoerl property.
21254		Condemnations. Authority granted to acquire properties. See EXHIBITS "N-1" through "N-6".
21255		Court case. Counsel reports as follows:
		Washington County- State vs Louisa Micek. Awarded $7,400 plus $400 attorney's fees.
21256		Court cases settled as follows:
		State vs Arthur O. Sasaki. R/w settlement of $25,500 approved.
		State vs Dan H. Adams. R/w settlement of $200 approved.
		State vs A. H. Dudley. Settlement of $2,200 approved.
		State vs Wilbur F. Badley. R/w settlement of $22,500 approved.
		State vs Elton L. Grass. R/w settlement of $15,000 approved.
		State vs Sylvester B. Hall. R/w settlement of $8,525 approved.
		State vs Francis Vashe. R/w settlement of $10,000 approved.
		Condemnation proceedings. Offers to property owners approved.
21258		Claim. Lincoln County. Corvallis-Newport Hwy. Newport-Toledo Section. Settlement with Edenfields for slide damage approved. Contractor's liability to be determined.
		Clackamas County. Pacific Hwy. East. McLoughlin Blvd. Counsel to prosecute Francis Murray re damages to trees on r/w.
		Jackson County. Pacific Hwy. Medford-County Farm Section. Specific performance suit against Wilbur Reed authorized.
21259		Condemnation. Douglas County. Pacific Hwy. Elkhead Road-Rice Hill Section. Previous option rejected. Condemnation authorized.
		Ernest Lundeen. Reemployment on legal staff approved.
		Robert May. Transfer to trial section of legal department approved.
		Earl Preston. Employment in legal department authorized.
		Coos County. Oregon Coast Hwy. Lakeside. New access denied.
		Gilliam County. Old Oregon Trail. Arlington. Intersection with John Day Hwy. Installation of traffic signal approved.
		Gilliam County. Old Oregon Trail. Arlington. Retention of old hwy. as connection of new hwy. approved.
21260		Lincoln County. Oregon Coast Hwy. Gleneden Beach. Proposed by-pass approved.

Page	Date 1953	Subject
21260	Feb.17	Bond Funds. Investment in U.S. Treasury Certificates approved.
		Lane County. Richardson-Eugene Secdy. Hwy. Reclassification of part from Group II to Group I Hwy. approved.
		Contracts. Engineer reports satisfaction of conditions governing awards.
21261		Lane County. Springfield-Creswell Secdy. Hwy. Improvement requested. Action deferred.
		Tillamook County. Tillamook. Construction of State Highway Bldg. for use of State Police approved.
		Multnomah County. Columbia River Hwy. Portland. Burnside-3d Avenue West intersection. Reconstruction of underpass approved.
21262		Sherman County. Wasco-Heppner Secdy. Hwy. Improvement of west end when funds are available approved.
		Multnomah County. Sauvies Island County Road (2 parts). Improvement under 1954 FAS Hwy. Program approved.
		Lincoln County. Oregon Coast Hwy. Otter Rock. Request for direct connection to new hwy. denied.
		Lane County. Springfield Jct.-Springfield. Accident hazards discussed. Asphalt markers and signs authorized.
21263		Clackamas County. Pacific Hwy. East. County Road intersection at Barlow. Illumination and channelization authorized.
		Jackson County. Pacific Hwy. Medford. 12th Street-Central Avenue. Signals at intersection authorized.
		Jackson County. Pacific Hwy. Central Point. Front Street-Pine Street. Signals at intersection authorized.
		Extensions of time granted.
21265		Contracts completed and accepted. See EXHIBIT "D".
		Curry County. Oregon Coast Hwy. Brush Creek-Rinehart Creek Section. Survey. Amendatory resolution adopted. See EXHIBIT "E".
21266		Curry County. Oregon Coast Hwy. Coquille-California State Line Section. Designation as throughway approved. See EXHIBIT "F".
		Jackson County. Medford-Provolt Secdy. Hwy. Jacksonville Hill Section. Survey approved. See EXHIBIT "G".
		Multnomah County. Pacific Hwy. East. Portland. N.E. Union Avenue-N.E. Holland intersection. Changes in signals approved.
		State Tax Street Funds. Plans approved. See EXHIBITS "H-1", "H-2", and "H-3".
21267		Clackamas County. Pacific Hwy. East. Oregon City. Request to operate popcorn wagon denied.
		Columbia County. Longview-Rainier Bridge. Request for State ownership and operation denied.
		Clatsop County. Astoria Ferry. Authority granted to call for bids to operate ferry.
		Douglas County. Pacific Hwy. Canyonville south. Luminaire units at service station and motel approved.
21268		W. W. Stiffler and Ralph Sipprell to Spokane, March 23, 24, and 25. Inter-Mountain Logging Conference meeting.
		Lincoln County. Oregon Coast Hwy. DeLake. "D" River. Request for descriptive sign at river denied.

Page	Date 1953	Subject
21268	Feb.17	Baker County. Baker. Dewey Avenue Underpass. Suggestions made to city re solution of accident hazards.
		WASHO and AASHO. Payment of dues authorized.
		Deschutes County. Bend. Payment of $18 to Cecilia McNamee for damage to car approved.
21269		Lincoln County. Corvallis-Newport Hwy. Toledo. A Street-Alder Street. "No Parking" zone approved. See EXHIBIT "I".
		Lincoln County. Corvallis-Newport Hwy. Toledo. "No Parking" zone east of Sunset Drive approved conditionally.
		Marion County. Pacific Hwy. East. Salem. Jct. 12th Street Truck Route. "No Parking" zone established. See EXHIBIT "J".
		Linn County. Santiam Hwy. Lebanon. Recommendation for reduced speed zone reported to State Speed Control Board.
21270		Josephine County. Redwood Hwy. Grants Pass southwest. Adoption of speed zone approved. See EXHIBIT "K".
		Load Limits. Reduced load limits on various hwys. adopted. See EXHIBIT "L".
		Load Limits. Load limits on various hwys. removed. See EXHIBIT "M".
		W. C. Williams to Ogden, Utah, February 23, 24, Executive Board of WASHO meeting.
		Unfinished business matters considered.
21271		Yamhill County. Pacific Hwy. West. McMinnville. rerouting hwy. through City. Negotiations re r/w still pending.
		Coos County. Oregon Coast Hwy. Lakeside. Request for new access to hwy. denied.
		Multnomah County. North Portland. Swift Avenue-Denver Avenue Jct. Proposed connection discussed. Action deferred.
		Umatilla County. Columbia River Hwy. Hat Rock State Park. Satisfactory agreement anticipated.
		Clatsop County. Columbia River Hwy. Westport. Church's request for installation of traffic signal denied.
		Union County. Old Oregon Trail. Ladd Canyon-Rattlesnake Springs proposed wayside. Engineer's report not complete.
		Wallowa County Court requests State take over County road. Decision deferred.
		Wallowa County. Offer of Pacific Power & Light Company to lease area for park purposes to State. Decision deferred.
		Lincoln County. Oregon Coast Hwy. Gleneden Beach. Oppose hwy. by-pass.
21272		Clackamas County. Oswego Hwy. Oswego. Request for widening and signalization.
		Gilliam County. Arlington. Old Oregon Trail-Main Street intersection. Request for interchange.
		Commission meeting date set for April 8 and 9 and tentatively for May 18 and 19, 1953.
		Samuel H. Boardman. Former State Parks Superintendent. Commemorative resolution adopted.
21273		Weighmasters. Report on activities approved.
		Marion County. North Santiam Hwy. near Detroit. Agreement with Bureau of Public Roads re removal of slide approved.

Page	Date 1953	Subject
21273	Feb.17	Marion County. North Santiam Hwy. near Detroit. Agreement with Consolidated Builders, Inc. re removal of slide approved.
		Linn County. Pacific Hwy. East. Tangent north. Restricted speed zone denied. Signs approved.
21274		Linn County. Lyons. Signed agreement re installation of drainage pipe on Southern Pacific Railroad r/w.
		Insurance. Revised life insurance plan for employees approved.
		Wallowa County. Enterprise. State to design bridge and sidewalk at City's expense.
		Lane County. Willamette Hwy. Meridian Dam. Amended agreement with Government re hwy. maintenance approved.
		Coos County. Myrtle Point. Reinstatement of Leland Post's log-hauling permit discussed.
21275		Delegations. Problems discussed. No action taken.
		Gilliam County. Columbia River Hwy. Arlington. Arrangement with Shell Oil Company re acquisition of r/w approved.
		Umatilla County. Umatilla. Exchange of sand and gravel with Columbia Sand & Gravel Company approved.
		Wasco County. Misunderstanding with county re spraying of weeds to be clarified.
21276		Hood River County. Columbia River Hwy. Koberg Beach. Plans for channelization of hwy. intersection to be made.
		Agreements and other papers signed.
21278		Meeting adjourned at 12:00 noon to reconvene at 9:00 a.m. the following day.
	Feb.18	Bids for hwy. construction read.
21284		Clackamas County. Delegation requests various hwy. improvements. Engineer instructed to conduct economic surveys.
		Lane County. Fox Hollow Secdy. Hwy. Prairie and Spencer Creek. Delegation requests improvement. Engineer to investigate.
21285		Yamhill County. Carlton-Newberg County Road. Delegation request to designate as state secdy. hwy. denied.
		Meeting adjourned at 12:30 p.m. and reconvened at 3:15 p.m.
		Forest Hwy. Program for 1954. Letter presented by W. H. Lynch signed by Commission.
21292		Condemnation. Settlement with E.A. and I.A. Springer approved.
		Condemnation. Settlement with Lawrence Kozowski and Bessie Dixson approved.
		Grant County. John Day Hwy. Mt. Vernon-John Day Section. R/W Engineer instructed to expedite negotiations.
		Contracts. Announcement of awards made.
21294		Clackamas County. Projects submitted by delegation discussed. Engineer to conduct economic survey.
		Lincoln and Tillamook Counties. Siletz Secdy Hwy. Kernville-Siletz. Petitions presented urging completion.
21295		Meeting adjourned at 3:45 p.m.
21296		EXHIBIT "A". Acquisition of r/w.
21319		EXHIBIT "B". Survey. Cascade Secdy. Hwy. Molalla Jct.-Marquam Sec.
21320		EXHIBIT "C". Acquisition of real property for which no previous authority granted.
21321		EXHIBIT "D". Completed contracts.
21323		EXHIBIT "E". Survey. Oregon Coast Hwy. Brushes Creek-Rinehart Section.

Page	Date 1953	Subject
21324	Feb.18	EXHIBIT "F". Throughway resolution.
21326		EXHIBIT "G". Survey. Medford-Provolt Secdy. Hwy. Jacksonville Hill Section.
21327		EXHIBIT "H-1","H-2" and "H-3". State Tax Street Funds.
21330		EXHIBIT "I". No Parking resolution
21331		EXHIBIT "J". No Parking resolution
21333		EXHIBIT "K". Speed Zone resolution
21335		EXHIBIT "L". Reduced load limit resolution
21338		EXHIBIT "M". Lifting of load limit resolution
21340		EXHIBIT "N-1" through "N-6". Condemnation resolutions
21357	Mar.20	Resolution re appointment of Floyd Query Acting Secretary.

Portland, Oregon
January 6, 1953

Pursuant to adjournment of its meeting held on November 24 and 25, 1952, the State Highway Commission met at 9:00 a.m., Standard Oregon Time, in the Green Room of the Imperial Hotel, Portland, Oregon. Among others, the following persons were present:

Chas. H. Reynolds, Commissioner, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
L. V. Koons, Assistant State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Mr. Ben R. Chandler, Chairman of the Commission, was excused from attending the meeting.

Commissioner Reynolds, Acting Chairman, called the meeting to order and presided in the absence of the duly elected chairman. Routine matters as follows were disposed of:

The Assistant Parks Superintendent reported on the following park matters:

1. Wording for an historical sign to be placed in Cape San Sebastian State Park in Curry County: He advised that there has been considerable demand for an historical sign to be placed in this park containing information concerning historical features and the reason for the name. He recommended installation of such a sign with the following wording which, he said, has been approved by the Memorials Committee of the Oregon Historical Society:

CAPE SAN SEBASTIAN

SPANISH NAVIGATORS WERE THE FIRST TO EXPLORE THE NORTH AMERICAN PACIFIC COAST, BEGINNING FIFTY YEARS AFTER COLUMBUS DISCOVERED THE WESTERN CONTINENTS. SEBASTIAN VIZCIANO SAW THIS CAPE IN 1603 AND NAMED IT AFTER THE PATRON SAINT OF THE DAY OF HIS DISCOVERY. OTHER NAVIGATORS, SPANISH, BRITISH, AND AMERICAN FOLLOWED A CENTURY AND A HALF LATER.

The Commission approved the recommendation.

2. Proposed development at Eel Lake on the Oregon Coast Highway in Douglas and Coos Counties, by the Oregon Society for Crippled Children and

Adults, Inc.: He reported that Mr. Howard Feast, Executive Director for the Society, had advised him recently concerning a plan of development worked out by the Society which may cost as much as $100,000. The plan, he stated, utilizes the north portion of the level area between the new highway and the lake, and a portion of the rolling ground to the north, as well as the shoreline opposite this particular area. He recalled that the Commission previously had considered development of a state park in this area, but it was his opinion that a park area could, if necessary, be developed to the south of that which the Society desires to use, and that adequate room is available for both projects. He gave as his feeling that the project is a commendable one and suggested that no action be taken by the Commission that would interfere with their project. He added that the property is now owned by the State Game Commission. The Commission approved the suggestion with the understanding that the State Highway Department's obligation shall be limited to construction of a roadway about 500 feet long from the highway to the lake, and development of a small car parking area on the shore of the lake as a right of way consideration.

3. Offer of Mr. D. E. Boies of North Bend to purchase down timber in the Umpqua Lighthouse State Park: The Assistant Parks Superintendent advised that the park budget for 1953,as approved by the Commission, contains an item for developing picnic facilities and improving the area at Lake Marie in this park, and that in examining the area a number of hemlock and spruce logs were found that should be removed. Mr. Boies, he stated, has offered to pay $8 per MFBM for the logs which are estimated to contain about 40 MFBM, and the price has been approved by the State Forestry Department. He recommended acceptance of Mr. Boies offer. The Commission adopted the recommendation.

4. Establishment of a state park at Bandon: The Assistant Parks Superintendent recalled that previous negotiations disclosed that property owners concerned are asking exorbitant prices for their land and that the Commission had ordered negotiations discontinued until the land could be purchased at reasonable cost. Since that time, he stated, there has come to his office a letter from Mrs. Ethel M. Kranick of Bandon in which she states that a Miss Gallier, one of the principal owners, has indicated that she wishes to discuss again with a representative of the Commission the price of her land needed for this park development; also, a letter has been received from the County Court of Coos County requesting further consideration of the matter by the Commission. It was his thought, inasmuch as the property owners appear to be willing to consider a lower figure, that the negotiations should be resumed, and he so recommended. The Commission approved the recommendation and instructed the Right of Way Engineer accordingly.

5. Request of Dan J. Melton for a two-year extension of his permit to truck-haul logs across Maria C. Jackson State Park in Coos County: He advised that the original permit was for a two-year period, ending October 26, 1952, and that Mr. Melton is now requesting an extension of this agreement for another two-year period. He recommended approval of the request because it will make possible the removal of timber in the area back of the park without damaging the park. The recommendation was adopted by the Commission.

6. Request of Coastal Lumber Company, Grand Ronde, to purchase down

and dead timber in Van Duzer Corridor on the Salmon River Highway: The Assistant Parks Superintendent advised that there is a small amount of timber on the south and west side of the Salmon River Highway in the Southeast quarter (SE$\frac{1}{4}$) of the Northeast quarter (NE$\frac{1}{4}$) of Section 7, Township 6 South, Range 8 West, a short distance east of the community of Boyer, amounting to approximately 49.6 MFBM. which the Coastal Lumber Company wishes to purchase and for which they have offered to pay $10 per thousand or a total of $496. He said that clean-up of this area is highly desirable in order to relieve the summertime fire hazard, and that the price is comparable to prices received previously for similar timber in this district. He recommended acceptance of the company's offer. The Commission approved the recommendation.

7. Operation of restaurant concession at Silver Falls State Park: The Assistant Parks Superintendent advised that the concession agreement with Roland F. and Evelyn A. Nohlgren will expire within a short time, and inasmuch as they are not interested in extending it, it appears desirable to obtain a new operator. Accordingly, he requested authority to advertise the concession for sale at an early date. The Commission approved the request.

8. Proposed agreement with the U. S. Army Corps of Engineers covering the use of an area at Hat Rock State Park in Umatilla County: The Assistant Parks Superintendent reported that in development of Hat Rock Park it is planned to lease an area from the United States Government through the Corps of Engineers. An agreement prepared by the Corps of Engineers, he said, contains certain objectional features that the Chief Counsel is now endeavoring to correct in order to relieve the members of the Commission from personal responsibilities. The Chief Counsel advised that he has suggested two changes in the agreement which will eliminate personal liability on the part of the members of the Commission and will provide protection under the law. The Commission deferred action on the matter pending presentation of an acceptable form of agreement. A further report was ordered for the next meeting.

The Right of Way Engineer presented for the Commission's consideration options secured for acquisition of real property needed for various state highway improvements and for other purposes. As a result of careful consideration, the Commission approved closing the options at the prices mentioned therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission.

The Commission considered a request presented by the Right of Way Engineer for a change of access point from the John and Marie Komonith property to the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County, File No. 17911; also, a change in access point from the Frank L. and Ufa Johnson property on the Cascade Locks section of the Columbia River Highway in Hood River County. File No. 15281. The Right of Way Engineer advised that these changes are required in order to facilitate construction,

and he recommended that they be approved. The Commission adopted the recommendation. (Two indentures of access covering these changes were signed by the Commission later in the day.)

The Right of Way Engineer presented the matter of quitclaiming a parcel of property on the Chemult-Diamond Lake Junction of The Dalles-California Highway in Klamath County to the St. Helens Pulp and Paper Company in exchange for their deeding to the State a new area to be used for a cinder pit. He explained that in digging cinders from the pit previously secured from the St. Helens Pulp and Paper Company, the operations inadvertently extended beyond the limits of the property acquired, and that the present transaction is simply to correct the error, without consideration. He recommended approval of the transaction. The Commission approved the exchange as recommended. (A quitclaim deed conveying the state's land to the company was signed by the Commission later in the session.)

The Commission discussed a letter from Mr. F. L. Meuret, Madras, regarding his purchase of 27.1 acres of land situate in Cove State Park, for the sum of $270. The Right of Way Engineer recalled that this particular piece of land previously had been advertised for sale and that Mr. Meuret, in submitting his bid,did not include the required minimum amount, so the Commission refused to sell the land to him. He recommended that Mr. Meuret's present request to purchase the property be again denied. The Commission approved the recommendation.

The Chief Counsel requested authority to aquire by condemnation, if necessary, the following properties that are needed as right of way or for other purposes in connection with highway improvements, and to tender offers for the same in conformity with instructions given him in the resolution adopted by the Commission at its meeting December 20, 1951:

Heppner Junction-Boardman Section of the Columbia River Highway

	Recommended Offer
R 19811 - John Marti Right of Way (Gilliam) 2.78 acres	*

State Street South Unit of Salem By-Pass Section of the Pacific Highway East

R 19753 - James M. Baker Quarry Site (Marion) 21.105 acres	*

Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway

R 3256-B - Vera H. Redenbaugh Right of Way (Curry) 27.2 acres	*
R 3257 - Robert Fromm Right of Way (Curry) 11.865 acres	*

Brushes Creek-Rinehard Creek Section of the Oregon Coast Hwy (cont.)

	Recommended Offer
R 19453 - J. Stephen Spoerl (Curry) Parcel No. 1: 31.90 for Right of Way Parcel No. 2: 4.701 for Quarry Site	*

West Unit of the Arlington-Heppner Junction Section of the Columbia River Highway

R 19498 - A. B. Clough Right of Way (Gilliam) Parcel No. 1: 0.26 acre Parcel No. 2: 36.5 acres	*
R 19499 - A. C. Smythe Right of Way (Gilliam) 5,250 square feet	*
R 19506 - R. F. Phillips Right of Way (Gilliam) 9,650 square feet	*
R 19507 - J. D. Weed Right of Way (Gilliam) 575 square feet	*
R 19345 - Richard Stevenson Gravel Bar (Douglas) Parcel No. 1: 14.1 acres Parcel No. 2: 5.3 acres	$ 8,210.00
R 17887 - Vernon Orr Right of Way (Douglas) 12.34 acres	53,150.00

Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway

R 18989 - John M. Fleck Right of Way (Douglas) 6.67 acres	*
R 18990 - Roseburg Rod & Gun Club Right of Way (Douglas) Parcel No. 1: 5.66 acres Parcel No. 2: 0.30 acre	*
R 18991 - California-Oregon Power Company Right of Way (Douglas) 0.93 acre	*

Deady-Winchester Unit of the Deady-Shady Sec. of the Pacific Hwy. (cont.)

	Recommended Offer
R 19411 - William A. Oerding (Douglas) Parcel No. 1: 33.84 acres for Right of Way Parcel No. 2: 0.40 acre for easement for approach road	$ 7,500.00
R 19416 - Francis A. Vasche Right of Way (Douglas) 0.34 acre	*
R 19419 - Charles H. Holcomb Right of Way (Douglas) Parcel No. 1: 5.83 acres Parcel No. 2: 6.65 acres	*
R 19425 - Alfred R. Hill Right of Way (Douglas) 0.35 acre	*

Jewell-Birkenfeld Section of the Nehalem Secondary Highway

R 17806 - Harry Ebsen Right of Way for bridge realignment (Clatsop) 1.89 acres	$ 300.00

Elkhead Road-Rice Hill Unit of the Divide-Rice Hill Section of the Pacific Hwy

R 18667 - Earl Brant Right of Way (Douglas) Parcel No. 1: 7.98 acres Parcel No. 2: 9.50 acres	*
R 19465 - Guy M. Day and E. M. Housley Right of Way (Douglas) 7.54 acres	*
R 19467 - Harold Turpin Right of Way (Douglas) 25.57 acres	*
R 19469 - Verna Baxter Right of Way (Douglas) 13.40 acres	*
R 19470 - H. L. Boucock Right of Way (Douglas) 2.3 acres	*

Elkhead Road-Rice Hill Unit of the Divide-Rice Hill Sec. of the Pacific Highway (cont.)

	Recommended Offer
R 19471 - Leslie L. Chapman Right of Way (Douglas) 4.28 acres	*
R 19473 - Sumner W. Brawn Right of Way (Douglas) 0.09 acre	*
R 19476 - Edwin K. Mulkey Right of Way (Douglas) 5.16 acres	*
R 19477 - Melvin J. Kauffman Right of Way (Douglas) 11.79 acres	*
R 19478 - D. C. Wilson Right of Way (Douglas) 5.08 acres	*
R 19479 - Harlund Lunt and Daniel M. Webb (Douglas) Parcel No. 1: 12.26 acres for right of way Parcel No. 2: 15.2 acres for borrow pit	*
R 19480 - Reuben J. Johnson Right of Way (Douglas) 13.98 acres	*
R 19481 - Ben P. Metz Right of Way (Douglas Channel Change and 1.13 acres Temporary Detour Road	*
R 19482 - Dewey N. Sheets Right of Way (Douglas) 0.2 acre	*
R 19483 - Sidney S. Lasswell Right of way and Borrow Area (Douglas) 27.62 acres	*
R 19484 - Darrell Ross Right of Way (Douglas) Parcel No. 1: 5.62 acres Parcel No. 2: 31.2 acres	*

January 6, 1953

Elkhead Road-Rice Hill Unit of the Divide-Rice Hill Sec. of the Pacific Highway (cont.)

		Recommended Offer
R 19485 - G. C. Long (Douglas)		
	Parcel No. 1: 18.0 acres for Right of Way	
	Parcel No. 2: 12.94 acres for Right of Way	
	Parcel No. 3: 35.76 acres for Quarry Site	
	Parcel No. 4: 0.43 acre for Haul Road	*
R 19486 - Ernest Warner (Douglas)		
	Parcel No. 1: 15.15 acres for Right of Way	
	Parcel No. 2: 0.67 acre for Drainage Ditch Easement	*
R 19487 - Raymond H. Knopp		
	Right of Way (Douglas) 8.02 acres	*
R 19488 - Arthur O. Anderson		
	Right of Way (Douglas) 6.36 acres	*
R 19489 - Richard E. Thorp		
	Right of Way (Douglas) 410 square feet	*
R 19490 - Mary N. Strong		
	Right of Way (Douglas) 5.08 acres	*
R 19491 - Robert G. Campbell		
	Right of Way (Douglas) 2.77 acres	*
R 19671 - H. L. Boucock (Douglas)		
	Parcel No. 1: 32.6 acres for Quarry Site	
	Parcel No. 2: 1.7 acres for Easement for Haul Road	*

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "H-1" through "H-17" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Chief Counsel presented a written report on cases tried in court or in which judgment decrees have been entered since the last meeting of the Commission as follows:

1. C. J. Eldon, et al , vs. Ben R. Chandler, et al. This case, he reported, involves a dispute with Mr. Eldon as to the yard-mile haul of roadbed

topping on State Highway Contract No. 2997 for regrading, surfacing, and oiling of the Yellow Creek-Calapooya Creek Section of the Elkton-Sutherlin Secondary Highway in Douglas County. An amended complaint was filed and service made on August 4, 1952, in which the plaintiff sought to recover the sum of $19,236.56 with interest at the rate of 6 percent per annum from September 30, 1949. The State admitted owing the plaintiff $16,949.98. The contractor, he explained, had elected to use the county road lying on the northerly side of the Umpqua River to haul the material, whereas the southerly side had been designated by the Engineer as the haul route, this route being 0.59 mile shorter. In making his final ruling from the bench, the Judge ruled that he would amend the final contract estimate by adding the sum of $1,730.63, reflecting the additional contract price and yard-mile haul by the northerly route. The court denied Mr. Eldon's claim for $500 for use of the right ofway between the northerly river bank and the county road and further denied the plaintiff's claim for interest upon $1,730.63. The Chief Counsel stated that the Court has not yet made its finding of fact and conclusions of law in a decree entered in this case; also, that in anticipation that such findings may warrant an appeal, a transcript of the testimony has been ordered for the purpose of reviewing the entire matter and taking an appeal if it appears that the Judge's findings and conclusions can be overruled. The trial of this case, he said, was handled by Mr. Lindas and Mr. Wyckoff for the State. Mr. John H. Kelly acted as attorney for the plaintiff. The Commission approved the report. (For further details see a copy of the Chief Counsel's letter of December 30, 1952 in the General Files.)

2. State vs. H. P. Glenn, et al. This complaint concerns acquisition of 16.63 acres of cinders for use in construction and maintenance of the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County. Prior to commencement of this condemnation proceeding, an assignment of a lease had been secured from Mr. E. G. Bickmore, Assistant Division Engineer, of La Grande by which lease Mr. Bickmore had the right to remove cinders upon payment of the sum of 2 cents per yard. When the State was unable to acquire the interest of the fee owners, the condemnation proceeding was started, after first offering to purchase the fee owners' interest for the sum of $6,000. This case was tried by Mr. Lindas and Mr. Wycoff with the assistance of Mr. Cochran, a local attorney. The jury returned a verdict in the amount of $6,000 which he felt was a very good verdict as the case had many dangerous potentials which could have resulted in a much higher verdict being awarded. Mr. David Silven, Baker, acted as attorney for the defendants. The Commission approved the report.

3. State vs. Mabel C. Laird, et al. This case concerned acquisition of 1.26 acres of land on the Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County. The State's final offer in this matter was $750 whereas Mrs. Laird sought to recover the sum of $12,500 as value of the property plus $1,500 as attorney's fees. The jury, after deliberating for approximately 20 minutes, returned a verdict in the amount of $750, and since the defendant did not recover more than the offer, she is not allowed

attorney's fees and must pay the State's costs for which a bill has been filed in the amount of $157.90. This case, he added, was tried by Mr. Lindas and Mr. Wyckoff with the assistance of Mr. William Walsh, a local attorney. Mr. Ben Anderson was attorney for the defendant. The report was approved by the Commission.

4. State vs. Carl G. Gustafson. This case involved acquisition of two acres of land on the North Yamhill River-St. Joseph Underpass Section of the Pacific Highway West in Yamhill County. The State, he reported, had made an offer for purchase of this property for the sum of $2,500; however, the owner was legally incapable of accepting the offer as he had been adjudged insane and is confined in the State Hospital. The jury returned a verdict in the amount of $2,500 and in addition thereto allowed to the defendants attorney's fees in the amount of $250 plus costs. As the defendant was insane, there was no alternative but to resort to legal proceedings to secure a good title for the State. The Commission approved the report.

5. State vs. Carrol M. Robinson. This case involved the acquisition of 0.24 acre of land for right of way on the Salem By-pass Section of the Pacific Highway East in Marion County and complete restriction of access from the owner's remaining land to the new highway. Prior to filing the complaint, he stated, the defendant had been offered $750 for the property, whereas he had demanded $2,500. The trial of this case commenced November 20, 1952, and lasted 2½ days. The jury returned a unanimous verdict in the amount of $1,500, and in addition, required the State to pay defendant's cost in the sum of $50, attorney's fees in the amount of $375 and interest on the verdict from the date of filing the complaint. Although the jury's verdict, percentage wise, is considerably in excess of the offer made by the State, the increase in dollars is not substantial enough to warrant the cost of an appeal, and he recommended that an appeal not be taken. This case, he added, was tried by Mr. Peterson and Mr. McKinney. The Commission approved the report.

The Chief Counsel reported settlement of the following cases:

1. State vs. Lyle E. Hammond, et al. The case involved acquisition of 6.675 acres of land necessary for the Cascade Locks-Herman Creek Section of the Columbia River Highway, including complete restriction of access to the relocated highway. The State had offered $3,600 for the property and the owners had demanded $14,526. After several appraisals had been made, the property owners agreed to accept the sum of $4,250, and a settlement was effected on that basis. The Commission approved the settlement.

2. State vs. Stella H. Booth, et al. This case involved the acquisition of 70.45 acres of land needed for right of way on the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway in Douglas County. The State had offered to purchase the property for $30,000, whereas the defendants had demanded $60,000. After appraisals had been made and further negotiations undertaken, the owners agreed to accept the sum of $33,000. He felt that this settlement is advantageous to the State considering the potential damages that could be shown in a trial, and he recommended that the settlement be accepted. The Commission approved the recommendation.

3. The State vs. M. T. Harman, et al. This case involves the acquisition of 5.313 acres of land required for right of way on the Salem By-pass Section of the Pacific Highway East in Marion County. The State had previously offered $5,000 for the property, whereas the owner demanded $17,500, later reduced to $12,000 including attorney's fees. Before the trial, the defendants had agreed to settle for the sum of $6,000 for the property plus $350 attorney's fees. He recommended that the settlement be approved inasmuch as recent sales of comparable land in the area had been made at a price in keeping with the proposed settlement. The Commission approved the recommendation.

4. State vs. Joseph B. Bartosz. This case involved acquisition of 2.94 acres of land for right of way on the Salem By-pass Section of the Pacific Highway East in Marion County plus an additional parcel of excess property containing 2.15 acres that is being "land-locked" by reason of the taking of the right of way and access control. The State offered $800 for this property; but, subsequent to filing the complaint, further investigation and appraisals had disclosed that the property should be valued between $1,400 and $1,728. The property owner demanded $5,635 for the property plus $1,000 attorney's fees. The defendant later offered to settle for a total consideration of $1,500 including attorney's fees. The Commission approved the settlement.

5. State vs. Henry Sause. This case was to recover the sum of $1,929.79 for damages to the bridge over the Tillamook River on the Netarts Secondary Highway in Tillamook County caused by four separate collisions of a tug and barge operated by the defendant. Prior to commencement of court action, the defendant offered to settle for the sum of $1,450 which he felt was an advantageous settlement, and a check has been received from the defendant's insurance company. The Commission approved the settlement.

6. State vs. E. H. Lamport, et ux. This case involved the acquisition of 0.20 acre of land for right of way on the Medford-County Farm Section of the Pacific Highway in Jackson County, and for an easement for relocation of an irrigation ditch. An offer had been made to the owner in the sum of $1,000, whereas he demanded $4,000. Appraisals indicated that the property had a value between $893 and $1020. Prior to the trial date, the defendants offered to settle for $1,250. As the increase in cost is very slight, he felt that it was a good settlement. The Commission approved the settlement.

7. State vs. Leo Schumm, et al. Acquisition of 0.20 acre of land for right of way on the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway. The State originally offered $1,000 for the property; however, later appraisals showed a value between $1,400 and $2,900. The owners demanded $4,625; however, just before the trial the defendants agreed to accept the sum of $2,800. The Commission approved the settlement.

8. State vs. Paul M. McFarland, et ux. Acquisition of 0.12 acre of

land required as right of way for the Barbur Boulevard-Marion County line section of the West Portland-Hubbard Highway. On the basis of appraisals, the State had offered $2,500 for the property, whereas the owner demanded $5,503. Upon filing the complaint, the owner agreed to settle for $2,500. The Commission approved the settlement.

The Commission discussed and unanimously confirmed an offer of $2,230 to Earl S. Butler, et ux, reported by the Chief Counsel, for acquisition of real property needed as right of way for the Reedsport-Luder Creek Section of the Umpqua Highway in Douglas County, which offer was tendered to the owner prior to commencement of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 20, 1951.

At 10:00 a.m., Standard Oregon Time, the Acting Chairman, Charles H. Reynolds, announced that the meeting was for the principal purpose of receiving and opening bids for the purchase of a block of $10,000,000 of Oregon State Highway Bonds. He then inquired if there were any bids for the bonds that had not been presented at the Commission's table. There being none, bids as follows for the purchase of the bonds offered for sale were then opened and read aloud by the Secretary pursuant to previously published notice, at the conclusion of which the Acting Chairman stated that the bids would be studied by the Commission and that the Commission's decision with respect to the bids would be publicly announced at 11:15 a.m.:

List of Bidders

1. The First National Bank of Chicago and Associates
2. The First National Bank of Portland, Oregon; Harris Trust and Savings Bank and Associates
3. Bankers Trust Company and Associates
4. Kuhn, Loeb & Company and Associates
5. Smith, Barney & Company; C. J. Devine & Company, Inc. and Associates
6. Halsey, Stuart & Company, Inc. and Associates

(For names of Associates, see attached list)

Bidder	Bond Maturity Date	Designated Interest Rate	Price Bid	Effective Interest Cost	Effective Interest Rate
1. 1. 1.	March 1, 1954 1955 to 1967 incl. 1968 to 1973 incl.	1% 1-3/4% 2%	$9,872,550	$2,092,450	1.9928095%
2. 2. 2.	1954 to 1960 incl. 1961 to 1966 incl. 1967 to 1973 incl.	1-1/2% 1-3/4% 2%	$9,826,000	$2,125,250	2.02404%

Bidder	Bond Maturity Date	Designated Interest Rate	Price Bid	Effective Interest Cost	Effective Interest Rate
3. 3. 3.	1954 to 1960 incl. 1961 to 1967 incl. 1968 to 1973 incl.	1-1/2% 1-3/4% 2%	$9,806,900	$2,126,850	2.025571%
4. 4. 4.	1954 to 1961 incl. 1962 to 1966 incl. 1967 to 1973 incl.	1-1/2% 1-3/4% 2%	$9,807,000	$2,134,250	2.032619%
5. 5. 5. 5.	March 1, 1954 1955 to 1959 incl. 1960 to 1965 incl. 1966 to 1973 incl.	1-1/4% 1-1/2% 1-3/4% 2%	$9,801,000	$2,174,000	2.070476%
6. 6.	1954 to 1965 incl. 1966 to 1973 incl.	1-3/4% 2%	$9,832,900	$2,178,600	2.074857%

ASSOCIATES

In connection with offers to purchase $10,000,000 Oregon State Highway Bonds on

January 6, 1953

THE FIRST NATIONAL BANK OF CHICAGO

J. P. Morgan & Co., Incorporated
White Weld & Co.
A. C. Allyn & Company, Incorporated
~~Goffin & Burr~~, ~~Incorporated~~
~~Hayden~~, ~~Stone & Co.~~
~~Wood Struthers & Co.~~
American Securities Corp.
The Illinois Company
Francis I. duPont & Co.
~~W. H. Morton & Co.~~, ~~Incorporated~~
J. G. White & Company, Inc.
R. H. Moulton & Company
~~Schwabacher & Co.~~
~~King~~, ~~Quirk & Co.~~, ~~Incorporated~~
The Small-Milburn Company, Incorporated
~~Shearson~~, ~~Hammill & Co.~~
Baxter Williams & Co.
~~Wood~~, ~~Gundy & Co.~~, ~~Incorporated~~
Drexal & Co.
Bear, Stearns & Co.
Harris, Hall & Company, Incorporated
L. F. Rothschild & Co.
Laidlaw & Co.
~~Dominick & Dominick~~
City Natinal Bank & Trust Co., K. C.
Robert W. Baird & Co., Incorporated
~~Roosevelt & Cross~~, ~~Incorporated~~
~~Kean~~, ~~Taylor & Co.~~
National Bank of Commerce of Seattle
William R. Staats & Co.
~~W. E. Hutton & Co.~~
~~Bache & Co.~~
Raffensperger, Hughes & Co., Inc.
E. F. Hutton & Company
National City Bank of Cleveland
Glickenhaus & Lembo

January 6, 1953

THE FIRST NATIONAL BANK OF CHICAGO (cont.)

R. L. Day & Co.
John Small & Co.
~~Robert Garrett & Sons~~
~~Wm. G. Scufferle & Co.~~
T. H. Jones & Company
~~Fordyce & Co.~~
Merrill, Turben & Co.

THE FIRST NATIONAL BANK OF PORTLAND, OREGON
HARRIS TRUST AND SAVINGS BANK

ASSOCIATES NOT NAMED

BANKERS TRUST COMPANY

The National City Bank of New York
R. W. Pressprich & Co.
Weeden & Co., Incorporated
Hemphill, Noyes & Co.
The United States National Bank of Portland
Brown Brothers Harriman & Co.
National State Bank
Robert Winthrop & Co.
First Securities Company of Chicago
Blyth & Co., Inc.
Eastman, Dillon & Co.
Braun, Bosworth & Co., Incorporated
Lee Higginson Corporation
Heller, Bruce & Co.
F. S. Smithers & Co.
Dean Witter & Co.
G. C. Haas & Co.
Fahey, Clark & Co.

KUHN, LOEB & COMPANY

Chemical Bank & Trust Company
Aubrey G. Lanston & Co., Inc.
Hallgarten & Co.
Hirsch & Co.
Laurence M. Marks & Co.
Central Republic Company (Incorporated)
Bartow Leeds & Co.
R. D. White & Co.
Van Alstyne Noel Corporation
Dreyfus & Co.
The Ohio Company
Shelby Cullom Davis & Co.
DeHaven & Townsend, Crouter & Bodine
Lee W. Carroll & Co.
Equitable Securities Corporation
Alex. Brown & Sons
The Marine Trust Company of Western New York
Dick & Merle-Smith
Hannahs, Ballin & Lee
Gregory & Son, Incorporated
Ernst & Co.
Wurts, Dulles & Co.
Ryan, Sutherland & Co.
A. M. Kidder & Co.
Bramhall, Barbour & Co., Inc.
Tripp & Co.
Gregory Harrington & Co., Inc.
Talmage & Co.

SMITH, BARNEY & COMPANY

C. J. Devine & Co.
Goldman, Sachs & Co.
Harriman Ripley & Co., Inc.
Mercantile Trust Company

January 6, 1953

SMITH, BARNEY & COMPANY (cont.)

Salomon Bros. & Hutzler
Lazard Freres & Co.
A. G. Becker & Co., Inc.
Schoellkopf, Hutton & Pomeroy, Inc.
B. J. Van Ingen & Co., Inc.
Ira Haupt & Co.
Foster & Marshall
Andrews & Wells, Inc.
Peoples National Bank
J. B. Hanauer & Co.
Paul Frederick & Company
Merrill, Lynch, Pierce, Fenner & Beane
~~Paine, Webber, Jackson & Curtis~~
~~First of Michigan Corporation~~
The Boatmen's National Bank
Reynolds & Co.
The Milwaukee Company
Stein Bros. & Boyce
D. A. Pincus & Co.
Burns, Corbett & Pickard, Inc.
Watling, Lerchen & Co.
~~First National Bank of New York~~

HALSEY, STUART & COMPANY, INC.

Continental Illinois National Bank and Trust Company of Chicago
Phelps, Fenn & Co.
Shields & Company
R. S. Dickson & Company, Incorporated
Barr Brothers & Co.
California Bank, Los Angeles
~~Geo. B. Gibbons & Company~~, ~~Incorporated~~
Bacon, Stevenson & Co.
A. Webster Dougherty & Co.
Byrne and Phelps, Inc.
Kaiser & Co.
Rodman & Linn
McCormick & Co.
Blunt Ellis & Simmons
Mullaney, Wells & Company
Silla, Fairman & Harris, Incorporated
McDonald-Moore & Co.
Reinholdt & Gardner
Wm. P. Harper & Son & Co.
Lehman Brothers
Kidder, Peabody & Co.
Blair, Rollins & Co., Incorporated
Stone & Webster Securities Corporation
John Nuveen & Co.
Hornblower & Weeks
Stroud & Company, Incorporated
~~Adams~~, ~~McEntee & Co.~~, ~~Inc~~.
G. H. Walker & Co.
C. F. Childs and Company, Incorporated
Wm. E. Pollock & Co., Inc.
McMaster Hutchinson & Co.
Thomas & Company
H. M. Byllesby and Company, Inc.
Newhard, Cook & Co.
Kenower, MacArthur & Co.
Stern Brothers & Co.
~~Malvern Hill & Company~~, ~~Incorporated~~
Cohu & Co.
Pacific Northwest Company

The Chief Counsel requested authority to commence proceedings necessary to prevent Mr. Sam D. Rawson from interfering with the State's removal of cinders from a state-controlled pit on Round Butte, near Redmond, in connection with construction of the Terrebonne Section of The Dalles-California Highway. He recalled that Mr. Rawson had a mining claim on the property and had commenced suit against the State in August, 1951, to prevent the State from using cinders from this source and that dismissal of the case had been obtained. Then in September, 1951, Mr. Rawson commenced an action against the State's contractor, Mr. F. L. Somers, to enjoin him from removing the cinders, which case is now waiting decision of the Circuit Court. As Mr. Rawson's mining claims were filed on Government property, the State requested the Government

to commence action against Mr. Rawson to determine the validity of his claims. Judge Solomon ruled that Mr. Rawson's mineral claim is invalid and has enjoined him from using, occupying the land, or removing cinders from it. It was the Chief Counsel's thought that the decision in this case should afford a basis for dismissal of Mr. Rawson's case against the contractor, F. L. Somers, whose case the State is defending. He requested that the Commission allow him to take action as may be necessary against Mr. Rawson to prevent him from interfering with the contractor's operations. The Commission approved the request.

The Commission approved a request of the Chief Counsel for authority to commence a specific performance suit against John Steward and Roberta Stewart in connection with an option signed by the Stewarts for right of way for the Medford-County Farm Section of the Pacific Highway in Jackson County. The Chief Counsel explained that the suit is based on the matter of access only and the question of money is not involved.

The Commission considered carefully items of proposed legislation as explained by the Chief Counsel. On the basis of the explanation of the various bills, the Commission approved their introduction to the legislature through the Legislative Highway Interim Committee with the reservation that any changes deemed essential by the Commission will be made known to the Chief Counsel before January 14, 1953.

The Commission considered, and upon the recommendation of the Chief Counsel, approved a petition for the vacation of certain streets in the townsite of Etna adjacent to the Highway Department maintenance site in Meecham, Umatilla County. It was explained by the Chief Counsel that the request for vacation was instigated by the State in order to improve facilities at the maintenance headquarters' site. (A form of "Consent to Vacation" was signed by the Commission later in the session.)

The Commission considered and accepted the resignation of Mr. Fred A. Miller as Assistant Chief Counsel, effective December 31, 1952.

The Chief Counsel requested that the salary of Mr. Leonard I. Lindas be increased to $600 per month. He explained that Mr. Lindas has assumed charge of the Trial Section in the Legal Department and has performed very creditably. He also requested that no action be taken at this time on the appointment of an Assistant Counsel. The Commission approved both requests.

The Chief Counsel also requested that the salary of Owen E. McAdams be increased from $350 per month to $375 per month. The request was approved by the Commission.

The Engineer presented a report regarding an overpass at Boeckman Road on the West Portland-Hubbard Highway in Clackamas County. He recalled that at the previous meeting of the Commission a delegation appeared seeking construction of an overpass at this location on the basis that property had been purchased from them with the understanding that an overpass would be built. He also recalled that an agreement had been entered into with the Clackamas County Court

but it still is quite hazardous and improvement should be considered in an early program.

The Commission approved the report.

The Commission also discussed a report from the Engineer on the request of Philip A. Dale, President of the John Day Chamber of Commerce for reconstruction of the John Day-Beech Creek Section of the Pendleton-John Day Highway in Grant County. The Engineer advised that inasmuch as $800,000 has been allocated to the John Day Highway between Dayville and John Day, it did not appear that funds would be available for further improvement in that vicinity for several years. An investigation, he stated, will be made as to the width of oiled surfacing, and some minor betterment work might be in order upon the completion of the investigation. The Commission approved the report.

A report from the Engineer on the request of Mayor E. Van Voorhis of John Day for improvement of US 395 between John Day and Canyon City in Grant County was considered by the Commission. The Engineer stated that the request was for the straightening, widening, drainage, and curb-to-curb oiling, and he suggested inasmuch as there are no funds available to finance the work at this time, that consideration be given to the project at some future time when state funds are available. The Commission approved the recommendation.

The Commission considered objections offered by business men of the Town of Gleneden Beach to the proposed relocation of the Oregon Coast Highway that will by-pass this community. The Engineer advised that the proposed change was surveyed in 1936 and was then adopted by the Highway Commission and is still considered the best route for the highway. It is planned, he said, to maintain the present highway as a frontage road for use by people who want to stop at Gleneden Beach. He estimated the cost to construct the by-pass at $126,000, plus $12,000 for right of way as compared with an estimated cost of $263,150 to improve the existing highway. He recommended that the proposed by-pass route be reaffirmed and that when reconstruction of the highway takes place that it be on the 1936 location. The Commission approved the recommendation unanimously.

The Engineer presented a report on estimates of bond fund balances that are expected to be available during the coming months, amounts that can be safely loaned, and periods over which the loans can safely be extended. He pointed out that the $12,000,000 of bond funds now on loan to the Federal Government will be paid off on February 15, 1953. The bond sale conducted today, he said, will yield an additional $10,000,000 as of about March 1. He gave as his opinion that consideration should be given by the Commission to the negotiating of a new series of loans or investments to put these funds to use until they are needed for highway purposes. He explained that interest on the loans made during 1952 and expiring on February 15, 1953, will total $267,000, and he gave as his thought, assuming that the proposed new loans can be negotiated at two percent interest, that they should yield about $220,000. He presented a chart showing estimates of the bond fund balances expected to be available during the coming months and indicating amounts that can be safely loaned over certain periods. He requested authority from the Commission to arrange with the State Treasurer for investment of surplus bond funds in U. S. Treasury Certificates of Indebtedness or other forms of Federal ob-

providing for the elimination of the overpass. The County Court, however, had asked that the agreement be voided on the basis that it was not aware that at the time right of way was acquired in the vicinity of Boeckman Road, an overpass had been planned and the adjacent property owners so informed. He stated that a complete recheck of all right of way proceedings has been made disclosing that in the original right of way negotiations, an overpass was definitely planned and the property owners did sell right of way on that basis. In view of these facts, he recommended return to the original plan and construction of an overpass at Boeckman Road, the estimated cost of which, he said, is approximately $70,000. He explained that funds for the overpass could be secured from an underrun of approximately $133,000 in the construction allotment on this highway section. The Commission approved the recommendation.

The Commission considered a report by the Engineer concerning five requests presented at a previous meeting by members of the US Highway 26 Association, as follows:

1. Reconstruction of the John Day-Mt. Vernon Section of US 26. He advised that this reconstruction project is scheduled for 1953 and that the survey is nearly completed.

2. Reconstruction of US 26 between Mt. Vernon and Flat Creek. He advised that reconstruction of the East Unit of the Dayville-Mt. Vernon Section is scheduled for 1953.

3. Request for construction of a "wye" connection between US 26 and US 20 at Vale, with installation of a traffic separator. The Engineer stated that the highway between Cairo Junction and Vale is being resurveyed and that a considerable portion of it is scheduled for reconstruction in 1954. The plans contemplate a new bridge over the Malheur River and the use of Washington Street in Vale, which is one block north of the main street; also, a study will be made of the new connection between US 20 and US 26, and an attempt will be made to place direction signs which will be fully informative.

4. Elimination of the hairpin turn 6 miles east of Mitchell on US Highway 26. He pointed out that there are two hairpin turns, one 3.5 miles east of Mitchell and one about 6.5 miles east of Mitchell. To remove these two turns, he said, will require about 4.2 miles of reconstruction at an estimated cost of $500,000. He gave as his feeling, in view of the large sum of money spent between Mitchell and Marks Creek, and the small amount of traffic that this road carries, that the Ochoco Highway does not justify any further expense for several years although a field study could be made to see if additional guard fence and larger signs would help the situation.

5. Elimination of the curves on Brogan Hill on US 26. To correct this condition, he stated, will require a line change of about 3,000 feet on a 6 percent grade which is estimated at cost ab ut $85,000. He recalled that a slight improvement had been made on this hill about 20 years ago,

ligations in such amounts and on such terms as will best serve the Commission's purpose. The Commission approved the request unanimously.

The Commission considered a report presented by the Engineer concerning a traffic situation on US Highway 126 at Powell Butte in Crook County, particularly with reference to circumstances surrounding a fatality that occurred at this place on October 17. The Engineer reported that this location had been the subject of several previous investigations and that much of the inherent difficulty at the location lies in the random parking of vehicles along the highway which is particularly true during harvest season as this locality is the center of much activity on the part of people working in the fields. He recommended in order to correct the situation, installation of a flashing beacon and the prohibition of all parking on the main highway at the intersection. The Commission approved the Engineer's recommendations and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "B" , which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that, in connection with an overall speed zone investigation of US 99W (Pacific Highway West), a condition has been found existing on this highway south of Amity, Yamhill County, that should be corrected. He pointed out that the pavement at this point is twenty feet wide and that the section contains a concrete bridge over Ash Swale with impaired horizontal clearance. Roadside culture, he said, consists of residences and business establishments and presently the indicated speed along this section is 25 miles per hour. He further advised that the accident rate during 1951 was 9.06 accidents per million vehicle-miles as compared with an average accident rate on all suburban primary state highways for the same period of 11.02; also, that speed checks show that 91 percent of all vehicles observed were exceeding the indicated speed of 25 miles per hour. He added that the State Speed Control Board is now considering the matter of speed zoning that section of the highway within the corporate limits of the town of Amity. He recommended establishment of a 30-mile per hour speed zone outside of the city on that portion of US 99W which extends from the south limits of the city to the south end of the Ash Swale Bridge. He also recommended establishment of a 40-mile per hour speed zone from the south end of the Ash Swale Bridge to a point 0.26 mile south of the south city limits of Amity, the designation of such speed zones to be contingent upon the State Speed Control Board establishing a 30-mile per hour speed zone within the southerly limits of Amity. The recommendation was unanimously approved by the Commission.

In this connection the Engineer also presented the matter of establishing a reduced speed zone on US 99W adjacent to the community of Rickreall. At the present time, he stated, the indicated speed through Rickreall on US 99W is 25 miles per hour. He pointed out that the accident rate during the year 1951 was 3.70 per million vehicle-miles as compared with the average primary state highway accident rate for rural areas of 11.02. Speed checks revealed that 93 percent of all vehicles exceeded the present indicated speed of 25 miles per hour. He recommended establishment of a 40-mile per hour speed zone on US 99W between a point 0.12 mile north of the Rickreall Elemen-

tary School and a point 0.07 mile south of its intersection with the Salem-Dallas Highway. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "C" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition was presented from 240 residents and property owners of the Upper Rogue River District, Jackson County, requesting correction of a number of hazardous conditions which, it is alleged, exist on the Crater Lake Highway between Shady Cove and Trail. The Engineer advised that this matter has been investigated by the Division Engineer and the Traffic Engineering Department who recommend the following:

1. Removal of a cut bank 30 feet long at the intersection of a county road at M. P. 21.23 to provide a sight-distance of 310 feet. Estimated cost $300.

2. Construction of a four-foot shoulder on the river side of the highway between Stations 1238 and 1245 at M. P. 22.40. Estimated cost $1,500.

3. Installation of a flashing beacon at the intersection of the Tiller-Trail and Crater Lake Highways implemented with large "NARROW BRIDGE" and "SLOW" signs, to eliminate a hazardous condition that exists at this point. Estimated cost $500.

4. Widening of shoulders on the river side of the highway for a distance of 1,620 feet, from Station 1184+26 to Station 1190+32 and from Station 1217+19 to Station 1227+30. Estimated cost $3,500.

He mentioned that the grand total cost of such improvements amounts to $5,800, and he recommended approval of the expenditure as a minor betterment item for 1953 performance. The Commission approved the recommendation unanimously.

Mr. V. C. Stockton, a member of the co-partnership of Stockton and Son, consisting of V. C. Stockton and C. E. Stockton, Route 1, Box 627, Gresham, Oregon, appeared before the Commission with reference to contract awarded to the co-partnership on November 24, 1952, for construction of the Cereghino Haul Road Bridge project adjacent to the T. H. Banfield Expressway about one and one-half miles west of Fairview in Multnomah County, for which project the co-partnership bid the amount of $12,060.00. Mr. Stockton stated that in submitting the bid for this project the item of insurance was overlooked, and subsequent investigation had revealed that the required insurance would cost the co-partnership at least $2,000.00, although, as yet, a definite figure has not been secured from the co-partnership's insurance company. Mr. Stockton further stated that the matter is still open, and that if the co-partnership is unable to secure the required insurance at a satisfactory premium cost then it would not accept the award of the contract and would forfeit to the State the amount of the proposal bond accompanying the bid, which bond amounts to the sum of $603.00, providing the standing of the co-partnership with the State Highway Commission is not impaired by so doing. The Engineer stated that the Highway Commission

must know just what Stockton and Son intend to do about the matter and he asked Mr. Stockton to make a definite decision at this time. Mr. Stockton replied that, under the circumstances, Stockton and Son will definitely not accept the contract award and will forfeit the amount of the bond accompanying the proposal. He then returned to the Commission four copies of the form of contract and performance bond which previously had been sent to Stockton and Son for execution. Thereupon the State Highway Commission adopted the following Resolution:

"WHEREAS, the State Highway Commission heretofore, on November 24, 1952, after statutory advertising, received and publicly opened bids for the construction of the Cereghino Haul Road Bridge, located adjacent to the T. H. Banfield Expressway, about one and one-half miles west of Fairview in Multnomah County; and

WHEREAS, Stockton and Son, a co-partnership consisting of V. C. Stockton and C. E. Stockton, Route 1, Box 627, Gresham, Oregon, was the low bidder on the said project, the amount of the bid submitted being in the sum of $12,060.00; and

WHEREAS, the proposal submitted was accompanied by proposal bond No. 92-099841, written by Maryland Casualty Company of Baltimore, guaranteeing that Stockton and Son, if awarded the contract for the project, would enter into a contract for the completion of said work and provide a bond for the faithful performance thereof in accordance with the requirements of the proposal; and

WHEREAS, standard forms of contract and performance bond were thereafter forwarded to Stockton and Son, Gresham, Oregon, to-wit: On December 4, 1952; and

WHEREAS, the said form of contract and performance bond were not executed and returned within 10 days from the receipt thereof, not including Sundays, and V. C. Stockton, a member of and representing the co-partnership of Stockton and Son, now has publicly repudiated before this commission the acceptance of the award of the said contract, which award was publicly announced on November 24, 1952, and Stockton and Son were duly notified thereof in writing;

NOW, THEREFORE, BE IT RESOLVED That this Commission now find and determine that the said Stockton and Son, a co-partnership consisting of V. C. Stockton and C. E. Stockton, are in default and have abandoned the said contract; and,

BE IT FURTHER RESOLVED That the guarantee accompanying the proposal for the project is hereby declared forfeited and the same shall become and be the property of the State Highway Commission; and,

BE IT FURTHER RESOLVED That the Chief Counsel for the Commission be, and he hereby is instructed, authorized and empowered to take such action as may be necessary to collect from the co-partnership, or from

Maryland Casualty Company of Baltimore, the sum of five per cent (5%) of the amount of $12,060.00 bid for the construction of the project, to-wit: the sum of $603.00; and,

BE IT FURTHER RESOLVED That this Resolution be entered in the Minutes of this meeting and that the Secretary of this Commission send duly certified copies thereof to Stockton and Son, Route 1, Box 627, Gresham, Oregon, and to Walter J. Pearson & Co., General Agents for Maryland Casualty Company of Baltimore, 222 Pittock Block, Portland, Oregon."

Following adoption of the said Resolution the matter was further discussed by the Commission and as a result thereof, the Commission voted unanimously to award the contract to Teller Construction Company, Portland, the second low bidder, at its bid price of $15,920.00 which bid was submitted along with other bids at the meeting of the Commission held on November 24, 1952.

The Commission had under consideration a resolution from the Common Council of the City of Corvallis requesting approval of the Federal Aid Urban Highway System in the Corvallis urban area, and that such system be submitted to the Federal Bureau of Public Roads for its approval. The Engineer explained that the current program for Federal Aid urban funds contains an allocation for the North Corvallis Section of US Highway No. 99W, but before construction can proceed, it is necessary that the Corvallis urban system be approved by the Bureau of Public Roads. He exhibited a map showing the proposed system and recommended approval of the same. As a result of discussion, the Commission unanimously adopted the program as recommended and authorized the Engineer to submit the same to the Bureau of Public Roads for its approval.

The Engineer requested authority to construct three short passing lanes on the Necanicum Highway to allow log trucks to travel along the extreme right-hand side of the highway thus permitting faster traffic to pass in safety. He estimated the cost involved at $5,000, and advised that if the Commission approves the project, the work will be done as a minor betterment project in 1953. The Commission approved the request.

The Commission discussed a request from the Ophir Women's Club that reconsideration be given to their previous request to provide public facilities on US 101, about one mile south of Ophir. The Engineer recommended that the request be denied for the same reasons that it was denied previously--that the area is strategically located for development, but the highway through this section is to be reconstructed, and any proposed development should wait final highway relocation plans. The Commission approved the recommendation.

A request was presented from Mr. V. F. Wigren, Mayor of the City of Cascade Locks, for certain improvements at the intersection of the Old Columbia River Highway and the new Columbia River Highway in the eastern part of the City of Cascade Locks in order to eliminate certain traffic hazards that now exist at this location. The Engineer exhibited a map showing the existing situation. He advised that the matter has been investigated by the Traffic Engineering Division, and that the findings indicate that something should be done to alleviate the condi-

tions referred to. He recommended construction of a left-turn refuge and installation of two luminaire units, which he estimated would cost about $1,500, on the condition that the City of Cascade Locks will adopt necessary ordinances prohibiting parking on the south side of the highway for a distance of 325 feet westerly from the center of Forest Road on the north side of the highway westerly from the center line of Forest Road, a distance of 325 feet, and on both north and south sides of the highway for a distance of 200 feet east of Forest Road intersection. The Commission approved the recommendation unanimously and so ordered.

The Engineer reported that when the highway office building in Salem was erected bronze was not obtainable because of war time restrictions, and the name of the building "State Highway Building" incised into the face of the marble on the front of the structure is difficult to see. He recommended an expenditure of about $750 to install bronze lettering over the incised lettering so the name of the building will be easily discernible. The Commission approved the recommendation.

The Engineer requested authority to increase the project authorisation in connection with each of the following State Highway Contracts:

1. Contract No. 3481 for construction of the Siletz-Logsden Section of the Siletz-Logsden County Road. Increase required $18,500.

2. Contract No. 3748 for construction of the Lafayette-North Yamhill River Section of US 99W. Increase required $40,800.

He explained details. The Commission approved both increases unanimously.

The Commission discussed briefly, but deferred action until its next meeting, a petition from members of the congregation of the Community Church in Westport requesting installation of a traffic signal on the Lower Columbia River Highway at its intersection with the main street in their town, as a protection to pedestrians who are obliged to cross the highway at this point.

A petition was presented from residents and members of the Colton Parent-Teachers' Association requesting installation of a manually operated traffic light at the intersection of the Woodburn-Sandy State Secondary Highway with Wall Street in Colton for the safety of school children and other pedestrians who are obliged to cross the highway at this point. The Engineer advised that this matter has been investigated and from the findings, he cannot recommend installation of the traffic signal; however, in his estimation, the establishment of a school boy patrol probably will take care of the situation. He also said that he has suggested such solution of the difficulty to Captain Walter Lansing, Director of the Traffic Safety Division of the Secretary of State'e Office. The Commission unanimously approved the report.

The Commission had under consideration the offers and bids of The First National Bank of Chicago and Associates; The First National Bank of Portland, Oregon, Harris Trust and Savings Bank and Associates; Bankers

Trust Company and Associates; Kuhn, Loeb & Company and Associates; Smith, Barney & Company, C. J. Devine & Company, Inc. and Associates; Halsey, Stuart & Company, Inc. and Associates submitted at 10:00 a.m. this day for the purchase of $10,000,000 of Oregon State Highway Bonds. It was the considered opinion of the members present that the offer submitted by The First National Bank of Chicago and Associates was the lowest and the best offer received, and that the interest of the State of Oregon would be best served by acceptance of said offer. Accordingly, a motion was made by Commissioner McIver that the offer of The First National Bank of Chicago and Associates be accepted for the entire amount of $10,000,000 face value of Oregon State Highway Bonds now offered for sale and that the bonds be sold to The First National Bank of Chicago and Associates for the amount of its said offer. The motion was duly seconded by Commissioner Reynolds, Acting Chairman, and having received the majority vote of the members of the Commission, was by the Acting Chairman declared carried. At 11:15 a.m. the Commission's decision was publicly announced by Acting Chairman Reynolds.

The Commission then considered offers as follows for the lithographing of the bonds:

List of Bidders

1. Columbian Bank Note Company, Chicago
2. Irwin Hodson Company, Portland
3. Security Bank Note Company, Chicago
4. American Bank Note Company, Chicago

Bidder	Printing Cost	Extra Numbering Coupon Backs	Extra Additional Interest Rates (Each)	Extra Multiple Signature Facilities 1¢	Extra Impressing State Seal	Extra Shipping Charges to N.Y.	Comparable Totals
1.	2,240.00	125.00	25.00	100.00	84.00	51.00	2,525.00
2.	2,750.00	------	50.00	100.00	70.00	50.00	3,070.00
3.	2,490.00	------	0.00	100.00	75.00	0.00	2,665.00
4.	2,600.00	------	0.00	100.00	50.00	38.15	2,738.15

Total for Columbian Bank Note Company does not include extra for numbering coupon backs ($125.00)

All totals include extra amount for two additional interest rates

As a result of careful study, the Commission determined that the offer of the Columbian Bank Note Company, Chicago, was the best offer received. Accordingly, the contract for the lithographing of the bonds was awarded to the Columbian Bank Note Company at its bid price upon motion by Commissioner McIver which

was duly seconded by Acting Chairman Reynolds.

The Commission unanimously confirmed telephonic authority heretofore given the Engineer to install a "STOP AND GO" traffic signal on "Noon" Bridge over the Marys River on the Corvallis-Newport Highway, just west of the town of Philomath. Estimated cost $2,000.

The Engineer reported that the survey for the location of the Little Sheep Creek Secondary Highway between the town of Joseph and the end of the oiled pavement approximately five miles easterly of the town, in Wallowa County, has been completed. He exhibited a map showing the proposed location and explained details. He recommended adoption of the survey by the Commission. As a result of discussion, the Commission approved and adopted the said survey as recommended. The attached resolution relative thereto, marked EXHIBIT "D" , which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The meeting recessed for luncheon at 12:00 Noon and reconvened at 1:30 p.m. with the same persons present and participating.

The Engineer requested authority to install two large illuminated signs and seven mercury vapor luminaire units at the junction of the old and new locations of US 30, a short distance east of the City of La Grande. He estimated the cost of the installation at upwards of $3,500, and advised that the installation is definitely needed in order to safeguard traffic at this point. He exhibited a map showing existing conditions. As a result of discussion, the Commission approved the request unanimously, and authorized the Engineer to proceed with the installation in accordance with the proposed plan.

The Engineer requested authority to purchase approximately 200 tons of steel foundation piling costing about $27,000, some of which is to be stocked in Portland, some in Salem, and some in Roseburg. He explained that a large number of highway bridges require steel foundation piling which is in great demand and is very hard to get. The slow delivery of this material, he said, has seriously delayed the starting and completion of many highway projects, and his idea in stocking the material is to expedite the starting of jobs requiring such material, by loaning a sufficient amount to the contractor who would be required to replenish the stock in an equal amount later, thus providing a revolving supply of the piling. The starting and completion of many structures which are now scheduled for construction, he added, will be greatly expedited by this procedure. As a result of discussion, the Commission unanimously approved an expenditure of $27,000 for this purpose.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

1. Rogers Construction Company, Contract No. 3731, for surfacing the York Ranch-Hay Creek Section of the Wasco-Heppner State Secondary Highway, Gilliam County, requested an extension of time of 45 days, from

October 31 to December 15, 1952, within which to complete this job. They alleged that the overrun in time limit was due to their not being allowed by the State to start operations on the Mill City-Stout Creek project, Contract No. 3627, as soon as anticipated which tied up their equipment on this job from May 31 to August 15, 1952. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct, that he was unable to start work on the Mill City-Stout Creek project as soon as he wanted to because of delays of the grading contractor. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

2. Barney B. Helser, Contract No. 3782, for rock production on the Maupin Cow Canyon-Shaniko Section of The Dalles-California and Sherman Highways in Wasco County, requested an extension of time of 62 days, from November 30, 1952 to January 31, 1953, within which to complete this job. He alleged that his failure to complete the project within the specified time limit was due to delays occasioned by the performance of extra State work required on his last three contracts. The Engineer advised that this contractor had several State Highway rock production projects underway during the summer season, several of which required extra quantities of material, and he was hindered in starting the project under discussion by reason thereof. He further stated that the material to be furnished in the current contract is for use during 1953 so the State has not been inconvenienced by the delay in completing this project nor has the State suffered any losses by reason thereof. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. H & R Construction Company, Contract No. 3631, for construction of the Second Street Overcrossing of the Union Pacific Railroad on the Columbia River Highway in the City of Hood River, requested an additional extension of time of 76 days, from September 30, to December 15, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to labor difficulties. The Engineer advised that this project was previously extended from August 31 to September 30, 1952 without penalty; also, that the structure was complete except for cleaning up the site prior to September 30. The clean-up work, he said, is being accomplished at the same time and with the same crew that is completing the work on the adjacent highway overcrossing. He pointed out that this structure cannot be opened to traffic until the new Columbia River Highway to which it connects has been completed. He recommended that the additonal extension of time as requested by the contractor be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

4. H & R Construction Company, Contract No. 3659, for construction of the Second Street (Highway) Overcrossing on the Columbia River Highway in the City of Hood River, requested an extension of time of 76 days from September 30 to December 15, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit

to labor difficulties. The Engineer advised that this structure was completed, except for cleaning up the site and performance of a small amount of surface finish work, within the specified time limit. This structure, he said, cannot be used until the surfacing on the new Columbia River Highway at this point is completed. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

5. Vernie Jarl, Contract No. 3672, for grading and paving the Union Avenue Service Roads on the Pacific Highway East in Portland, Multnomah County, requested an extension of time of 67 days, from September 15 to November 30, 1952, within which to complete this job. He attributed his failure to complete the project within the specified time limit to delays of a subcontractor on paving work. The Engineer advised that the grading operations on this job were handicapped because of wet materials which precluded the spreading of base rock until such time as the fill was sufficiently dried out and compacted. He also stated that the contractor was required to furnish an increased amount of base rock for the section. The project, he said, was satisfactorily completed on November 21, 1952, and he recommended that the extension of time be granted without penalty to that date. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

6. Loree Building Service, Contract No. 3780, for construction of a State Highway Maintenance Shed in Pendleton, requested an extension of time of 182 days, from November 30, 1952 to May 31, 1953, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delay in securing a shipment of steel sash which prevented completion of the painting involved until the spring of 1953. They pointed out, however, that the building may be occupied as all other work will be completed and the prime coat of paint will be applied to all wood trimming and the doors. The Engineer advised that the contract is complete except for painting the steel shaft and the doors. He also said that the contractor was delayed in completing the contract because of slow delivery of the sashes. He further stated that he directed the contractor to postpone the painting work until the spring of 1953 when weather conditions are favorable, and that the building is now occupied and in use by highway maintenance forces. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

7. Loree Building Service, Contract No. 3773, for construction of a Highway Maintenance Building in the city of Baker, requested an extension of time of 182 days, from November 30, 1952 to May 31, 1953, within which to complete this job. They attributed their failure to complete the project within the specified time limit to five weeks delay in receiving a shipment of steel sash which made it impossible to finish painting work until next spring. The Engineer advised that this structure is complete with the

exception of painting the steel sashes and the doors, delivery of the sashes being delayed until it became impractical to do the painting work this fall. He also said that he directed the contractor to postpone the painting work until suitable weather obtained next spring. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

8. West Coast Steel Works, Contract No. 3755, for furnishing and installing expansion plates on the Oregon Slough Bridge on U. S. 99 in North Portland, requested an extension of time of 31 days, from November 30, 1952 to January 1, 1953, within which to complete this job. They stated that all work contemplated in the original contract was completed prior to the expiration of the specified time limit and the additional time is required to complete some approved orders for extra work. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

9. Carl M. Halvorson, Inc., Contract No. 3632, for construction of the Hood River overcrossing on the Columbia River Highway in Hood River County, requested an extension of time of 87 days, from November 30, 1952 to February 25, 1953, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: (1) Revision of the plans, necessitating additional false work, enlargement of footings at bents 4 and 7, and installation of 4 additional piles at bent 7; (2) Adverse subsurface conditions which required longer piling than was anticipated and difficulties in securing such piling; (3) Subsurface conditions which necessitated installation of 42 cubic yards of seal concrete; and, (4) Unanticipated lowering of footings west of the Union Pacific Railroad tracks. The Engineer advised that because of unforeseen foundation conditions it was necessary to change the elevation of footing on some bents and to use considerably longer piling which required splicing; also, that the drawings were revised at the request of the Bureau of Public Roads to include struts between the columns at two of the substructure bents, which changes and additions required additional work and time. He recommended in view thereof that the extension of time as requested be granted to the contractor without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. General Construction Company, Contract No. 3445, for construction of viaduct approaches to the Marion Street Bridge on the Salem-Dallas Highway in the City of Salem, requested an extension of time of 365 days, from August 31, 1952 to August 31, 1953, within which to complete this job. The following reasons were given by the contractor for overrunning the specified time limit: "The steel which was erected by another company and which was to be completed as per specifications on August 31, 1951 was completed August 1, 1952, approximately one year behind schedule. Inasmuch as we have a 'Stop Order' on painting due to the weather, we ask that we be granted this extension in order that we may paint in good weather." The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. The structure is now

complete, he said, with the exception of the approach ramp which crosses through the site of the present Center Street Bridge approach, and the painting of the structural steel, which the contractor has been ordered to postpone until next year when weather conditions are favorable. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

11. Schrader Construction Company, Contract No. 3717, for construction of the Chenoweth Park Overcrossing on the Pacific Highway in Douglas County, requested an extension of time of 62 days, from November 30, 1952 to February 1, 1953, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to the grading operations of another contractor which did not permit work to start on the structure until July 29, 1952, some two months after the contract was awarded. The Engineer advised that the site of this structure is over a deep cut through which the relocated U. S. 99 Highway is routed. No work could be done on the structure, he said, until the grading contractor had completed the excavation through this cut, which was not accomplished until July 29, 1952, some two months after the contract was awarded. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

12. Funderburk Construction Company, Contract No. 3623, for grading and oil mat surfacing on the Lone Rock Bridge-Rock Creek Section of the North Umpqua County Road in Douglas County, requested an extension of time of 270 days, from September 30, 1952 to June 30, 1953, within which to complete this job. They attributed their failure to complete the project within the specified time limit to slide conditions and slow delivery of a new power shovel which they ordered for the work. The Engineer advised that the contractor was considerably delayed by large slides and was also delayed because of the failure of the California-Oregon Power Company to remove its transmission pole line from the construction area in time for the contractor to carry on his operations without obstruction. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

13. E. L. Kennard, Contract No. 3691, for grading and surfacing the Cape Lookout Park Access Road in Tillamook County, requested an extension of time of 240 days, from September 30, 1952 to May 31, 1953, within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: adverse soil conditions and material that was difficult to handle. The Engineer advised that the contractor was unable to operate this job in a normal manner because of extremely swampy conditions. He recalled that the Commission previously increased the project authorization for this job to cover the placement of sand stabilization materials which were required in order that the roadway might be

completed. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

14. Arthur Simonsen and George Borgen, Contract No. 3664, for rock production on the Baker-Huntington Section of the Old Oregon Trail requested an additional extension of time of 181 days, from December 31, 1952 to June 30, 1953, within which to complete this job. They attributed their failure to complete the project within the specified time limit to refusal of two subcontractors to perform work allotted to them in accordance with agreement, which carried the job into bad weather. The Engineer advised that at the time this job was awarded to Simonsen and Borgen, they assured the Commission that they had arranged to obtain suitable crushing equipment, however, the arrangements did not materialize for reasons unknown to him. Subsequently a new arrangement was made with another contractor to do the crushing work. The Engineer also pointed out that when this contract was awarded, it was on the basis that the rock would be used for summer maintenance work in 1953. The State, he said, will not be inconvenienced by the delay and engineering costs will not be increased, as the material will be produced and ready for use by June 30, 1953. He recommended that the additional extension of time as requested be granted without penalty, but on the basis that the contractor's prequalification be revised and that he be not permitted to submit a bid for any work in the future for which he does not have adequate equipment on hand at the time the bids are opened. The Commission approved the recommendation and so ordered.

15. Grimstad & Vanderveldt and Heavy Hauling Company, Contract No. 3566 for clearing, grading, bridge construction, and surfacing on the Cannon Beach-Arcadia Section of the old Oregon Coast Highway in Clatsop County, requested an extension of time of 45 days, from October 1, 1952 to November 14, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to slow delivery of culvert pipe, dry fall weather during which burning permits could not be obtained, late spring, and slides which increased the yardage to be handled. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He further stated that the project was actually completed on November 8, 1952. He recommended that an extension of time be granted up to and including November 8, 1952. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

16. R. A. Heintz Construction Company, Contract No. 3534, for grading and paving the Bridgeton Road-Gertz Road & Columbia Slough-Columbia Boulevard Sections of the Pacific Highway East in North Portland, Multnomah County, requested an additional extension of time of 61 days, from September 30 to November 30, 1952, within which to complete this job. They gave the following reasons for failure to complete the project within the previously extended time limit: delay caused by the State in jacking up the Slough Bridge to a new grade line which prevented paving and installation of traffic separators thereon; orders from the Engineer to remove islands at Bridgeton Road and install additional traffic separators beyond the limits of the contract quantities; delays in completing concrete divider

at the north end of the project until the Union Avenue service road connections to the underpass were in operation, the service roads being under construction by another contractor. The Engineer advised that the contractor was unable to pave or install traffic separators at the Oregon Slough Bridge due to delay by Oregon State forces in jacking the bridge to its new grade. He confirmed the contractors' statement as to the cause of the additional delays. He pointed out that the contract was actually completed on November 28, 1952, and he recommended that the extension of time be granted up to and including that date, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

17. Todd Building Company, Contract No. 3728, for construction of the Oakland Junction Grade Separation structure on the Pacific Highway in Douglas County, requested an extension of time of 30 days from November 30, 1952 to December 30, 1952, within which to complete this job. They stated that they expect the job to be completed by the specified completion date (November 30, 1952) and that the overrun of time limit is simply to cover finishing work which will require additional time because of the rainy and cold weather that is now being experienced. The Engineer advised that the structure was completed on the specified date of completion, November 30, 1952, with the exception of removal of equipment and surplus form lumber. He further stated that no engineering costs have been incurred on the job since November 30, and he recommended in view thereof that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

18. Lindstrom Brothers, Contract No. 3587, for bridge construction on a county road at Dee, Hood River County, Oregon, requested an additional extension of time of 23 days, from December 1 to December 23, 1952, within which to complete this job. They advised that the structure is completed and open to traffic and all that remains to be done is cleaning up work which has taken them longer than they anticipated. The Engineer advised that this contract was previously extended by the Commission from August 31 to November 30, 1952, subject to the provision that the contractor would reimburse the State for all engineering expense incurred on the job during the period of that extension. He recommended that the additional extension of time now requested be granted subject to the same condition, that the contractor reimburse the State for all engineering costs incurred on the job subsequent to August 31, 1952, the original specified completion date. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

19. Zephyr Electric, Contract No. 3781, for installation of traffic signals in the City of LaGrande, requested an extension of time of 120 days, from December 31, 1952 to April 30, 1953, within which to complete this job. They attributed their failure to complete

the project within the specified time limit to difficulties in obtaining some of the necessary materials that enter into the installation, and because of adverse weather conditions. The Engineer advised that the contractor was delayed in receiving essential materials to be incorporated in this signal contract. The material is now being delivered, he said, and the installation will be complete so that the signals can be operated by January 31, 1953. The extension of time to April 30, he said, is simply to allow painting work to be done during suitable weather. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

20. Porter W. Yett, Contract No. 3637, for paving the Summit-Buxton Section of the Nehalem Secondary Highway, Washington County, requested that an extension of time of 45 days, from September 30 to November 16, 1952, within which to complete this job. He attributed his failure to complete the project within the specified time limit to exceptionally unfavorable early spring and summer construction weather. The Engineer advised that the contractor operated this project in conjunction with another contract, No. 3620, for improvement of the Quartz Creek-North Plains Section and utilized the same quarry for both jobs, and that he experienced considerable delay because of the unsuitability of two other quarries which he opened up and attempted to use. The contractor's operations, he said, were entirely satisfactory and the engineering expense remained commensurate to the work accomplished. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

21. Delano Aerial Surveys, Contract No. 3759, for aerial photography and topographic mapping of the Euchre Creek-Brookings Section of the Oregon Coast Highway, Curry County, requested an extension of time of 60 days from December 31, 1952 to February 28, 1953, within which to complete this job. They alleged that the overrun of time limit was occasioned by the large amount of detail required in plotting and drafting, including some redrafts. The Engineer advised that this is the first contract of this type ever to be awarded by the State Highway Commission and that it is now believed insufficient time was allotted in which to take care of the large amount of detail that is required. The State, he said, has suffered no apparent excess engineering expense, neither has the delay caused the State any inconvenience. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

22. Coos Bay Dredging Company, Contract No. 3464, for grading and paving the Cedar Point-Coquille Section of the Oregon Coast Highway, Coos County, requested an extension of

time of 381 days, from October 31, 1951 to November 16, 1952, within which to complete this job. They stated that all work in connection with the job is completed with the exception of paving work which is being done by the subcontractor, Mr. Porter W. Yett. The Engineer advised that all grading and paving on the main roadbed was completed within the specified completion date, however, there were some sidewalks, curbs, and miscellaneous details that have to be carried over into the 1952 season. The subcontractor on the paving job, he said, was engaged on another contract between Bunker Hill and Delmar, and because of the emergency in completing that contract, he was requested by the State to defer the paving of the Cedar Point-Coquille project until the other one was finished. This contract, he said, was actually completed on October 22, 1952 without inconvenience to the public or additional expense to the State. He recommended that an extension of time to October 22, 1952 be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

23. Pacific Sand & Gravel Company, Contract No. 3612, for grading and paving the LaGrande-North Powder Section of the Old Oregon Trail, Union County, requested an extension of time of 19 days, from October 31 to November 10, 1952, within which to complete this job. They alleged that they overran the specified time limit because of extra work that they were required to perform. The Engineer advised that because of an extremely large slide, the contractor was forced to move considerably more material than was originally anticipated and that the surfacing and paving work through the slide area could not be accomplished until the slide materials had been disposed of. The overrun of time, he said, was not the fault of the contractor. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

24. E. C. Hall Company and J. C. Compton Company, Contract No. 3618, for paving the Judkins Point-Goshen Section of the Pacific Highway, Lane County, requested an extension of time of 46 days, from October 15, 1952 to December 1, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to performance of eight price agreements amounting to a total of $53,881.40. Some of the supplies and some of the work involved in these work orders, they said could not be provided or carried on until the principal contract had been completed, so it was necessary to postpone them, which was done with the result that the contract overran the specified time. The Engineer advised that the project was substantially complete and open to traffic on October 21, 1952, in fact, it could have been opened up for travel on the specified completion date but for the installation by State forces of signs and traffic lights to control heavy traffic. Work accomplished after October 21, he said, constituted primarily of curb construction and minor installations,

covered under work orders and price agreements not originally contemplated in the contract. The overrun of time, he said, caused no inconvenience to the traveling public and no additional expense to the State. He pointed out that the job was actually completed on November 26, 1952, and he recommended that an extension of time to that date be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts Nos. 3443, 3464, 3479, 3532, 3534, 3566, 3575, 3576, 3578, 3612, 3614, 3618, 3629, 3637, 3645, 3672, 3694, 3710, 3711, 3723, 3728, 3731, 3748, 3768, and 3802 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and said projects are now ready for acceptance. After due consideration, the Commission, by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and unanimously approved an agreement with General Construction Company, Portland, for construction of a temporary pile trestle bridge across the Tualatin River necessitated by the collapse of the main structure by reason of a truck accident. (The agreement was signed later in the session.)

The Commission discussed a letter from the City of Prineville inquiring whether or not it would be possible for the city to use the State Highway Department's scales, located on the Ochoco Highway one-half mile east of the city limits, in connection with the weighing of loads as provided for in a city ordinance that was approved by the people of Prineville at the general election on November 4, 1952. The Engineer recommended against the use of the scales by the City or the assignment of a State weighmaster to operate the scales, because of the expense involved. The Commission concurred in the viewpoint of the Engineer, and instructed the Secretary to inform the City that the operation of the scales as desired is not a function of the State Highway Department inasmuch as the operation would be more than is required by law.

The Commission discussed and denied a request from Mr. Lee Drake, Umatilla County Representative of the Old Oregon Trail Association, for permission to erect and maintain a sign on the Emigrant Hill Section of US30, commemorating the Old Oregon Trail and publicizing certain resources of Umatilla County, it appearing to the Commission that such a sign would be contrary to the law. The Commission expressed themselves in sympathy with Mr. Drake's

idea, but could not approve it on account of the illegal feature and because it has been the practice and policy of the Commission in the past to refuse similar requests.

A letter was presented from Mr. Nathan Ball of the Ball Lumber Company, Hauser, requesting access to the Oregon Coast Highway at a place called Pi-Way Cafe. The Engineer exhibited a map showing the location of the cafe and pointed out that it is located on the old highway which is a short distance west of the new highway that is now under construction by the Bureau of Public Roads. The owner of the cafe, he said, wishes to turn the building around so it will face the new highway and have access to the new highway at this point. He recommended that the request be denied because the cafe is still served by the old road that joins the new highway about 1,700 feet to the south and is available to prospective patrons. The Commission approved the recommendation.

The Engineer reported that it no longer is necessary to maintain the 11 ton maximum load limit on Payette Bridge at M. P. 412.11 on the Old Oregon Trail, in view of the fact that the new bridge at this location has been completed. He recommended appropriate action by the Commission restoring legal weight loads on the structure, effective 8:00 A. M., Thursday, December 11, 1952. The Commission approved the recommendation and by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that it no longer is necessary to continue the 15 ton load limit which has been in effect for sometime on the Owyhee River Bridge at Nyssa, at M. P. 8.95, on the Nyss-Adrian Secondary Highway No. 450. He recalled that this bridge was damaged by flood waters early in 1952, but has now been reconstructed and will carry legal weight loads. He recommended appropriate action by the Commission to that end effective Monday, December 22, 1952. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported a request from the Crown Zellerbach Corporation, Portland, to purchase for the sum of $4,500, two fabricated steel girders which were used in the construction of the Sunset Highway to carry the Consolidated Lumber Company's railroad over the highway. The girders, he said, belong to the State Highway Department, but are of no further use because the logging railroad has been abandoned. He recommended sale of the girders to the corporation at the price mentioned. The Commission approved the recommendation.

A letter was presented from the County Court of Columbia County requesting the return to the county of one steel truss bridge, known as the Banzer Bridge, which has been dismantled and stocked on US Highway No. 202 between Mist and Birkenfeld. The Court advised that the county can use this bridge advantageously in the replacement of another county bridge which is in bad condition. The Engineer advised that a new bridge has replaced this old

steel structure, so it no longer is of any value for State Highway purposes. He pointed out that the old structure belonged to the county before this highway was placed on the State's system, so in accordance with the Commission's established policy, it would be in order to return the structure to the County for such use as the County may have for it, and he so recommended. The Commission approved the recommendation.

The Commission confirmed telephonic authority heretofore given authorizing out-of-state travel expenses for the following employees:

(1) Mr. Gene Huntley, Personnel Director, to accompany Mr. James M. Clinton, Director of the Civil Service Commission, to Olympia, Washington, early in December to interview state officials of the Washington State Highway Commission concerning engineering salaries. Estimated cost $28.00

(2) Mr. Carl W. Jordan, Director of Travel Information Division, to attend the annual meeting of the Board of Directors of Pacific Northwest Travel Association in Butte, Montana, during January 11 and 12, 1953. Estimated cost $98.00

A letter was presented from the City Council of the City of Newberg, by its City Recorder, pointing out the necessity for a sign bearing the words "STOP, RIGHT TURN PERMITTED WITHOUT STOPPING" on Highway 219 at the intersection of College and Fourth Streets in the City of Newberg. The Engineer advised that this matter was investigated by the Traffic Engineering Department whose findings indicate that the maintenance of signs as requested would be a definite aid in eliminating traffic hazard at this intersection provided the City will pass necessary ordinances to prohibit the parking of vehicles on the north side of Fourth Street east of the east property line of College Street so that people desiring to make a right hand turn at this point can do so without interruption. He recommended approval of the City's request on such condition. The Commission approved the recommendation.

The Engineer reported the need for a reduced speed zone on the Alsea Highway within the city of Waldport and extending easterly thereof a little over a mile. The roadside culture throughout this section, he said, is predominately residential in character, and the condition of the highway is such that it invites fast driving which occasionally results in serious accidents. He recommended establishment of a 50 m. p. h. speed zone on this highway between the east city limits of Waldport, (M. P. 1.09) and Eckman Slough (M. P. 2.45) contingent upon the State Speed Control Board establishing a 40 m. p. h. speed zone on this highway between the east city limits of Waldport and Indian Slough, (M. P. 0.56). The Commission approved the recommendation.

The Engineer also reported on a request from the Waldport Chamber of Commerce for establishment of a reduced speed zone on the Oregon Coast Highway south of Waldport, and for improvement of the highway shoulders in that area. He said that this matter was investigated by the Traffic Engineering Department, and it has been determined from the findings that a 45 m. p. h. speed limit is in order between the south city limits of Waldport and Patterson

Park, provided a like rate of speed is designated by the State Speed Control Board for this highway between the south city limits and Maple Street within the city. He recommended approval of such maximum speed designation subject to the condition mentioned. He also recommended that the request for improvement of the highway shoulders be denied. The Commission approved both recommendations unanimously.

A petition was presented by numerous residents of Salem and vicinity requesting the designation of a 40 m. p. h. maximum speed zone on State Highway No. 222 (South Lancaster Drive) between Macleay Road junction and a place known as Cottage Farm. The Engineer recommended that the request be denied because the roadside culture along the northerly portion of this section consists only of a number of small farms and in the southerly part there is no roadside culture whatsoever except the Cottage Farm itself. A review of the accident record for this section, he said, reveals that during 1951 the rate was 3.67 accidents per million vehicular miles which is considerably below the average accident rate for all rural secondary highways. The Commission approved the recommendation.

A petition was presented from residents and tax payers of Tillamook County requesting that the 25 m. p. h. speed zone now in effect on US 101 just north of the Tillamook city limits be extended to the north side of the Dougherty Slough Bridge, in the interests of public safety. The Engineer advised that this matter has been investigated by the Traffic Engineering Department and from the information gathered, it has been determined that a maximum speed of 25 m. p. h. is too slow for this particular section of highway, although there should be some restrictions. He recommended establishment of a 40 m. p. h. speed zone on this highway between the present terminus of the heretofore designated 25 m. p. h. zone, at M. P. 76. 22, and Dougherty Slough Bridge, at M. P. 75. 94. The Commission approved the recommendation by adoption of the attached resolution, relative thereto, marked EXHIBIT "G-1," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from citizens of Yachats, Lincoln County, urging that provision be made for protecting school children and other pedestrians along US 101 in Yachats. The Engineer advised that this matter has been investigated by the Traffic Engineering Division which recommends as a solution the removal of a dirt bank on the east side of the highway to improve sight distance, and establishment of reduced speed zones along US 101 as follows:

(1) 35 m. p. h. from a point . 3 mile north of Third Street (M. P. 177. 28) to Third Street (M. P. 177. 58)

(2) 25 m. p. h. from Third Street to a point 0. 15 mile south of First Street (M. P. 177. 89)

(3) 35 m. p. h. speed zone from a point 0. 15 mile south of First Street to a point 0. 19 mile south of Yachats River(M. P. 178. 19)

He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "G-4" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and, upon recommendation of the Engineer, denied a request from citizens of Valley Junction for establishment of a 35 m. p. h. speed zone on the Salmon River Highway east of the community of Valley Junction. In his report on this subject, the Engineer advised that the conditions obtaining along this section do not meet the minimum warrant for reduced speeds.

The Engineer reported that in connection with the proposed construction of the new Columbia River Highway opposite Shell Rock Mountain, it is necessary to conduct soundings in the Columbia River opposite this place which necessitates the leasing of a launch. The U. S. Army Engineers, he said, have a satisfactory launch, called "Launch Bonneville" which it will lease to the State for the period of time required, estimated at about four days, at the rate of $231.88 for each eight hour shift, or a total estimated cost of $927.52. He requested authority to lease this launch at the price mentioned. The Commission approved the request unanimously. (An agreement with the U. S. Army Engineers covering the matter was signed later in the session.)

The Engineer brought up for discussion the removal of an abandoned overcrossing of the Southern Pacific Company's tracks at Comstock on the Pacific Highway between Divide and Anlauf. He explained that in the construction of the new highway between these points, the existing overcrossing was rendered useless, and under the Commission's agreement with the Southern Pacific Company when the overcrossing was built in 1919 the State is obligated to remove this structure when it is no longer needed for highway purposes. In conformity with that agreement, he requested authority to advertise for bids for the removal of this structure, which he estimated would cost about $20,000. The Commission approved the request.

The Commission discussed a letter from the Hon. F. V. Garrabrant, Mayor of the City of Hood River, calling attention to a dangerous condition which, he alleges, exists at the west end of the Mosier Tunnel on the Old Columbia River Highway, caused by rocks falling from the cliffs above and endangering highway traffic. The Engineer advised that this matter has been investigated, and it is believed that conditions are no worse than they have been for a number of years. He further stated that a crew is now working on the cliffs combing the slopes of all loose rocks so as to keep conditions as safe as is possible. He pointed out that the new highway which is now under construction at this point will not be opened to travel until the summer of 1953. He recommended that nothing further be done than is being done at this time. The Commission approved the report, however, instructed the Engineer to take every precaution as seems necessary to safeguard traffic on the old road and to expedite construction of the new road as much as is possible.

The Engineer brought up for discussion a request from the City of Stayton for relief from payment of the balance of its proportionate share of

the cost to widen five city street connections on the route of the North Santiam Highway in the City, amounting to $359.38. The Engineer recited the history of this project pointing out that the widening work was done at the request of the City so as to make it possible for truck and trailer combinations sixty feet overall in length to travel this highway route without endangering other traffic. The estimated cost of the work, he said, was $2,000 and an agreement was made with the City whereby the City and State were each to pay 50% of the cost involved. Upon completion of the job, it was found that the work cost $2,718.77, bringing the proportionate share of each to $1,359.38. As the city had advanced only $1,000 towards its share of the expense, it was billed by the Accounting Division for the balance but the City throught its attorney, Mr. J. M. Devers, Jr., objects to paying it. The Engineer gave as his feeling that this is a just claim against the City and that the City should pay it, and he so recommended. The Commission approved the recommendation.

The Commission carefully considered and, upon recommendation of the Engineer, unanimously approved two agreements with the U. S. Army Engineers covering the following subjects:

(1) Relocation, rearrangement, and alteration of facilities for the development of a power and navigation project, known as The Dalles Dam, on the Columbia River Highway in Wasco and Sherman Counties.

(2) Relocation of Oregon State Highway No. 58 (Willamette Highway) around Dexter Dam Project in Lane County

The Engineer recommended approval of both agreements as being in the best interests of the State of Oregon and State Highway Department. As a result of discussion, the Commission approved the recommendation. (Both agreements were signed by the Commission later in the session.)

Commissioner Reynolds brought up for discussion the following subjects:

(1) Construction of guard rail on the Ladd Canyon Section of US 30: He expressed a desire for the early construction of this guard fence and instructed the Engineer to advertise the project for bids at the earliest possible time.

(2) Status of acquisition of additional land near the mouth of Ladd Canyon and the development of the same for a roadside picnic area: Commissioner Reynolds inquired as to what has been done towards acquiring the land and developing it. He expressed the feeling that this area should be acquired and developed as rapidly as is possible. The Engineer was instructed to look into the matter.

(3) Development of a wayside area on US 30 between Ladd Canyon and Rattlesnake Springs: Commissioner Reynolds pointed out that this section of highway presently contains no roadside area. He gave as his feeling that one or more should be developed for public convenience. The Engineer was instructed to investigate the matter.

(4) Living quarters at Meacham on the Old Oregon Trail, Umatilla County: Commissioner Reynolds inquired whether or not provision has been made in the budget for such quarters. He was informed by the Engineer that an item of $25,000 has been included in the 1953 budget for this purpose.

(5) Request of the County Court of Wallowa County that the State assume jurisdiction over a county road extending from the Wallowa Lake Lodge to the falls in the west fork of the Wallowa River: Commissioner Reynolds presented the County's request. He mentioned that the road is about 1½ miles in length and serves a number of summer homes as well as permanent residents of employees of the Pacific Power and Light Company. He gave as his understanding that a boy scout camp is conducted on the premises of the power company and that the power company will allow the free use of this property for recreational purposes if the State will build and maintain a good road leading to it. The Engineer was instructed to investigate the matter from the standpoint of the area being suitable as an addition to the park, and to determine how much it will cost to construct and maintain the roadway.

The Engineer brought up for discussion the claim of Mrs. Mildred Hanks for damage caused her automobile by a Highway Department paving crew, while it was parked on Greenwood Avenue near Adams Avenue in La Grande on September 11, 1952. He advised that investigation discloses that the paving crew has no knowledge or recollection of any damage to Mrs. Hanks car, and for that reason she was informed that the State would assume the cost of removing the asphalt from it up to a maximum of $10.00, whereas she had demanded payment of $30.00, which is the amount she alleges she lost when she traded her car for a new one. He recommended that Mrs. Hanks' demands be denied and that payment to her be limited to the amount of $10.00. The Commission approved the recommendation.

The Commission signed agreements, etc, as follows:

Agreement with the Corbett Water District covering the furnishing of water to Dabney State Park. (Authorized October 20, 1952)

Indenture of Access re change of access points to Kominoth property on Bay City-Tillamook Section of US 101.

Indenture of Access re change of access points to Johnson Property on Cascade Locks Intersection of US 30.

Quitclaim Deed with St. Helens Pulp and Paper Company re parcel of land on the Chemult-Diamond Lake Junction of The Dalles-California Highway.

Contract Agreement with General Construction Company re construction of a temporary pile trestle bridge across the Tualatin River

Modification of Lease Agreement with the Union Oil Company of California re

land lying in Lots 1 and 5, Block 10, McClure's Astoria. (Authorized November 24, 1952)

Agreement with National Hospital Association covering the furnishing of medical and surgical service to State Highway employees. (Authorized November 25, 1952.)

Consent to Vacation re vacation of streets in townsite of Etna adjacent to highway maintenance site in Meacham.

Lease re rental of Launch Bonneville for soundings at Shell Rock Mountain to Corps of Engineers, U. S. Army.

Bargain & Sale Deed to U. S. Government for three parcels of land on the Lost Creek-Lowell Section (Dexter) of the Willamette Highway (Authorized October 20, 1952)

Project Agreements:

Hayesville School-State St., West Portland-Hubbard Hwy.
Hood River-Mosier Section, Columbia River Hwy.
Jones Ranch-Mitchell Section, Ochoco Hwy.
Low Pass Section, Siuslaw Hwy.
Boones Ferry Road-Willamette River, West Portland-Hubbard Hwy.
Forest Boundary-Mill Creek Section, Warm Springs Hwy.
Hayesville-Turner Road Section, Salem By-Pass, Pacific Hwy.

Agreement with U. S. Army Engineer Engineers providing for relocation rearrangement or alteration of facilities (lump sum) on US 30 between The Dalles and Rufus, necessitated by construction of "The Dalles Dam". ($1,170,250)

Agreement with U. S. Army Engineers providing for relocation, rearrangement or alteration of facilities on ORE 58 (Willamette Highway) necessitated by construction of "Dexter Reregulating Dam".

The meeting adjourned at 3:00 p. m.

State Highway Engineer

Acting Chairman

Secretary

Commissioner

January 6, 1953

EXHIBITS "A" through "H"

Minutes of

January 6, 1953

EXHIBIT "A"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #1 - T. H. BANFIELD EXPRESSWAY

19591 - Haralampus, George A. and Angeline G. (Smith)
Right of Way A. & Angelina P. Haralampus (Lessees)
Option expires May 24, 1953 Peerless Trailer & Truck Service

18,145 sq. ft. at $1.65+ per sq. ft. $30,100.00

Amount to be paid owner - chrg to Right of Way $30,100.00

Takes all -

Subject to conditions of lease by Peerless Truck & Trailer Service Inc., Lease expires September 29, 1957.

UNIT #4 - T. H. BANFIELD EXPRESSWAY

19492 - Hagler, S. P. and Lura P. (Johnson)
Right of Way
Option expires April 29, 1953

1,563 sq. ft. Lump Sum. $250.00

(cont.)

EXHIBIT "A" (cont.)

UNIT #4 - T. H. BANFIELD EXPRESSWAY (cont.)

19492 - Hagler, S. P. and Lura P. (cont.) (Johnson)

Amount to be paid owner - chrg to Right of Way $250.00

State to assume 1952-53 taxes. Est. $5.00

GRAND TOTAL (Estimate) Charge to Right of Way $255.00

Access controlled - no access allowed

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19573 - Robinson, John W. and Orpha M. (Johnson)
Right of Way
Option expires May 16, 1953

835 sq. ft. Lump Sum. $75.00

Amount to be paid owner - chrg to Right of Way $75.00

Access not controlled -

19661 - Overland, Eva A. Charles A. Krick, Jr. (Johnson)
Right of Way
Option expires June 22, 1953

0.26 acres at $1,500 per acre. $390.00

Amount to be paid owner - chrg to Right of Way $390.00

Access not controlled -

19576 - Entler, Katherine L. and Martha R. Entler (Johnson)
Right of Way
Option expires May 27, 1953

8090 sq. ft. at $0.14 per sq. ft. $1,132.60

Amount to be paid owner - chrg to Right of Way $1,132.60

Access not controlled -

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT OF TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18701 - Swope, Harley and Laura A. Supplemental Report
To move improvements from easement (Johnson)
Allowance to move 16 rods of fence and 48 miscellaneous shrubs from a Gratis easement $150.00
Approved 4-21-52, (further study shows moving of plants, shrubs and fence necessary)

Amount to be paid owner - chrg to Right of Way $150.00

Access controlled -

18702 - Beyer, Charles A. and Mary D. Supplemental Report
Moving of Hedge only (Johnson)

Allowance to move 75' of hedge from a Gratis easement - Approved 4-21-52, as further study shows moving of hedge necessary. $150.00

Amount to be paid owner - chrg to Right of Way $150.00

Access controlled -

18722 - Lawson, T. G. and Ruth E. Supplemental Report
Moving fruit stand from slope easement (Johnson)

Allowance to move fruit stand from Gratis easement. - Approved 4-21-52, as further study shows fruit stand must be moved. $135.00

Amount to be paid owner - chrg to Right of Way $135.00

Said fruit stand to be moved by March 31, 1953

Access controlled -

YAMHILL RIVER-ST. JOE UNDERPASS SECTION - PACIFIC HIGHWAY WEST

19679 - Schmitz, Henry M. and Elnora S. (Benner)
Right of Way
Option expires June 3, 1953

.10 acre Lump Sum. $56.00
14 rods of fence at $4. - per rod. 54.00

Amount to be paid owner - chrg to Right of Way $110.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

YAMHILL RIVER-ST. JOE UNDERPASS SECTION - PACIFIC HIGHWAY WEST

19680 - Tedrick, W. G. and Irene Fuller (Benner)
Right of Way
Option expires June 7, 1953

0.16 acre at $500. per acre.	$80.00	
21 rods of fence at $4. per rod.	84.00	
Amount to be paid owner - chrg to Right of Way		$164.00

THINGS TO BE DONE BY THE STATE:

Provide a 2' deep ditch connection from present surface ditch to 36" tile.
Grantor allowed easement to lay drainage tile.

Access not controlled -

JEWELL BIRKENFELD SECTION - NEHALEM SECONDARY HIGHWAY

19335 - Johnson, Raymond and Ariel (Benner)
Right of Way
Option expires May 16, 1953

0.206 acre. Lump Sum.	$100.00	
Allowance - to move barn.	150.00	
Amount to be paid owner - chrg to Right of Way		$250.00

Access not controlled -

SEASIDE SECTION - OREGON COAST HIGHWAY

19663 - Mauser, Fred and Irene M. (Witt)
Approach to Seaside Maintenance shed site
Option expires June 2, 1953

All of Lot 43, Block 10, Cartwright Park Addition to Seaside. (0.11 A.) Lump Sum.	$100.00	
Amount to be paid owner - chrg to Maintenance Site		$100.00

EXHIBIT "A" (cont.)

WILSONVILLE-HUBBARD SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19698 - Knight, Adam H. and Ida B. (Benner)
Gravel Site William Beauford & Dorothy L. Knight
Option expires June 1, 1953

3.51 acre at $150. per acre.	$586.50	
Amount to be paid owner - chrg to Gravel Site		$586.50

19622 - Knight, Adam H. and Ida B. (Benner)
Gravel Site
Option expires April 20, 1953

14. acres at $150. per acre.	$2,100.00	
2 acres at $250. per acre.	500.00	
Amount to be paid owner - chrg to Gravel Site		$2,600.00

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION (Fisher Road Extension) PACIFIC HIGHWAY EAST

19555 - Olmstead, Louis H. and Margaret H. (Byrum)
Right of Way
Option expires April 5, 1953

0.01 acre. Lump Sum.	$10.00	
Amount to be paid owner - chrg to Right of Way		$10.00

Access not controlled -

Approved - subject to all Fisher Road extensions being approved.

19556 - Clark, Merritt L. and Doris M. (Byrum)
Right of Way
Option expires April 5, 1953

0.13 acre at $800. per acre.	$104.00	
32 fence posts at $.50 each.	16.00	
Amount to be paid owner - chrg to Right of Way		$120.00

THINGS TO BE DONE BY THE STATE:

Construct road approach at Station 22+70, said approach to be 12' wide.

Access not controlled -
Approved - subject to all Fisher Road extensions being approved.

(cont.)

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION
(Fisher Road Extension) PACIFIC HIGHWAY EAST (cont.)

19558 - Beard, Doris Cothren and Oliver (Byrum)
Right of Way
Option expires April 13, 1953

.35 acre. Lump Sum. $290.00

Amount to be paid owner - chrg to Right of Way $290.00

Access not controlled -

Approved - subject to all Fisher Road extensions being approved.

19552 - Kelly, Brenton E. and Gertrude S. (Benner)
Right of Way
Option expires June 14, 1953

0.86 acre at $800. per acre. $ 688.00
Plus low bid for moving - rental unit,
and barn. (Baumback). 3,640.00

Amount to be paid owner - chrg to Right of Way $4,328.00

THINGS TO BE DONE BY THE STATE:

Construct approaches, east side of Fisher Rd. at
Stations 101+00, 102+00 and 103+00, and gravel same.

Access not controlled -

Approved subject to all Fisher Road extensions being approved.

19553 - Woodward, Darrell C. and Emma Lou (Byrum)
Right of Way
Option expires April 2, 1953

.25 acre. Lump Sum. $184.00

Amount to be paid owner - chrg to Right of Way $184.00

Access not controlled -

Approved subject to all Fisher Rd. extensions being approved.

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - (Fisher Road Extension) PACIFIC HIGHWAY EAST (cont.)

19554 - Larson, Irving A. and Helen E. (Bryum)
Right of Way
Option expires June 21, 1953

.17 acre.	Lump Sum.	$136.00
Amount to be paid owner - chrg to Right of Way		$136.00

Access not controlled -

Approved subject to all Fisher Rd. extensions being approved.

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18297 - Simmons, Roy H. and Bertha M. (Witt)
Right of Way
Option expires June 14, 1953

0.423 acres at $300. per acre.		$127.00
78 rods of fence at $4.50 per rod.		351.00
Damages.		258.50
Amount to be paid owner - chrg to Right of Way		$736.50

Access controlled - no access allowed

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19475 - Kingery, Dare and Anna (Holt)
Right of Way
Option expires June 15, 1953

19.31 acres at $300. per acre.		$5,793.00
403 rods of fence at $4. per rod.		1,612.00
Severance damage.		2,500.00
Amount to be paid owner - chrg to Right of Way		$9,905.00

Access controlled - no access allowed

19468 - Russell, Dan Richard and Burnette M. (Holt)
Right of Way
Option expires June 10, 1953

(cont.)

EXHIBIT "A" (cont.)

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19468 - Russell, Dan Richard and Burnette M. (cont.) (Holt)

2.6 acres at $300. per acre.	$ 780.00
1.3 acres at $250. per acre.	325.00
4.25 acres at $100 per acre.	425.00
130 rods of fence at $4. per rod.	520.00
Allowance - to reestablish domestic water supply.	1,500.00

Amount to be paid owner - chrg to Right of Way $3,550.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach to enter K^b line where existing approach enters County Road.
State to box spring at Station 710+00, and pipe water to edge of right of way, at Station 707+00.
If spring is destroyed by State's operations, State will provide comparable source of water.

Access controlled - no access allowed

19472 - Gordon, Curtis H. and Helen B. (Holt)
Right of Way
Option expires June 7, 1953

1.05 acres.	Lump Sum.	$ 750.00
House - 825 sq. ft.		3,300.00
Well and pump.		450.00

Amount to be paid owner - chrg to Right of Way $4,500.00

Takes all -
Confirmation of approval by Mc. Iver 12-15-52

19474 - Smith, Perry and Maude (Holt)
Right of Way
Option expires June 11, 1953

9.2 acres at $250. per acre.	$2,300.00
14.34 acres at $50. per acre.	717.00
513 rods of fence at $4. per rod.	2,052.00
Severance damages.	1,500.00

Amount to be paid owner - chrg to Right of Way $6,569.00

(cont.)

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19474 - Smith, Perry and Maude (cont.) (Holt)

THINGS TO BE DONE BY THE STATE:

State to reconnect water line which lies near Station 779+00.
Build a frontage road on East side of Highway.

Access controlled - no access allowed

19466 - Johnston, Gerald and Beulah (Holt)
Right of Way
Option expires June 21, 1953

.44 acre.	Lump Sum.	$100.00
22+ rods of fencing at $4. per rod.		90.00
Amount to be paid owner - chrg to Right of Way		$190.00

THINGS TO BE DONE BY THE STATE:

Construct and gravel road 14' wide, from the West end of grantors garage to Station 672+00. (On Construction plans)
Construct approach at Station 9+90 on the K^{V} line.
Reconnect water lines to Day residence and Scotts Valley Schoolhouse.

Access controlled - no access allowed, except via frontage road

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

19563 - Amacher, John P. and Katherine (Stuntz)
Right of Way
Option expires June 1, 1953

0.1 acre	Lump Sum.	$300.00
Amount to be paid owner - chrg to Right of Way		$300.00

Takes all -

18993 - Rietmann, Arthur and Emma A. (Stuntz)
Right of Way
Option expires May 19, 1953

(cont.)

EXHIBIT "A" (cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

18993 - Rietmann, Arthur and Emma A. (cont.) (Stuntz)

0.2 acre business lot.	Lump Sum	$2,000.00
2 story house - 1596 sq. ft.		7,975.00

Amount to be paid owner - chrg to Right of Way $9,975.00

Takes all -

19428 - McKay, Harold D. and Edith (Gemmell)
Right of Way
Option expires May 31, 1953

35.14 acres at $210. per acre.	$7,380.00
Damages.	620.00
250 rods of fence at $4. per rod.	1,000.00

Amount to be paid owner - chrg to Right of Way $9,000.00

Access controlled - no access allowed

19587 - Holcomb, Carl Vincent and Rosalie Ann (Gemmell)
Right of Way (easement)
Quitclaim deed

0.07 acres (easement)	Gratis

Access controlled -

18987 - Shoemaker, B. R. and Ann E. (Gemmell)
Right of Way
Option expires June 9, 1953

18.98 acres at $237.+ per acre.	$4,500.00
House - 625 sq. ft.	2,500.00
2 turkey brooders.	3,510.00
Barn, and sheds - 3840 sq. ft.	2,490.00
Well-108' deep, with 1 horse pump & tank.	500.00

Amount to be paid owner - chrg to Right of Way $13,500.00

Takes all -

19801 - Engle & Worth Lumber Co. B. R. & Ann E. Shoemaker (Gemmell)
Right of Way
Option expires June 10, 1953

(cont.)

EXHIBIT "A" (cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

19801 - Engle & Worth Lumber Co. B. R. & Ann E. Shoemaker (cont.)

0.91 acre. Lump Sum. $350.00

Amount to be paid owner - chrg to Right of Way $350.00

Access controlled - no access allowed

19410 - Grubbe, Lenoir P. and Alice J. (Gemmell)
Right of Way
Option expires May 16, 1953

14.1 acres of land, house, well and fencing allowance. $6,850.00
Allowance for moving house. 5,000.00

Value of taking $11,850.00

In lieu of above compensation, optionor to be deeded the Foster house and remainder of Wilson property including house, approximately 264 acres.

THINGS TO BE DONE BY THE STATE:

Construct frontage road from Station 1946+50 to southerly property line of Grantors. (On construction plans.)

Convey to the grantors above the remainder of the Wilson property, acquired under File #18971, outside of the relocated right of way, containing 264± acres, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled - no access allowed

18988 - Cummins, Elmer R. and Una M. (Gemmell)
Right of Way
Option expires June 19, 1953

7.57 acres at $450. per acre. $3,406.00

Amount to be paid owner - chrg to Right of Way $3,406.00

Takes all -

EXHIBIT "A" (cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

18994 - Paul, Martin A. (Stuntz)
Right of Way
Option expires June 16, 1953

2.5 acres at $1840. per acre.	$4,600.00
House - 1200 sq. ft.	7,200.00
Warehouse - 1416 sq. ft.	2,200.00
Garage - 480 sq. ft.	1,200.00

Amount to be paid owner - chrg to Right of Way $15,200.00.

THINGS TO BE DONE BY THE STATE:

Issue permit for water pipe line station 308, provide conduit 4" diameter for existing pipe.

Takes all

GARDEN VALLEY ROAD - 2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18521 - Roseburg Kiwanis Club, Inc. (Stuntz)
Right of Way
Option expires May 24, 1953

3.5 acres at $1000. per acre.	$3,500.00

Amount to be paid owner - chrg to Right of Way $3,500.00

Takes all

To be approved subject to Title acceptance.

18512 - Douglas County (Stuntz)
Right of Way
Option expires May 23, 1953

3.78 acres at $500. per acre.	$1,890.00
12.7 acres at $50. per acre.	635.00
Less 0.51 acre at $500. per acre, to be deeded to County by State.	-$255.00

Amount to be paid owner - chrg to Right of Way $2,270.00

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD - 2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

18512 - Douglas County (Cont.) (Stuntz)

THINGS TO BE DONE BY THE STATE: (cont.)

Convey to the grantor above that portion of Lot 1, Block 4, Umpqua Park Fruit Lands, Plat "D", which lies outside of 125 foot right of way, east of center line, containing 0.50 acre. more or less, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled - no access allowed

18515 - HEIRS of A. L. & Martha F. Couey (Stuntz)
Right of Way
Option expires May 12, 1953

2698 sq. ft. at $0.04+ per sq. ft.	$110.00	
New well.	100.00	
Damages.	100.00	
Amount to be paid Frank M. & Ella M. Couey		$310.00
0.77 acre at $487.00 per acre.	$375.00	
House - 612 sq. ft.	500.00	
Barn, fruit house and trailer house.	105.00	
Well.	110.00	
Amount to be paid other Heirs of A. L. and Martha F. Couey		$1,090.00
GRAND TOTAL - To be charged to Right of Way		$1,400.00

Access controlled - no access allowed

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

19458 - Granger, Irwin and Inga (Stuntz)
Park Site
Option expires May 31, 1953

5.0 acres at $1200. per acre.	$6,000.00	
Amount to be paid owner - chrg to Park Sites		$6,000.00

Takes all

EXHIBIT "A" (cont.)

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

19536 - Paulstick, Charles K. and Ada E. (Stuntz)
Right of Way
Option expires June 11, 1953

328 sq. ft.	Lump Sum.	$25.00
Amount to be paid owner - chrg to Right of Way		$250.00

Access not controlled

19533 - Bunnell, Maybelle A. and Edward L. (Stuntz)
Right of Way
Option expires June 14, 1953

0.03 acre.	Lump Sum.	$ 50.00
40' of 6" cement curb.		80.00
Graveled driveway, flowers and shrubs.		100.00
Damages.		270.00
Amount to be paid owner - chrg to Right of Way		$500.00

THINGS TO BE DONE BY THE STATE:

Replace culverts under and reconstruct 2 road approaches and blacktop same.

Access not controlled -

CANYONVILLE EAST SECTION - TILLER-TRAIL HIGHWAY

19514 - Shippen, Newton Glen and Violet Gene (Holt)
Right of Way
Option expires May 27, 1953

.56 acre.	Lump Sum.	$900.00
Severance damage.		100.00
Amount to be paid owner - chrg to Right of Way		$1,000.00

THINGS TO BE DONE BY THE STATE:

Construct an approach at Station 5+20, north side.

Access not controlled -

EXHIBIT "A" (cont.)

CANYONVILLE EAST SECTION - TILLER-TRAIL HIGHWAY (cont.)

19524 - Green, H. B. and Alice (Holt)
Right of Way
Option expires May 23, 1953

5.12 acres at $390.+ per acre.	$2,005.00
Allowance - to replace steps.	50.00
230 rods of woven wire fence at $4. per rod	920.00
Amount to be paid owner - chrg to Right of Way	$2,975.00

THINGS TO BE DONE BY THE STATE:

Build a structure across O'Shea Creek, for grantor to move stock during low water.
Construct a 20' driveway from Station 37+00, westerly to Station 33+00, and shall have a good top course of fine gravel.
Reconstruct approaches at Station 37+55, 40+80, 43+38 and 51+45, north side, and at Station 37+00 and 42+00, south side.

Access not controlled -

19515 - Parker, Clarence Edwin and Ruth Adele (Holt)
Right of Way
Option expires May 19, 1953

0.33 acre at $800. per acre.	$264.00
Amount to be paid owner - chrg to Right of Way	$264.00

Access not controlled -

19516 - DuBell, Elic and Irma C. (Jones)
Right of Way
Option expires June 1, 1953

8.00 acres at $238.00 per acre.	$1,904.00
House, barn, garage and outbuildings.	3,096.00
Amount to be paid owner - chrg to Right of Way	$5,000.00

Takes all -

EXHIBIT "A" (cont.)

CANYONVILLE EAST SECTION - TILLER-TRAIL HIGHWAY (cont.)

19522 - Erwin, Rayburn (Holt)
Right of Way
Option expires June 15, 1953

0.05 acre. Lump Sum. $50.00

Amount to be paid owner - chrg to Right of Way $50.00

Access not controlled -

19520 - Kindred, Kenneth K. (Holt)
Right of Way
Option expires May 30, 1953

856 sq. ft. Lump Sum. $150.00

Amount to be paid owner - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE:

State to construct approach at Station 25+35, south side.

Access not controlled -

19521 - Erwin, W. A. and Dollie (Holt)
Right of Way
Option expires May 23, 1953

.22 acre. Lump Sum. $220.00
24 rods of fence at $3.50 per rod. 84.00

Amount to be paid owner - chrg to Right of Way $304.00

Access not controlled -

19523 - Conklin, John M. and Clara V. (Holt)
Right of Way
Option expires May 28, 1953

0.24 acre. Lump Sum. $240.00

Amount to be paid owner - chrg to Right of Way $240.00

Access not controlled -

EXHIBIT "A" (cont.)

CANYONVILLE EAST SECTION - TILLER-TRAIL HIGHWAY (cont.)

19517 - Doxsee, Anne Hazel and Walter (Holt)
Right of Way
Option expires May 20, 1953

.7 acre at $1000. per acre.	$700.00
.67 acre at $260.+ per acre.	175.00
92+ rods of fence at $3. per rod.	278.00

Amount to be paid owner - chrg to Right of Way $1,153.00

THINGS TO BE DONE BY THE STATE:

State to provide reasonable access to property during construction, and such access shall not be closed more than 24 hrs. at any one time.

Access not controlled -

19518 - Davis, Jesse H. and Julia S. (Holt)
Right of Way
Option expires May 19, 1953

316 sq. ft. Lump Sum. $100.00

Amount to be paid owner - chrg to Right of Way $100.00

Access not controlled -

19519 - Schwentner, George and Esther G. (Holt)
Right of Way
Option expires May 19, 1953

808 sq. ft. Lump Sum. $250.00

Amount to be paid owner - chrg to Right of Way $250.00

Access not controlled -

COQUILLE-CURRY COUNTY LINE SECTION - OREGON COAST HIGHWAY

19316 - Gilpin, Eula and Walter F. (Jones)
Scale Site
Option expires June 7, 1953

0.46 acre. Lump Sum. $500.00

Amount to be paid owner - chrg to Miscellaneous Sites $500.00

(cont.)

EXHIBIT "A" (cont.)

MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

19641 - Weeks, Wayne and Elsie (Witt)
Right of Way
Option expires June 3, 1953

0.10 acre at $500. per acre.	$50.00
19 rods of fence at $4. per rod.	75.00
Amount to be paid owner - chrg to Right of Way	$125.00

Access controlled - no access allowed

18132 - Stofer, Phil T. and Jessie (Witt)
Right of Way
Option expires June 9, 1953

8.45 acres at $1,000.+ per acre.	$8,500.00
4 acres at $350. per acre.	1,400.00
45 rods of fence at $4. per rod.	180.00
Dairy barn - 1360 sq. ft.	2,040.00
Hay shed and chicken house.	400.00
2-30' wells, one encased.	500.00
Cattle guard and underground piping.	335.00
Severance damage.	500.00
Amount to be paid owner - chrg to Right of Way	$13,855.00

Access controlled - no access allowed

17469 - Spooner, George H. (Witt)
Right of Way
Option expires June 15, 1953

0.11 acre. Lump Sum.	$275.00
Allowance - for moving Sawmill equipment	135.00
Amount to be paid owner - chrg to Right of Way	$410.00

Access controlled - no access allowed

ARLINGTON SECTION - COLUMBIA RIVER HIGHWAY

19508 - Strahm, Elden R. and Verna H. (Brainerd)
Right of Way
Option expires May 11, 1953

EXHIBIT "A" (cont.)

ARLINGTON SECTION - COLUMBIA RIVER HIGHWAY (cont.)

19508 - Strahm, Elden R. and Verna H. (cont.) (Brainerd)

9500 sq. ft. at $0.15 per sq. ft.	$1,425.00
House with basement - 878 sq. ft., fence, lawn, flowers and shrubs.	8,943.75
Misc. sidewalk, retaining wall and underground sprinkling system.	81.25
Amount to be paid owner - chrg to Right of Way	$10,450.00

Takes all -

19509 - Eubanks, W. M. and Golda D. (Brainerd)
Right of Way
Option expires June 8, 1953

14,250 sq. ft. at $0.15 per sq. ft.	$2,137.50
Larger house and porch. - 773.25 sq. ft.	2,702.38
Small house and cabin. - 600 sq. ft.	2,093.00
Approx. resale value of furnishings.	567.12
Amount to be paid owner - chrg to Right of Way	$7,500.00

Takes all -

19504 - Logan, Eugene S. and Annabelle (Brainerd)
Right of Way
Option expires January 16, 1953

9500 sq. ft. at $0.40 per sq. ft.	$3,800.00
4750 sq. ft. at $0.15 per sq. ft.	722.50
House - 954 sq. ft. and shed - 165 sq. ft.	4,696.50
Lawn, fence, shrubs and flowers.	281.00
Amount to be paid owner - chrg to Right of Way	$9,500.00

Possession given 30 days after notification of acceptance of this option.

Takes all -

18656 - O. W. R. & N. Company (Porter)
Right of Way
Deed only

1.83 acres.	Lump Sum.	$263.00
Amount to be paid owner - chrg to Right of Way		$263.00

Access controlled -

EXHIBIT "A" (cont.)

LA GRANDE-ELGIN SECTION - WALLOWA LAKE HIGHWAY

19566 - Lee, Robert B. (Brainerd)
Right of Way
Option expires June 14, 1953

0.78 acre, more or less. Lump Sum. $125.00

Amount to be paid owner - chrg to Right of Way $125.00

THINGS TO BE DONE BY THE STATE:

Protect and re-establish pipe line through property, if disturbed by taking.
Re-establish fencing and if gate is put in, gate to be kept locked.

Access controlled - no access allowed

ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

19216 - Marcum, Floyd and Ruth (Brainerd)
Stockpile Site
Option expires April 19, 1953

1.28 acres at $780.+ per acre. $1,000.00

Amount to be paid owner - chrg to Stockpile Site $1,000.00

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY

19670 - Dale, Philip and Doris (Wolfe)
Quarry & Stockpile Site, & Easement for Haul Road
Option expires June 11, 1953

9.09 acres at $220.+ per acre. $2,000.00
1.21 acres (easement) Gratis

Amount to be paid owner - chrg to Quarry Site $2,000.00

THINGS TO BE DONE BY THE STATE:

Construct 3 strand barbed wire fence on both sides of haul road. (53 rods of fence at $4. per rod.) Est. $212.00
Install wooden stock guard at Westerly line of haul road, point to be designated by grantor. Est. 350.00
State to protect irrigation pipe line during construction.

GRAND TOTAL (Estimate) Charged to Quarry Site $2,562.00

(cont.)

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD-SOUTH A STREET SECTION - McKENZIE HIGHWAY

16265 - J. W. Copeland Yards (Reeder)
Right of Way
Release of lease rights

6' wood picket fence, approx. 250' at $1. per foot.		$250.00
Gravel for new Roadway.	Lump Sum.	50.00
Removal of 1-ft. of North side of building.		100.00

Amount to be paid owner - chrg to Right of Way $400.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 35+85, south side.
Construct approach at Station 33+65, 25' wide, south side, for commercial use.

Access not controlled -

16276 - Clear Fir Products Co. (Reeder)
Right of Way
Option expires June 2, 1953

5650 sq. ft. at $0.30 per sq. ft. +5' easement.	$1,695.00
85' of cyclone fence at $6. per lin. ft.	510.00
Graveled parking area.	450.00
Severance damages.	800.00

Amount to be paid owner - chrg to Right of Way $3,455.00

THINGS TO BE DONE BY THE STATE:

State to make certain changes in spur track.
State to construct four accesses at Station 55+00 25' wide, south side, Station 59+17, 30' wide, south side and Stations 59+11 and 62+25, 20' wide, north side, all for commercial use.

Access not controlled -

16277 - Clear Fir Products Co. (Reeder)
Right of Way
Option expires June 2, 1953

29,070 sq. ft. at $0.30 per sq. ft. (+5' easement)	$8,721.00

(cont.)

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD-SOUTH A STREET SECTION - McKENZIE HIGHWAY (cont.)

16277 - Clear Fir Products Co. (cont.) (Reeder)

1415 lin. ft. of cyclone fence at $6. per lin. ft.	$7,782.00
Proximity damage to office bldg. (R/W within 2' of office building.)	2,200.00
Graveled parking area.	3,050.00
Severance damage.	12,292.00
Amount to be paid owner - chrg to Right of Way	$34,045.00

THINGS TO BE DONE BY THE STATE:

State to make certain changes in spur track.
State to construct four accesses at Station 55+00, 25' wide, south side, Station 59+17, 30' wide, south side and at Stations 59+11, and 62+25, 20' wide, north side, all to be for commercial use.

Access not controlled -

EXHIBIT "B"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, the Ochoco Highway is one of the major state primary highways and is likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that at the community of Powell Butte approximately 8.38 miles east of the City of Redmond on said highway in Crook County, vehicles are parked on both sides of the highway for extended periods of time; and

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic, but to pedestrians and to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders on each side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation by members of its staff, that the parking of vehicles along either shoulder of the Ochoco Highway between M. P. 8.27 (Engineer's Station 246+95), which point is approximately 580 feet west of the Powell Butte postoffice, and M. P. 8.48 (Engineer's Station 258+03), which point is approximately one-tenth of a mile east of the Powell Butte postoffice, creates a hazard not only to through traffic, but to pedestrians and to person's owning and using said parked vehicles.

2. That, in the opinion of the Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which in the opinion of the Commission, should be provided pedestrians and the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, and on which signs shall be printed

(cont.)

EXHIBIT "B" (cont.)

in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 6th day of January, 1953.

EXHIBIT "C"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY WEST

Highway number: 1-W Route number: US 99W

Location of Termini			Established Speed
M. P. 58.62 (0.12 mile north of Rickreall grade school)	to	M. P. 59.04 (0.07 mile south of Salem-Dallas Highway Intersection)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

(cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this action be entered in the minutes and records of the Commission as of the 6th day of January, 1953.

EXHIBIT "D"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Joseph-Hayden Gulch Section of the Little Sheep Creek State Secondary Highway No. 350 in Wallowa County, and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members being present and affirmatively voting as follows:

1. That the survey of the Joseph-Hayden Gulch Section of the Little Sheep Creek State Secondary Highway, beginning at Engineer's Station 0+00 at the intersection of the Wallowa Lake Primary Highway in the city of Joseph and extending easterly therefrom approximately five miles to Engineer's Station 266+38, together with the map, which for identification purposes bears map number 6B-16-5 and the date of July, 1945, revised January 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 6th day of January, 1953.

EXHIBIT "E"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3443, with R. & M. Construction Company, for structures, grading and surfacing on the Holland Loop County Road in Josephine County, completed October 29, 1952.

Contract No. 3464, with Coos Bay Dredging Company, Inc., for grading and paving on the Cedar Point-Coquille Section of the Oregon Coast Highway in Coos County, completed October 22, 1952.

Contract No. 3479, with Larsen Brothers, for painting the McCullough Bridge on the Oregon Coast Highway in Coos County, completed November 20, 1952.

Contract No. 3532, with General Construction Company, for hydraulic embankment on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, completed November 14, 1952.

Contract No. 3534, with R. A. Heintz Construction Company, for grading and paving on the Bridgton Road-Gertz Road and Columbia Slough-Columbia Boulevard Sections of the Pacific Highway East in Multnomah County, completed November 28, 1952.

Contract No. 3566, with C. H. Grimstad & T. Vanderveldt and Heavy Hauling Company, for structures, grading and bituminous macadam surfacing on the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County, completed November 8, 1952.

Contract No. 3575, with T. W. Thomas, for grading and paving on the Rogue River (Main Street) City Street Section in Jackson County, completed July 31, 1952.

Contract No. 3576, with T. W. Thomas, for grading and paving on the North Grants Pass Section of the Pacific Highway in Josephine County, completed July 31, 1952.

Contract No. 3578, with C. J. Eldon, for constructing the Little North Santiam River Bridge on the North Santiam Highway in Marion County, completed December 19, 1952.

(cont.)

EXHIBIT "E" (cont.)

Contract No. 3612, with Pacific Sand & Gravel Company, for grading and paving on the La Grande-North Powder Section of the Old Oregon Trail Highway in Union and Baker Counties, completed November 10, 1952.

Contract No. 3614, with Vernie Jarl, for paving on the Big Creek Section of the Columbia River Highway in Clatsop County, completed October 3, 1952.

Contract No. 3618, with E. C. Hall Company & J. C. Compton Company, for paving on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, completed November 26, 1952.

Contract No. 3629, with John A. Logan, for grading and rock surfacing on the Catching Slough-Enegren Ferry Section of the Coos River Highway in Coos County, completed December 6, 1952.

Contract No. 3637, with Porter W. Yett, for paving on the Summit-Buxton Section of the Nehalem Highway in Washington County, completed November 15, 1952.

Contract No. 3645, with Newport Construction Company, for furnishing crushed material in stockpile on the Hermiston Section of four state highways in Umatilla County, completed December 15, 1952.

Contract No. 3672, with Vernie Jarl, for grading and paving on the Union Avenue Service Roads Section of the Pacific Highway East in Multnomah County, completed November 21, 1952.

Contract No. 3694, with Snook Brothers, for constructing bridge over the Nehalem River on the Nehalem Highway in Clatsop County, completed December 23, 1952.

Contract No. 3710, with Hamilton & Thoms, for constructing Turner Road and Southern Pacific Overcrossings on the Pacific Highway East in Marion County, completed November 25, 1952.

Contract No. 3711, with The United Contracting Company, for grading and paving on The Dalles Section of the Columbia River Highway in Wasco County, completed November 26, 1952.

Contract No. 3723, with Jed Wilson, for furnishing crushed materials in stockpiles on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County, completed September 4, 1952.

Contract No. 3728, with Todd Building Company, for constructing the Oakland Junction Grade Separation Structure on the Pacific Highway in Douglas County, completed December 11, 1952.

EXHIBIT "E" (cont.)

Contract No. 3731, with Rogers Construction Company, for rock surfacing on the York Ranch-Hay Creek Section of the Wasco-Heppner Highway in Gilliam County, completed November 28, 1952.

Contract No. 3748, with J. C. Compton Company, for grading and paving on the Lafayette-North Yamhill River Section of the Pacific Highway West in Yamhill County, completed November 25, 1952.

Contract No. 3768, with P. C. Knox, for roadbed widening on the Service Creek-Kimberly Section of the John Day Highway in Wheeler and Grant Counties, completed November 30, 1952.

Contract No. 3802, with Rex C. Ayers Construction Company, for embankment and riprap repair on the Oneonta Section of the Columbia River Highway in Multnomah County, completed November 29, 1952.

THEREFORE BE IT RESOLVED that the work covered by said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, on the 19th day of February, 1952, and on the 26th day of May, 1952, at regular meetings of the Oregon State Highway Commission, the Commission adopted resolutions reducing the maximum load limit allowed by law on the following described state highway bridges:

OLD OREGON TRAIL NO. 6

			State Load Limit Placed - Removed
M. P. 412.11	Payette Bridge over the Snake River between Malheur County in Oregon and the state of Idaho.	11 tons	2-19-52 12-11-52

NYSSA-ADRIAN SECONDARY HIGHWAY NO. 450

M. P. 8.95	Bridge over the Owyhee River at Nyssa	15 tons	2-26-52 12-22-52

and,

WHEREAS, subsequent to the passage of said resolutions, conditions have changed so that it no longer is necessary or desirable and the Commission finds that it no longer is necessary or desirable to maintain the reduced load limit set out in each of said resolutions.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the allowable load limit on the Payette Bridge on the Old Oregon Trail be and the same hereby is rescinded and cancelled as of 8:00 a.m., Thursday, December 11, 1952, and that the action of the State Highway Commission reducing the allowable load limit on the Owyhee River Bridge at Nyssa be and the same hereby is rescinded and cancelled as of 8:00 a.m., December 22, 1952, and that the maximum load limit permissible on each of said bridge structures thereafter shall be the maximum load limit prescribed by law; and,

IT IS FURTHER ORDERED that a certified copy of this resolution be furnished to the County Clerk of Malheur County and that a like copy be furnished the Superintendent of the Department of State Police for his information.

Dated this 6th day of January, 1953.

EXHIBIT "G-1"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completed described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: OREGON COAST HIGHWAY

Highway Number: 9 Route Number US 101

Location of Termini			Established Speed
M. P. 75.94 (north end of the Dougherty Slough Bridge North of Tillamook)	to	M. P. 76.22 (terminus of existing 25 mph speed zone 0.10 mile north of the north city limits of Tillamook)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

(cont.)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this action be entered in the minutes and records of the Commission as of the 6th day of January, 1953.

21:70

EXHIBIT "G-2"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: OREGON COAST HIGHWAY

Highway Number: 9 Route Number US 101

Location of Termini			Established Speed
M. P. 177.28 (0.30 mile north of 3rd St. in Yachats)	to	M. P. 177.58 (3rd St. in Yachats)	35 miles per hour
M. P. 177.58	to	M. P. 177.89 (0.15 mile south of 1st St. in Yachats)	25 miles per hour
M. P. 177.89	to	M. P. 178.19 (0.19 mile south of Yachats River)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and

(cont.)

EXHIBIT "G-2" (cont.)

he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this action be entered in the minutes and records of the Commission as of the 6th day of January, 1953.

21072

EXHIBIT "H-1"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of state highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the said Commission plans and proposes to acquire certain road building materials, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said property for the acquisition of road building materials;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the following described real property is necessary and required for the acquisition of road building materials for the proper construction and maintenance of certain sections of the state highway system, said real property being located in Douglas County, Oregon, to wit:

R-19345
Owner: Richard Stevenson

A parcel of land lying in Section 3, Township 28 South, Range 6 West, W. M., Douglas County, Oregon, and being a portion of the

(cont.)

EXHIBIT "H-1" (cont.)

following described property: That tract of land which was conveyed by that certain deed to Richard Stevenson and Marjorie Ruth Stevenson, recorded in Book 154, Page 425, of Douglas County Records of Deeds, the said parcel being described as follows:

All the land lying West of Lots Forty-nine (49) and Fifty (50) of Plat "H", Roseburg Home Orchard Tracts, to the center of the South Umpqua River.

The parcel of land to which this description applies contains 14.1 acres.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located and will be operated and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in

(cont.)

21178

EXHIBIT "H-1" (cont.)

his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-2"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Garden Valley Road-Second Crossing of the Umpqua River Unit of the Deady-Shady Section of the Pacific Highway; and,

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said high way should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

(cont.)

21171

EXHIBIT "H-2" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the proper relocation, construction, improvement and maintenance of the Garden Valley Road-Second Crossing of the Umpqua River Unit of the Pacific Highway as a throughway, the following described real property, to wit:

R-17887
Owner: Vernon Orr, et al

A parcel of land lying in Section 24, Township 27 South, Range 6 West W.M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to Vernon Orr and Hugh Harrison, recorded in Book 108, Page 116 of Douglas County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2570+00, said Station being 1054.9 feet South and 836.86 feet East of the Southwest corner of the J. Huntley Donation Land Claim No. 56, Township 27 South, Range 6 West, W.M.,; thence South 47° 29' 10" West 333.38 feet; thence on a spiral curve left (the long chord of which bears South 44° 09' 10" West) 500 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 25° 39' 10" West) 591.67 feet; thence on a spiral curve left (the long chord of which bears South 7° 09' 10" West) 500 feet; thence South 3° 49' 10" West 874.95 feet to Engineer's Station 2598+00; said relocated center line crosses the North and South lines of said property approximately at Station 2574+03 and Station 2596+66 respectively,

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
2570	2578+33.38	Variable to River	200 feet
2578+33.38	2584+25.05	125 feet	200 feet
2584+25.05	2598	125 feet	125 feet

The bearings used herein are based on the Oregon Coordinate System, South Zone.

EXHIBIT "H-2" (cont.)

The parcel of land to which this description applies contains 14.48 acres, of which 2.14 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 12.34 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Garden Valley Road-Second Crossing of the Umpqua River Unit of the Deady-Shady Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land the following:

A right of access to the Umpqua Park County Road, also known as Douglas County Road No. 56, where said county road lies within the right of way of the hereinabove described real property and Westerly of the said main relocated highway; said Umpqua Park County Road to be connected to the said main highway, or other public ways, only at such point or points as are designated by the State of Oregon.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or

(cont.)

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EXHIBIT "H-2" (cont.)

admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-3"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property, which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway; and,

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

(cont.)

EXHIBIT "H-3" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the proper relocation, construction, improvement and maintenance of the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway as a throughway, the following described real property, to wit:

R-19411
Owner: William A. Oerding

Parcel No. 1:

A parcel of land lying in Plat G, Roseburg, Home Orchard Tract, situated in Section 6, Township 26 South, Range 5 West, W.M., Douglas County, Oregon, the said parcel being that portion of Plat G of said Roseburg Home Orchard Tracts included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station L_3 1943+65.04, said Station being 844.15 feet north and 2065.23 feet east of the north quarter ($N\frac{1}{4}$) corner of said Section 6; thence on a spiral curve right (the long chord of which bears South 3° 35' West) 600 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 15° 23' West) 386.67 feet; thence on a spiral curve right (the long chord of which bears South 27° 11' West) 600 feet; thence South 30° 11' West 151.08 feet to equation in which L_2 1961+02.79 back equals 1960+93.78 ahead; thence South 30° 11' West 4906.22 feet to Engineer's Station L_2 2010+00. Said center line crosses the north and west lines of said Plat G approximately at Stations 1952+95 and 2006+90, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on East Side of Center Line	Width on West Side of Center Line
L_3 1952+00	1957	Variable to present Pacific Highway	125 feet
1957	1966+00	125 feet	125 feet
1966+00	1968+35	125 feet	150 feet
1968+35	1969+35	Variable to present right of way Pacific Highway	180 feet

(cont.)

EXHIBIT "H-3" (cont.)

Station to Station		Width on East Side of Center Line	Width on West Side of Center Line
1969+35	1974+50	125 feet	180 feet
1974+50	1982	125 feet	150 feet
1982	1984+50	125 feet	Taper 150 feet to 290 feet
1984+50	1984+75	125 feet	290 feet
1984+75	1986+00	125 feet	Taper 290 feet to 125 feet
1986+00	2010+00	125 feet	125 feet

The bearings used in this description are based upon the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 33.84 acres.

2. That in addition to the acquisition of fee simple title to the hereinabove described real property designated as Parcel No. 1, it is necessary that there be acquired an easement across the following described parcel of real property, hereinafter designated as Parcel No. 2, for the construction of an approach road to be connected to a frontage road to be constructed by the State of Oregon on the hereinabove described Parcel No. 1.

Parcel No. 2:

A parcel of land lying in Plat G, Roseburg Home Orchard Tract, situated in Section 6, Township 26 South, Range 5 West, W.M., Douglas County, Oregon, the said parcel being a strip of land of variable width, lying on each side of the center line of a road approach as said road approach has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 0+00, said Station being 1423.82 feet South and 1062.32 feet East of the North quarter ($N\frac{1}{4}$) corner of said Section 6; (said Station also being North 59° 49' West, 125 feet from Engineer's center line Station 1969+00 of the relocated Pacific Highway); thence North 72° 19' West 60.54 feet; thence on a 159.15 foot radius curve right (the long chord of which bears North 35° 59' West) 201.85 feet; thence North 0° 21' East, 37.61 feet to Station 3+00. Said strip of land extends from a line which is 180 feet Westerly from the relocated center line of the Pacific Highway to a line lying at right angles to said center line at Station 3+00.

The widths in feet of the strip of land above referred to are as follows:

(cont.)

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EXHIBIT "H-3' (cont.)

Station to Station		Width of North Side of Center Line	Width on South Side of Center Line
0+00	2+00	40 feet	40 feet
2+00	3+00	30 feet	30 feet

The bearings used herein are based upon the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.40 acres, which includes the existing right of way.

3. That in addition to the acquisition of fee simple title to the real property hereinabove described as Parcel No. 1 and an easement across the real property hereinabove described as Parcel No. 2, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining real property, their heirs and assigns, a right of access to a frontage road to be constructed by the State upon the hereinabove described real property and Westerly of the said main relocated highway, said frontage road to be connected to the said main highway or other public ways only at such point or points as are designated by the State of Oregon.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the

EXHIBIT "H-3" (cont.)

State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-4"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property, which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, may, in its discretion, acquire an entire lot, block or tract of land, if by so doing the interest of the owners and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway; and,

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

(cont.)

EXHIBIT "H-4" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for use in connection with the relocation, construction, improvement and maintenance of the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway as a throughway, the following described real property, to wit:

R-19416
Owner: Francis A. Vasche, et al

Parcel No. 1:

A parcel of land lying in Lot 43, Plat D, Roseburg Home Orchard Tracts, situated in Section 7, Township 26 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Francis A. Vasche and Alice J. Vasche, recorded in Book 192, Page 35, of Douglas County Record of Deeds, the said parcel being described as follows:

Beginning at a 3/4 inch iron bar in the Westerly line of the County Road and the Easterly line of said Lot 43, from which the West quarter ($W\frac{1}{4}$) corner of said Section 7 bears South 57° 03' West, 1090.7 feet; thence North 87° 20' West 98 feet, more or less, to a point which is 125 feet Westerly of (when measured at right angles to) the relocated center line of the Pacific Highway; thence in a Northeasterly direction along a line which is parallel to and 125 feet Westerly of said highway center line, 122 feet, more or less, to the North line of said property; thence South 87° 20' East along said North line 28 feet, more or less, to the Westerly line of said County Road; thence South 10° 55' East along the Westerly line of said County Road 115 feet to the point of beginning.

The center line referred to above is described as follows: Beginning at Engineer's center line Station 2030+80.52, said Station being 993.10 feet North and 1201.91 feet East of the West quarter ($W\frac{1}{4}$) corner of said Section 7; thence on an 11,459.16 foot radius curve left (the long chord of which bears South 27° 03' 30" West) 1,000 feet to Station 2040+80.52.

The parcel of land to which this description applies contains 0.16 acre.

2. The Commission does hereby find and declare that the acquisition of the real property hereinabove described as Parcel No. 1 and the denial of

21088

EXHIBIT "H-4" (cont.)

access to the owners' remaining property from the said Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway will result in depriving the owners of all means of access from the said remaining real property lying Westerly of the real property hereinabove described as Parcel No. 1 and the said relocated highway, and, therefore, it is in the best interest of the owners, as well as the interest of the State of Oregon, that the State acquire fee simple title to all of the owners' said remaining property lying Westerly of the West boundary of the said relocated highway, which said remaining real property is described as follows, to wit:

Parcel No. 2:

A parcel of land lying in Lot 43, Plat D, Roseburg Home Orchard Tracts, situated in Section 7, Township 26 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Francis A. Vasche and Alice J. Vasche, recorded in Book 192 Page 35 of Douglas County Record of Deeds, the said parcel being described as follows:

Beginning at a 3/4 inch iron bar in the Westerly line of the County Road and the Easterly line of said Lot 43, from which the West quarter ($W\frac{1}{4}$) corner of said Section 7 bears South 57° 03' West 1090.7 feet; thence North 87° 20' West 133.6 feet to the Southwest corner of said property and the true point of beginning; thence South 87° 20' East 35.6 feet, more or less, to a point which is 125 feet Westerly of (when measured at right angles to) the relocated center line of the Pacific Highway; thence in a Northeasterly direction along a line which is parallel to and 125 feet Westerly of said highway center line 122 feet, more or less, to the North line of said property; thence North 87° 20' West 105.6 feet, more or less, to the Northwest corner of said property; thence South 10° 55' East 115 feet to the true point of beginning.

The center line referred to above is described as follows: Beginning at Engineer's center line Station 2030+80.52, said Station being 993.10 feet North and 1201.91 feet East of the West quarter ($W\frac{1}{4}$) corner of said Section 7; thence on a 11,459.16 foot radius curve left (the long chord of which bears South 27° 03' 30" West) 1,000 feet to Station 2040+80.52.

The parcel of land to which this description applies contains 0.18 acre.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to

(cont.)

acquire title to said real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisiton of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, The State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

21184

EXHIBIT "H-5"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway; and,

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS for the purpose of establishing, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

(cont.)

EXHIBIT "H-5" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the proper relocation, construction, improvement and maintenance of the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway as a throughway, and in connection therewith, the construction of approach and connecting roads and a traffic interchange to connect the said relocated highway with Winchester County Road, also known as Douglas County Road No. 115, and the Old Pacific Highway, the following described real property, to wit:

R-18989
Owner: John M. Fleck, et al

A parcel of land lying in Sections 24 and 25, Township 26 South, Range 6 West, W.M., Douglas County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to John M. Fleck, recorded in Book 163, Page 717, of Douglas County Record of Deeds, the said parcel being that portion of said property lying West of the Easterly right of way line of the present Pacific Highway.

The parcel of land to which this description applies contains 7.15 acres, of which 0.48 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 6.67 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary for the State to acquire or extinguish all existing, future or potential rights of access, if any there be, whereby the owners may have the right to cross the existing Old Pacific Highway and thereby gain access to the real property hereinabove described. The owners, their heirs and assigns, shall, however, have access from their remaining real property to the Old Pacific Highway.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any man-

ner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-6"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property, which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Elk Head Road-Rice Hill Section of the Pacific Highway; and,

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and,

WHEREAS, said Commission is authorized to tkae fee simpel title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this

(cont.)

Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for the proper relocation, construction, improvement and maintenance of the Elk Head Road-Rice Hill Section of the Pacific Highway as a throughway, the following described real property, to wit:

R-19484
Owner: Darrell Ross, et al

Parcel No. 1:

A parcel of land lying in the East half ($E\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 21, and the Northwest quarter ($NW\frac{1}{4}$) of Section 22, Township 23 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was described in that certain deed to Darrell Ross and Mildred F. Ross recorded in Book 160, Page 518 of Douglas County Record of Deeds, the said parcel being described as follows:

Beginning at a point in the North line of said property, said point being 125 feet Westerly from (when measured at right angles to) the relocated center line of the South bound lane of the Pacific Highway, said point also being 1761 feet South and 1264 feet West of the Northeast corner of Donation Land Claim No. 46, Township 23, South, Range 5 West, W.M.; thence South 19° 34' West parallel to said center line 895 feet, more or less, to the South line of said property approximately opposite Station 954+00; thence East along said South line to a point 125 feet Easterly from (when measured at right angles to) the said center line approximately opposite Station 953+20; thence North 19° 34' East parallel to said center line 280 feet, more or less to a point opposite and 125 feet Easterly of Station 950+44.74 of said center line; thence South 70° 26' East 6 feet; thence North 23° 29' East 383.56 feet; thence North 32° 56' 30" East 42.23 feet; thence Northeasterly 225 feet, more or less, to a point on the West line of the existing Pacific Highway, which point is 20 feet Southerly of the Northeast corner of said property; thence North 20 feet along said West line to the Northeast corner of said property; thence North 89° 30' West along the North line of said property 380 feet, more or less, to the point of beginning, containing 5.62 acres.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

2. The Commission does further find and declare that the acquisition of the real property hereinabove described and the denial of access thereto will

result in depriving the owners of all means of access from the remaining portion of their real property lying Westerly of and adjacent to the real property hereinabove described to any public highway and to the owners' remaining real property and, therefore, it is to the best interest of both the State Highway Commission and the owners for the State Highway Commission to acquire fee simple title to the owners' entire tract of real property lying Westerly of the East boundary of the real property hereinabove described, which said tract includes the real property hereinabove described and the real property described as follows, to wit:

Parcel No. 2:

A parcel of land lying in the East half ($E\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 21, and the Northwest quarter ($SW\frac{1}{4}$) of Section 22, Township 23 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was described in that certain deed to Darrell Ross and Mildred F. Ross, recorded in Book 160, Page 518 of Douglas County Record of Deeds, the said parcel being that portion of said property lying Westerly of a line which is parallel to and 125 feet Westerly of the relocated center line of the South bound lane of the Pacific Highway as said center line is hereinabove described in Parcel No. 1, and containing 31.2 acres, more or less.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

3. That in addition to the acquisition of fee simple title to the real property hereinabove described, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Elk Head Road-Rice Hill Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of

eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of the said revised description.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-7"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Arlington-Heppner Junction Section of the Columbia River Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

EXHIBIT "H-7" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Arlington-Heppner Junction Section of the Columbia River Highway as a throughway, the following described real property, to wit:

R-19506
Owner: Ralph D. Phillips, et al

A parcel of land being Lots 6 and 7, and that portion of Lots 3, 4, and 5 lying East of the O. W. R. R. & N. Co. right of way in Block 9 of Denny's Addition to the City o Arlington, situated in the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 21, Township 3 North, Range 21 East, W. M., Gilliam County, Oregon.

The parcel of land to which this description applies contains 9,650 square feet.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-8"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "H-8" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R 3257
Owner: Nellie L. Fromm, et al

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 36, Township 33 South, Range 15 West; the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 31, Township 33 South, Range 14 West; the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 1, Township 34 South, Range 15 West, and Lots 4 and 5, being the West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 6, Township 34 South, Range 14 West, W. M., Curry County, Oregon, the said parcel being that portion of said subdivisions included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 389+15.13, said Station being 2879.46 feet North and 932.37 feet West of the Southeast corner of said Section 36; thence on a spiral curve left (the long chord of which bears South 4° 25' West) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears South 13° 06' 30" East) 1485.83 feet; thence on a spiral curve left (the long chord of which bears South 30° 38' East) 400 feet; to Engineer's center line Station 412+00.96 back equals 412+00.36 ahead; thence South 31° 58' East 1923.61 feet; thence on a spiral curve right (the long chord of which bears South 31° 18' East) 400 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 19° 04' 30" East) 2178.33 feet to Engineer's center line Station 457+02.30, said center line intersects the North line of said Southeast quarter ($SE\frac{1}{4}$) of Section 36 and the East line of said Lot 5 of Section 6 approximately at Stations 392+53 and 448+10 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
389+15.13	393+00	100 feet	100 feet
393+00	419+00	60 feet	100 feet
419+00	422+75	100 feet	100 feet

(cont.)

422+75	440+00	60 feet	100 feet
440+00	458+00	100 feet	100 feet

Also those portions of said Lots 4 and 5 of Section 6 lying Easterly of the above described strip of land and Westerly of the existing Oregon Coast Highway, which portions lie approximately between Stations 425+75 and 430+00 and between Stations 433+00 and 438+00 of said center line.

The parcel of land to which this description applies contains 21.88 acres, of which 5.20 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 16.68 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all exising, future or potential rights of access between the right of way of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Oregon Coast Highway of a width not to exceed 25 feet on the Easterly side of the said Oregon Coast Highway, opposite Highway Engineer's center line Station 404+50, for ordinary travel for private residential use and for the production and transportation to market of farm and forest products of the owners' remaining land only, and said access shall not be used in connection with any other commercial activity.

b. A right of access to the Oregon Coast Highway of a width not to exceed 25 feet on the Easterly side of the said Oregon Coast Highway, opposite Highway Engineer's center line Station 413+50, for ordinary travel for private residential use and for the production and transportation to market of farm and forest products of the owners' remaining land only, and said access shall not be used in connection with any other commercial activity.

c. A right of access to the Oregon Coast Highway of a width not to exceed 25 feet on the Westerly side of the said Oregon Coast Highway, opposite Highway Engineer's center line Station 447+00, for ordinary travel for private residential use and for the production and transportation to market of farm and forest products of the owners' remaining land only, and said access shall not be used in connection with any other commercial

(cont.)

EXHIBIT "H-8" (cont.)

activity.

The above said accesses to the said relocated highway from the said remaining real property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said accesses for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the said Oregon Coast Highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage roads shall be connected to the said main highway or other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in the interest of the said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-9"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

21102

EXHIBIT "H-9" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R 3256 B
Owner: Vera H. Redenbaugh

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$), and in Lots 6 and 7 of Section 6, Township 34 South, Range 14 West, W. M., Curry County, Oregon, the said parcel being that portion of said subdivisions of Section 6 included in a strip of land of variable width, said strip of land being 100 feet in width on the Easterly side and variable on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 431+23.97, said Station being 925.73 feet South and 593.31 feet East of the Northwest corner of said Section 6; thence on a spiral curve right (the long chord of which bears South 31° 18' East) 400 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 19° 04' 30" East) 2178.33 feet; thence on a spiral curve right (the long chord of which bears South 6° 51' East) 400 feet; thence South 6° 11' East 130.07 feet; thence on a spiral curve left (the long chord of which bears South 7° 31' East) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears South 13° 38' East) 345 feet; thence on a spiral curve left (the long chord of which bears South 19° 45' East) 400 feet; thence South 21° 05' East 711.43 feet to Station 480+88.80. Said center line crosses the North and South lines of the Southwest quarter ($SW\frac{1}{4}$) of Section 6 approximately at Stations 450+85 and 478+10, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Westerly Side of Center Line
444+00	458+00	100 feet
458+00	480+88.80	To mean high tide of Pacific Ocean

(cont.)

EXHIBIT "H-9" (cont.)

The parcel of land to which this description applies contains 27.85 acres, of which 0.65 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 27.2 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Oregon Coast Highway and all of the contiguous real property of the owner remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owner of the said remaining land, her heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of the said relocated highway, opposite Highway Engineer's center line Station 451+25, for ordinary travel for private residential use and for the production and transportation to market of farm and forest products of the owner's remaining land only, and said access shall not be used in connection with any other commerical activity.

b. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 455+00, for ordinary travel for private residential use and for the production and transportation to market of farm and forest products of the owner's remaining land only, and said access shall not be used in connection with any other commercial activity.

The above said accesses to the said relocated highway from the said remaining real property shall not be used by the owner, her heirs or assigns, or anyone holding under her, for any use not herein stated, and the State Highway Commission shall have the power to barricade said accesses for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the said Oregon Coast Highway that are on or adjacent to any such frontage road or roads shall cease, but the owner, her heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road or roads shall

(cont.)

21104

EXHIBIT "H-9" (cont.)

be connected to the said main highway or other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-10"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendmendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct, and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts, and

WHEREAS, for the purpose of constructing and maintaining certain sections of the State highway system, the said Commission plans and proposes to acquire a quarry site and an easement for right of way for a hauling road in conjunction therewith, and for such purpose and connection therewith, the real property hereinafter described is necessary, and

WHEREAS, said Commission is authorized to take fee title to said property for the acquisition of a quarry site and is authorized to take an easement for right of way for the construction, improvement or maintenance of a hauling road in conjunction therewith;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find that the following described property is necessary and required for the acquisition of a quarry site, in connection with the proper construction and maintenance of certain sections of the state highway system, said property being located in Douglas County, Oregon, to wit:

R 19958
Owner: G. C. Long, et ux

Parcel No. 1:

A parcel of land lying in the South half ($S\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 15, and in the North half ($N\frac{1}{2}$) of the North half ($N\frac{1}{2}$) of Section 22, Township 23 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was described in that certain deed to G. C. Long,

(cont.)

EXHIBIT "H-10" (cont.)

recorded in Book 168, Page 380, of Douglas County Record of Deeds, the said parcel being described as follows:

Beginning at an iron pin in the East right of way line of the Southern Pacific railroad, said iron pin being 356.4 feet South and 656.2 feet East of the Northeast corner of the John Long Donation Land Claim No. 46; thence Southwesterly along said right of way 1836.5 feet; thence leaving said right of way line North 72° 39' East 270.92 feet; thence South 56° 18' 30" East 802.23 feet; thence North 33° 41' 30" East 1620 feet; thence North 56° 18' 30" West 1044.65 feet to the place of beginning.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 38.38 acres, of which 2.62 acres lie within the existing right of way of Douglas County Road No. 126, title to which hereby is acknowledged to be in the public, and 35.76 acres lie outside of the existing right of way.

2. The Commission does hereby find and declare that an easement over and across the following described real property is necessary and required for the construction, improvement and maintenance of a hauling road to be used in conjunction with the quarry site situated upon the real property described as Parcel No. 1, said property being located in Douglas County, Oregon, and described as follows, to wit:

Parcel No. 2:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 15, Township 23 South, Range 5 West, W. M., Douglas County, Oregon, the said parcel being described as follows:

A strip of land 50 feet in width lying adjacent to and Easterly of the Southern Pacific Railroad right of way line, said strip of land extending from the South line of the William H. Wilson Donation Land Claim No. 45 of Township 23 South, Range 5 West, W. M., to the Northerly line of Parcel No. 1 above, containing 0.43 acre.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

(cont.)

EXHIBIT "H-10" (cont.)

4. That the Legal and Right of Way Department for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property.

5. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-11"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Elk Head Road-Rice Hill Section of the Pacific Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "H-11" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Elk Head Road-Rice Hill Section of the Pacific Highway as a throughway, the following described real property, to wit:

R 19469
Owner: Mamie Lake, et al

A parcel of land lying in Section 31, Township 22 South, Range 4 West, and in Section 1, Township 23 South, Range 5 West, and in Section 6, Township 23 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of that property described in that deed to Verna Baxter, Mamie Lake and Birdie Nelson, recorded in Book 120, Page 118, of Douglas County Records of Deeds, the said parcel being that portion of said property lying Southeasterly of a line which is parallel to and 280 feet Northwesterly of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 705+77.44, said Station being 1092 feet South and 488 feet East of the Northwest corner of the John M. Scott Donation Land Claim No. 37 in Township 22 South, Range 4 West, W. M.; thence on a 5729.58 foot radius curve right (the long chord of which bears South 44° 49' West) 1295 feet; thence on a spiral curve right (the long chord of which bears South 52° 37' 30" West) 400 feet; thence South 53° 17' 30" West 740.03 feet to Station 730+12.47 back equals Station 729+77.30 ahead; thence continuing South 53° 17' 30" West 522.7 feet to Station 735+00, said center line crossing the township line between 22 South and 23 South approximately at Station 717+80.

The parcel of land to which this description applies contains 9.7 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

Rights of access to the Yoncalla-Elk Head County Road, also known as Douglas County Road No. 7, where said county

(cont.)

EXHIBIT "H-11" (cont.)

road lies within the right of way of the real property hereinabove described and Westerly of the said main relocated highway. Said rights of access to the said county road shall be to and from that portion of the said remaining property which abuts upon said county road Westerly of the said relocated highway. The said Yoncalla-Elk Head County Road shall be connected to the said main highway or other public ways only at such point or points as are designated by the State of Oregon.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-12"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domian, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domian, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, the said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

(cont.)

21112

EXHIBIT "H-12" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R 19453
Owner: Stephen J. Spoerl, et ux

Parcel No. 1:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 7, and the Northeast quarter ($NE\frac{1}{4}$), and the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 18, Township 34 South, Range 14 West, W. M., Curry County, Oregon, the said parcel being that portion of said subdivisions included in a strip of land of variable width, lying on the Easterly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 524+06.16, said Station being 942.78 feet North and 2165.37 feet West of the Southeast corner of said Section 7; thence on a spiral curve right (the long chord of which bears South 32° 10' East) 400 feet; thence on a 4407.37 foot radius curve right (the long chord of which bears South 23° 51' 20" East) 1011.97 feet; thence on a spiral curve right (the long chord of which bears South 15° 32' 40" East) 400 feet; thence South 14° 40' 40" East 239.65 feet; thence on a spiral curve left (the long chord of which bears South 18° 14' East) 266.67 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 27° 45' 15" East) 60.24 feet; thence on a spiral curve left (the long chord of which bears South 37° 16' 30" East) 266.67 feet; thence South 40° 49' 50" East 84.35 feet; thence on a spiral curve right (the long chord of which bears South 34° 09' 50" East) 400 feet; thence on a 572.96 foot radius curve right (the long chord of which bears South 17° 12' 50" East) 72.33 feet; thence on a spiral curve right (the long chord of which bears South 0° 15' 50" East) 400 feet; thence South 6° 24' 10" West 88.78 feet; thence on a spiral curve left (the long chord of which bears South 1° 00' 10" West) 360 feet; thence on a 636.62 foot radius curve left (the long chord of which bears South 11° 40' 50" East) 41.85 feet; thence on a spiral curve left (the long chord of which bears South 24° 21' 50" East) 360 feet; thence South 29° 45' 50" East 168.05 feet; thence on an increasing spiral curve right through a spiral angle of 20° 00' (the long chord of

(cont.)

EXHIBIT "H-12" (cont.)

which bears South 23° 05' 50" East) 400 feet; thence on a decreasing spiral curve right through a spiral angle of 20° 00' (the long chord of which bears South 3° 34' 10" West) 400 feet; thence South 10° 14' 10" West 119.59 feet to Station 579+46.31; said center line intersects the Easterly line of that tract conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 24, Pages 218-219 of Curry County Record of Deeds, and intersects the South line of said Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 18 approximately at Stations 528+95 and 577+00, respectively.

Also that portion of said subdivisions lying Westerly of said center line and Easterly of said tract conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 24, Pages 218-219.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line
524+70	532+50	100 feet
532+50	537+00	230 feet
537+00	545+00	100 feet
545+00	549+00	150 feet
549+00	553+00	100 feet
553+00	561+50	Variable to existing Easterly right of way line
561+50	565+25	200 feet
565+25	579+46.31	Variable to existing Easterly right of way line

The parcel of land to which this description applies contains 40.16 acres, of which 5.36 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 34.8 acres lie outside of the existing right of way.

2. The Commission does further find and declare that the following described real property is necessary and required for a quarry site, for the proper construction and maintenance of certain sections of the state highway system, to wit:

Parcel No. 2:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 7, Township 34

(cont.)

EXHIBIT "H-12" (cont.)

South, Range 14 West, W. M., Curry County, Oregon, the said parcel being described as follows:

Beginning at a point on the Easterly line of that tract of land conveyed to the State of Oregon, by deed recorded in Book 24, Pages 218-219 of Curry County Deed Records; said point being opposite and 100 feet Easterly from Engineer's center line Station 516+50 as said Station was established in said State deed, said point also being North 1484.67 feet and West 2234.74 feet from the Southeast corner of said Section 7; thence North 71° 10' East 400 feet; thence North 18° 50' West 538.15 feet; thence South 71° 10' West 342.14 feet to the Easterly line of said State tract; thence Southerly along said Easterly line to the point of beginning.

The parcel of land to which this description applies contains 4.701 acres.

3. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing future or potential rights of access between the right of way of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 523+00, for ordinary travel for private residential use, and for the production and transportation to market of farm products of the owners' remaining land only, and said access shall not be used in connection with any other commercial activity.

b. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated highway for ordinary travel for private residential use and for the production and transportation to market of farm products of the owners' remaining land only, and said access shall not be used in connection with any other commercial activity. The location of this station will be determinec by mutual agreement between the owners and the State Highway Commission after the completion of the said relocated highway.

The above said accesses to the relocated highway from the said remaining property shall not be used by the owners,

their heirs and assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said accesses for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

4. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-13"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the said Commission plans and proposes to acquire a quarry site, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said property for the acquisition of a quarry site;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find that the following described real property is necessary and required for the acquisition of a quarry site in connection with the proper construction and maintenance of certain sections of the state highway system, said property being located in Marion County, Oregon, to wit:

R 19753
Owner: James Baker, et ux

A parcel of land lying in the South half ($S\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 25, Township 8 South, Range 3 West, W. M., Marion County, Oregon, the said parcel being described as follows:

Beginning at a point on the East line of Pringle Road, said point being 1942.4 feet South and 1253.99 feet East of the North quarter ($N\frac{1}{4}$) corner of said Section 25; thence North 65° 15' East 814.03 feet; thence North 89° 27' 11" East 659.86 feet to the East line of Section 25; thence South 0° 32' 47" East 1071.21 feet along said East line

(cont.)

to the Southeast corner of said South half ($S\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$); thence North 89° 48' West along the South line of said South half ($S\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) 1293.6 feet; more or less, to a 5/8 inch iron rod which is the Southeast corner of a 10 acre parcel of land described in that deed to Marion County, recorded in Volume 205, Page 313, Marion County Records of Deeds; thence North 0° 04' East along the East line of said Marion County parcel 317.46 feet to a 5/8 inch iron rod which is the Northeast corner of said Marion County parcel; thence along the North line of said Marion County parcel 28.18 feet, more or less, to the Easterly right of way line of said Pringle Road; thence North 51° 51' 59" West along said Easterly right of way line 101.2 feet, more or less, to an angle point on said right of way line; thence North 11° 11' West along said right of way line 310.54 feet to the point of beginning.

The parcel of land to which this description applies contains 30.183 acres, outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be operated and maintained in a manner which, in the opinion of the Commission will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said real property.

4. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be and it hereby is entered in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-14"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highwa purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Elk Head Road-Rice Hill Section of the Pacific Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction,

(cont.)

improvement and maintenance of the Elk Head Road-Rice Hill Section of the Pacific Highway as a throughway, the following described real property, to-wit:

R-19465
Owner: E. M. Housley, et al

A parcel of land lying in the John M. Scott Donation Land Claim No. 37, also situated in Section 31, Township 22 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of that property described in that deed to Mrs. E. M. Housley and J. D. Housley, recorded in Book 91, Page 382, of Douglas County Records of Deeds, the said parcel being a strip of land over and across said property, said strip of land lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 686+34.35, said Station being 470.50 feet North and 1643.25 feet East of the Northwest corner of said John M. Scott Donation Land Claim No. 37; thence South 36° 20' 30" West 1543.09 feet; thence on a spiral curve right (the long chord of which bears South 37° 00' 30" West) 400 feet to Station 705+77.44, said center line intersecting the North and South lines of said property approximately at Stations 692+60 and 705+25, respectively.

The Easterly line of said strip of land begins on the North line of said property at a point which is 200 feet Easterly of (when measured at right angles to) said relocated highway center line; thence parallel to and 200 feet Easterly of said center line to a point opposite Station 692+00; thence in a straight line to a point which is 125 feet Easterly of said center line, opposite Station 694+00; thence parallel to and 125 feet Easterly of said center line to a point opposite Station 701+50; thence along a straight line which is 125 feet Easterly of said center line opposite Station 701+50 to a point 290 feet Easterly of said center line opposite Station 707+00, said Easterly line crossing the South line of said property approximately opposite Station 703+90.

The Westerly line of said strip of land begins on the North line of said property at the Northeast corner of that tract described in that deed to School District No. 30, recorded in Book 66, Page 115, Douglas County Deed Records; thence along the East and South lines of said School District No. 30 property to the Easterly line of the Anlauf-Scotts Valley County Road; thence along the East line of said county road to the South line of said Housley property.

The parcel of land to which this description applies contains 7.54 acres, outside of the existing right of way.

(cont.)

EXHIBIT "H-14" (cont.)

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described, except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

> Rights of access to the relocated Scotts Valley County Road, also known as Douglas County Road No. 8, where said county road lies within the right of way of the real property hereinabove described, and Southerly of the said main relocated highway. Said rights of access to the said county road shall be to and from only that portion of the said remaining property which abuts upon said county road Southerly of the said relocated highway. The said Scotts Valley County Road shall be connected to the said main highway or other public ways only at such point or points as are designated by the State.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if and, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-15"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Elk Head Road-Rice Hill Section of the Pacific Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simp e title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed

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EXHIBIT "H-15" (cont.)

and required for right of way purposes for the proper relocation, construction, improvement and maintenance of the Elk Head Road-Rice Hill Section of the Pacific Highway as a throughway, the following-described real property, to-wit:

R 19467 - Harold Turpin

Two parcels of land lying in the South half ($S\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 31, Township 22 South, Range 4 West, W. M., and the Northeast quarter ($NE\frac{1}{4}$) of Section 1, Township 23 South, Range 5 West, W. M., Douglas County, Oregon, and being portions of that property described in that deed to Harold Turpin, recorded in Book 108, Page 207, of Douglas County Records of Deeds, the said parcels being those portions of said property lying Northeasterly (Parcel No. 1) and Southwesterly (Parcel No. 2) of that tract of land conveyed to Verna Baxter, Mamie Lake and Birdie Nelson as recorded in Book 120, Page 118, Douglas County Records of Deeds, and included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 686+34.35, said Station being 470.50 feet North and 1643.25 feet East of the Northwest corner of the John M. Scott Donation Land Claim No. 37, Township 22 South, Range 4 West, W.M.; thence South 36° 20' 30" West 1543.09 feet; thence on a spiral curve right (the long chord of which bears South 37° 00' 30" West) 400 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 44° 49' West) 1295 feet; thence on a spiral curve right (the long chord of which bears South 52° 37' 30" West) 400 feet; thence South 53° 17' 30" West 740.03 feet to Station 730+12.47 back equals 729+77.30 ahead; thence South 53° 17' 30" West 3908.02 feet to Station 768+85.32.

Parcel No. 1 being that portion of said Turpin property lying Northeasterly of said Baxter tract and Southeasterly of the following described line:

Beginning at a point on the North line of said Turpin property 250 feet Northwesterly of (when measured at right angles to) said center line approximately opposite Station 702+35; thence Southwesterly parallel to said center line to a point opposite Station 705+77.44; thence Northwesterly at right angles to said center line 30 feet; thence Southwesterly parallel to and 280 feet Northwesterly of said center line to the Northerly line of said Baxter tract.

Parcel No. 2 being that portion of said Turpin property lying Southwesterly of said Baxter tract and Southeasterly of the following described line:

EXHIBIT "H-15" (cont.)

Beginning on the Northwesterly line of said Baxter tract at a point 250 feet Northwesterly of (when measured at right angles to) said center line approximately opposite Station 727+65; thence Southwesterly parallel to said center line to a point opposite Station 756+64.93; thence Southwesterly on a straight line to a point opposite and 300 feet from Station 761+00, said Westerly line of said strip of land crossing the West line of said Turpin property approximately opposite Station 758+40.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The Parcels of land to which this description applies contain 28.49 acres, of which 2.92 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public and 25.57 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described, except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

Rights of access to the Yoncalla-Elk Head County Road, also known as Douglas County Road No. 7, and the Scotts Valley County Road, also known as Douglas County Road No. 8, where said county road lies within the right of way of the real property hereinabove described, and Westerly of the said main relocated highway. Said rights of access to the said county roads shall be to and from only that portion of the said remaining property which abuts upon said county roads Westerly of the said relocated highway. The said Scotts Valley County Road and the Yoncalla-Elk Head County Road shall be connected to the said main highway or other public way only at such point or points as are designated by the State of Oregon.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

(cont.)

21124

EXHIBIT "H-15" (cont.)

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

EXHIBIT "H-16"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Elk Head Road-Rice Hill Section of the Pacific Highway; and,

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Elk Head Road-Rice Hill Section of the Pacific Highway as a throughway, the following described real property in fee simple, to wit:

(cont.)

2112

EXHIBIT "H-16" (cont.)

R-19488
Owner: Arthur O. Anderson, et ux

A parcel of land lying in the South half ($S\frac{1}{2}$) of Robert Smith Donation Land Claim No. 47, also lying in Section 28, Township 23 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to Arthur O. Anderson and Esther S. Anderson, recorded in Book 109, Page 267, of Douglas County Records of Deeds, the said parcel being that portion of said property included in a strip of land 315 feet in width, 125 feet on the Southeasterly side and 190 feet on the Northwesterly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1024+50, said Station being 1146.4 feet North and 1639 feet West of the Southeast corner of said Robert Smith Donation Land Claim No. 47; thence South 19° 34' West 189.95 feet; thence on a spiral curve right (the long chord of which bears South 20° 31' 48" West) 340 feet; thence on a 3370.34 foot radius curve right (the long chord of which bears South 34° 43' 37" West) 1443.58 feet to Station 1044+23.53, said center line intersecting the North and South lines of said property approximately at Stations 1025+55 and 1034+20 respectively.

Excepting that part of the above described strip of land lying within that tract conveyed to Richard E. Thorp and Georgena E. Thorp by deed recorded in Book 196, Page 208, of Douglas County Records of Deeds.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 6.25 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

Rights of access to a frontage road to be constructed by the State upon the above described real property and Westerly of the main relocated highway, said frontage road to be connected to the said main highway or other public ways only at such point or points as are designated by the State.

EXHIBIT "H-16" (cont.)

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That the Legaland Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

21125

EXHIBIT "H-17"

Minutes of January 6, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Elk Head Road-Rice Hill Section of the Pacific Highway; and,

WHEREAS, the said Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Elk Head Road-Rice Hill Section of the Pacific Highway as a throughway, and in connection therewith, the relocation of a portion of the Wilson County Road, also known as Douglas County Road No. 127, and the construction of an overpass carrying the said Wilson County

(cont.)

EXHIBIT "H-17" (cont.)

Road over the said relocated highway, the following described real property in fee simple, to wit:

R-18667
Owner: Earl Brant, et ux

Parcel No. 1:

A parcel of land lying in the Robert Cowan Donation Lane Claim No. 43, also in Section 11, Township 23 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to Earl Brant and Addie M. Brant, recorded in Book 119, Page 550, of Douglas County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 836+00, said Station being 1320.74 feet North and 7228.21 feet East of the Northwest corner of the W. H. Wilson Donation Land Claim No. 45; thence South 40° 34' West 5400 feet to Station 890+00, said center line intersecting the Northerly and Southerly lines of said property approximately at Stations 840+80 and 855+20 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
840+00	854+00		75 feet
854+00	860+00		250 feet
840+00	852+00	125 feet	

Taper from 125 feet at Station 852+00 to the Southeast corner of the Pleasant Hill School property approximately opposite Station 858+35.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 7.98 acres, outside of the existing right of way in county road.

Parcel No. 2:

A parcel of land lying in the W. H. Wilson Donation Land Claim No. 45, also in Sections 11, 14 and 15, Township 23 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to Earl Brant and Addie M. Brant, re-

(cont.)

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EXHIBIT "H-17" (cont.)

corded in Book 102, Page 160 of Douglas County Records of Deeds, the said parcel being that portion of said property included in a strip of land 200 feet in width, 75 feet on the Easterly side and 125 feet on the Westerly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 836+00, said Station being 1320.74 feet North and 7228.21 feet East of the Northwest corner of said Donation Land Claim No. 45; thence South 40° 34' West 5400 feet to Station 890+00, said center line intersecting the Northerly and Southerly lines of said property approximately at Stations 866+25 and 886+95 respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 9.50 acres, outside of the existing right of way in county road.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of January, 1953.

Portland, Oregon
January 21, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Crystal Room of the Benson Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, at the conclusion of which it was announced that the awards of contracts would be made at 4:30 p.m. in the same room:

CLATSOP COUNTY
OLNEY-JEWELL ROCK PRODUCTION PROJECT

Jed Wilson, Seaside	$ 27,300.00
Smith Brothers, Vancouver, Washington	29,600.00
Calkins Crushing Co., Ocean Lake	30,000.00
H. G. Johnson, Portland	30,700.00

COOS AND DOUGLAS COUNTIES
ENDICOTT CREEK-MYSTIC CREEK ROCK PRODUCTION PROJECT

E. C. Swaggart Company, Eugene	$ 47,829.00
Calkins Crushing Company, Ocean Lake	53,500.00
H. G. Johnson, Portland	74,686.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY
GRADING DIVIDE-RICE HILL SECTION

R. A. Heintz Construction Company, Portland	$497,028.50
Cosmo Gilo, Lowell	561,625.00
Durbin Brothers, Eugene	564,719.50
Vernie Jarl, Gresham	584,967.00
C. R. O.Neil, Creswell	598,505.00

Divide-Rice Hill Section of the Pacific Highway (cont.)

White Brothers Company. Seattle, Washington *	$608,507.00
Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., Portland	624,605.00
Babler Brothers, Inc., Portland	631,905.00
Kuckenburg Construction Company, Portland	741,752.00
McNutt Brothers, Eugene	761,930.00
J. G. Watts Construction Co., Portland	849,565.00

* Bidder will accept only one project.

PACIFIC HIGHWAY IN DOUGLAS COUNTY
GRADING AND OIL MAT SURFACING DEADY-SHADY SECTION

Funderburk Construction Company, Sutherlin	$480,105.50
Carl M. Halvorson, Inc., Portland	491,380.50
R. A. Heintz Construction Co., Portland	495,629.00
Natt McDougall Company, Portland	525,234.00
McNutt Brothers, Eugene	569,895.00
Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., Portland	572,208.00
C. J. Montag & Son, Portland	574,164.00
White Bros., Co., Seattle, Washington *	580,735.00
Kuckenberg Construction Company, Portland	586,518.50
Gibbons & Reed Company, Salt Lake City, Utah	633,966.00

* Bidder will accept award of only one project.

DOUGLAS COUNTY
ROSEBURG TRAFFIC SIGNALS

Trowbridge & Flynn Electric Co., Medford	$ 6,050.00
Hollywood Electric, Grants Pass	7,995.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY
VIADUCTS ON ELKHEAD ROAD-RICE HILL SECTION

Hannan Brothers Co., Portland	$ 71,910.00
Babler Brothers, Inc., Portland	74,684.00
Glen Snook, Eugene	76,558.00
Tom Lillebo, Reedsport	76,572.00
Inland Construction Company, Milwaukie	77,982.00
Todd Building Company, Roseburg	80,854.00
Orlando C. Bennard, Portland	84,108.00
Hamilton & Thoms, Eugene	85,310.00
H. C. Werner, Inc., Eugene	92,603.00

ROME-PRINCETON HIGHWAY IN HARNEY COUNTY
PRINCETON-FOLLYFARM SECTION

Diamond Tractor & Equipment Co., Portland	$262,890.00
Koppisch Construction Company, Astoria	275,775.00
Babler Brothers, Inc., Portland	276,180.00
Durbin Brothers, Eugene	276,783.50
C. E. Leseberg, Nyssa	283,880.00
John A. Logan, Portland	298,761.00
Harbert Brothers, Estacada	310,620.00
C. J. Eldon, Portland	331,959.00
McNutt Brothers, Eugene	543,364.00

KLAMATH AND DESCHUTES COUNTIES
GRADING AND PAVING THE DALLES-CALIFORNIA HIGHWAY

Rogers Construction Company, Portland	$490,453.00
R. A. Heintz Company, Portland	497,930.00
Koppisch Construction Company, Astoria	503,190.00
Peter Kiewit Sons' Co., Longview, Washington	506,258.00
Acme Construction Company, Eugene	559,185.00
Babler Brothers, Inc., Portland	566,650.00
J. N. Conley, Portland	583,929.50
F. L. Somers & Central Heating Co., Klamath Falls	586,309.00
F. C. Scott Construction Co., Portland	595,617.00
McNutt Brothers, Eugene	675,036.00

MULTNOMAH COUNTY
T. H. BANFIELD EXPRESSWAY STRUCTURES

Parker-Johnson Company, Portland	$364,607.50
Birkemeier & Saremal, Portland	411,776.00
C. J. Montag & Son, Portland	417,539.00
Donald M. Drake Co., Portland	423,102.00
Lindstrom Brothers, Portland	437,032.00
Carl M. Halvorson, Inc., Portland	437,972.00
General Construction Company, Portland	514,128.00
Guy F. Atkinson Company, Portland	519,022.00

UMATILLA AND GRANT COUNTIES
NYE JUNCTION-BEECH CREEK ROCK PRODUCTION PROJECT

R. H. Sussex, Bellingham, Washington	$ 66,080.00
Rogers Construction Company, Portland	77,280.00
Smith Brothers, Vancouver, Washington	83,552.00
Newport Construction Company, Portland	83,954.90
E. H. Itschner Company, Molalla	84,000.00
Vernie Jarl, Gresham	84,228.00

January 21, 1953

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UMATILLA AND UNION COUNTIES
WESTON-SUMMERVILLE JUNCTION ROCK PRODUCTION PROJECT

AND

WALLOWA COUNTY
ENTERPRISE ROCK PRODUCTION PROJECT

Bidder	Weston-Summerville Jct. Project	Enterprise Project	Conbined Bids
Barney B. Helser, Moro *	$ 39,900.00	$ 46,305.00	$ 86,205.00
Vernie Jarl, Gresham *	44,830.00	42,705.00	87,535.00
Rogers Construction Co., Portland	42,180.00	50,715.00	92,895.00
Newport Construction Co., Portland	43,126.50	53,640.00	93,766.50
H. J. & H. W. Miller, Baker		46,305.00	
C. E. Leseberg, Nyssa		47,040.00	
N. A. Toole Const. Co., Portland		52,479.00	

* Bidder will accept award of Weston-Summerville Junction Project only in combination with Enterprise Project.

COLUMBIA RIVER HIGHWAY, WASCO COUNTY
GRADING AND PAVING MOSIER-THE DALLES SECTION

Vernie Jarl, Gresham	$1,229,045.00
Carl M. Halvorson, Inc., Portland	1,229,550.00
Rogers Construction Company, Portland	1,232,400.00
Gibbons & Reed Company, Salt Lake City, Utah	1,351,845.50
Peter Kiewit Sons" Company, Longview, Washington	1,410,944.50
Guy F. Atkinson Company, Portland	1,414,333.00
J. N. Conley and R. A. Heintz Construction Co., Portland	1,431,197.00
Parker-Schram Company, Portland	1,430,767.00
Natt McDougall Company, Portland	1,454,029.50
White Brothers Company, Seattle, Washington	1,471,376.00
Kuckenberg Construction Company, Portland	1,476,366.50
Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., Portland	1,545,277.50
McNutt Brothers, Eugene	1,593,860.50
S. A. Healy, Chicago, Illinois	1,689,301.50

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY
ROWENA-CHENOWETH CREEK UNIT STRUCTURES

Johnson & Amens, McMinnville	$ 90,645.00
Parker-Johnson Co. & Marshall Construction Co., Portland	91,537.50
Hannan Brothers, Portland	92,245.00
Geo. E. Berry, Beaverton	102,640.00
United Builders, Inc., Beaverton	110,770.00

January 21, 1953

CLACKAMAS COUNTY
WILSONVILLE FERRY SERVICE

J. F. LaRouche, Portland	$2,400.00 per month
Theodore E. Bruck, Wilsonville	2,460.00 per month

The Commission conferred with the following persons representing the U. S. Bureau of Public Roads and the U. S. Forest Service relative to the formulation of a construction program for the 1954 fiscal year Forest Highway Funds, amounting to $2,660,000, which have been authorized by the Congress, and necessary revisions in previously approved programs:

Representing the Bureau of Public Roads were W. H. Lynch, Division Engineer, F. E. Andrews, Assistant Division Engineer, and R. N. Kellogg, Highway Engineer.

Representing the U. S. Forest Service were R. F. Grefe, Assistant Regional Forester, and W. L. MacDonald, Highway Engineer.

Mr. Lynch presented for the Commission's consideration a list of projects that are eligible for the funds under discussion. The State Highway Engineer also submitted a list of projects. Both lists were carefully considered by the Commission, and as a result of discussion, it was mutually agreed to recommend to the Chief, Forest Service, and to the Commissioner of Public Roads, Washington, D. C., the following projects for the funds under discussion, it being understood that actual construction cannot proceed until the Congress has appropriated the funds:

Recommended Allocations to Previously Programmed Projects

Project and Account No.	Route name and Type of Work	Length Miles	Recommended Increase
9-A4, B4, C1 (3020-00)	Oregon Coast Highway Surf. & Bit. Paving	8.8	$ 150,000.00
47-E (3024-00)	North Umpqua Hwy. Grading	4.0	145,000.00

Recommended Allocations to New Projects

Project and Account No.	Route name and Type of Work	Length Miles	Recommended Allocation
10-C1 (3070-00)	Oregon Coast Highway Grading	8.0	$ 840,000.00

January 21, 1953

Recommended Allocations to New Projects (cont.)

Project and Account No.	Route Name and Type of Work	Length Miles	Recommended Allocation
21-D5 (3071-00)	Willamette Highway Grading Surf. & Bit. Surf.	4.4 4.4 2.1	$ 300,000.00
24-A8 (3080-00)	North Santiam Highway Bridge	.02	40,000.00
25-A9 (3072-00)	Mt. Hood Highway Grad., Surf. & Bit. Surf.	2.0	350,000.00
38-B2 (3073-00)	Flora-Enterprise Hwy. Grading	8.0	225,000.00
46-C4, D3, E2 (3074-00)	Cascade Lakes Highway Grading 4.5 mi. Selected Borrow 12.4 mi.	12.4	185,000.00
47-A3, B6, C1, D2 (3075-00)	North Umpqua Highway Surfacing and crushed rock production	16.9	375,000.00
51-A (3076-00)	Belknap Springs Highway Advance Clearing	8.0	50,000.00
	TOTAL		$2,660,000.00

In the discussion of the above forest highway program, the representatives of the U. S. Forest Service strongly urged commitments for the Starkey-Ukiah Forest Highway in Union and Umatilla Counties and for the Belknap Springs-Clear Lake Forest Highway connecting the McKenzie and Santiam Highways in Lane and Linn Counties. Further improvement of the Enterprise-Flora Highway was also urged. It was mutually agreed to include in the present program an item of $50,000 for clearing the right of way on the Belknap Springs-Clear Lake Project. It was also mutually agreed that provision will be recommended in the next following forest highway program for funds with which to finance additional work on this highway, for construction on the Starkey-Ukiah Forest Highway, and for bituminous surfacing on the Enterprise-Flora Project. (A program letter containing recommendations mutually agreed to at this conference is to be prepared by the Bureau of Public Roads and submitted to the Highway Commission for approval at its next meeting.)

The State Parks Superintendent reported on the following park matters:

1. Sale of down and dead timber on the Sunset Highway resulting from recent severe wind storms: The Parks Superintendent advised that he has received a number of requests to purchase this timber. He recommended that it be sold in conformity with approved methods, and that there be included in the sale the removal of some standing trees that are considered dangerous. He mentioned that the timber

is located on three park areas on the east side of the coast range, and that the standing dangerous trees are located on a strip of land about 100 feet wide on the south side of the highway near the summit. He also stated that the removal of the dangerous trees will not adversely affect the aesthetic features of the highway, and that it is planned to replant the area later. The Commission unanimously authorized the sale of the timber as recommended, and left it with the Parks Superintendent to decide the method to be used, either auction or the taking of competitive bids.

2. Request of Roscoe Phelps, Ocean Lake, for permission to use an existing roadway across Van Duzer Corridor, at M. P. 12.19 on the Salmon River Highway, in connection with logging operations that he is conducting on private property adjacent to this location: The Parks Superintendent advised that Mr. Phelps has used this road for the last two years. He recommended that Mr. Phelps be granted a two-year extension of time for the use of the road. The Commission approved the recommendation.

3. Report on establishment of a proposed park on the North Umpqua River about 30 miles east of the City of Roseburg, in Douglas County: The Parks Superintendent presented a comprehensive written report on this subject, including maps, which, he stated, was prepared after a very careful study of the area and conditions of acquisition. He mentioned that the area is a very beautiful one and that it should be developed by some agency, but he could not recommend its development as a state park because it is situate so far from the state highway. He recalled that it is contrary to the Highway Commission's long-established policy to create and develop state parks so far distant from a state highway. He recommended against the development as a state project. It was the opinion of the members of the Commission, as expressed, that the area should be developed for park and recreational purposes and that such development would be done as a State responsibility were the area located adjacent to a state highway, but, considering its great distance from a state highway, the Commission's policy with regard to such matters, and the fact that it would be necessary to construct and maintain an access road to it, it would not be in the interest of the State to assume the obligation, and that the project belongs rightly to Douglas County and the Federal Government. Accordingly, the Commission decided unanimously not to assume jurisdiction of the area. (For further details, see copy of Parks Superintendent's report, dated December 24, 1952, in the General Files.)

4. Construction of overnight camping facilities at Harris Beach, Honeyman, Big Creek, and The Cove State Parks, and construction of additional facilities at Armitage and Cape Lookout State Parks: The Parks Superintendent advised that the 1953 park budget, which was approved by the Commission in principle, contains provision for these facilities. He recommended definite approval at this time for the projects under discussion so as to insure that they will be completed during the coming working season. The Commission approved the recommendation.

5. Progress report re investigation of conditions in the Columbia Gorge as requested by the "Save the Gorge" Committee of the Portland Women's Forum: The Parks Superintendent recalled that the "Save the Gorge" Committee appeared

before the Commission at its November meeting and asked for an investigation of the possibilities of purchasing 105 acres of land located near Sheppards Dell which is owned by the Sheppard estate, and a tract of land located on the highway near the east bank of Tanner Creek, owned by Mr. and Mrs. N. E. Tyrell. It was explained at the time that these areas were either being logged now or were about to be logged, but it would be possible to postpone the operations were the highway Commission able to work out an exchange of properties with the Federal Government. The Parks Superintendent stated that the logging operation on the Sheppard's tract is now at a stand-still, and very little additional timber is to be removed; in fact, the logging operator has removed his equipment, and it may be that he will not return; however, he said, the Tyrell property presents a different picture, and it appears that negotiations between the U. S. Forest Service and the Tyrells are at a stand-still, the Forest Service having offered to exchange for the Tyrells' property 1,140 MFBM of timber located in the National Forest, whereas, the Tyrells are demanding 1,300 MFBM. He gave as his feeling that the difference will be ironed out in the not distant future, and, if so, it will not be necessary for the State to participate in the action in any manner whatsoever. The Commission took no action in the matter.

The Right of Way Engineer presented for the Commission's approval options obtained for the acquisition of real property needed as right of way or for other purposes in connection with state highway improvements. After careful consideration, the Commission approved the options as reported and authorized the Right of way Engineer to close them in accordance with the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

The Right of Way Engineer requested authority to negotiate acquisition of the following real properties that are needed for various highway purposes:

1. Quarry site on the Arlington-Service Creek Section of the John Day Highway in Gilliam County, consisting of approximately 17.47 acres; owners, Kreb Brothers and Shaffer Brothers.

2. Right of way for the Springfield Bridge Section of the McKenzie Highway in Lane County, consisting of approximately 2.01 acres; owners, Seaver, Casey, Both-Kelly Lumber Company, Service, and Sellin.

3. Gravel pit on the Azalea-Jump Off Joe Creek Section of the Pacific Highway in Josephine County, consisting of approximately 30.35 acres; owner, Mr. Guth.

4. Right of way for the Klondike-Gilliam County Section of the Wasco-Heppner Secondary Highway in Sherman County, consisting of approximately 3.40 acres; owner, Mr. Hanson.

The Commission approved the request unanimously.

The Commission unanimously confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For a list of the properties sold, see

copy of report prepared by Mr. C. W. Parker, Property Manager, dated January 21 and 22, 1953, on file in the Secretary's office under the heading "Miscellaneous Sales".)

The Right of Way Engineer presented for the Commission's approval the matter of exchange of lands with R. B. and Josephine Rands covering properties in Morrow County. He explained that the State Highway Commission has a gravel pit located in Section 12, Township 4 North, Range 24 East, W. M., containing 39.69 acres, which was acquired from H. I. Napper and T. E. Hendrick, under Right of Way File No. Q 898, on which the gravel materials have been practically exhausted and that the present value of the area has been appraised at $595.35. He further stated that in the exchange the State will acquire three parcels of land located in Sections 8, Township 4 North, Range 25 East, Section 29, Township 5 North, Range 26 East, and Section 31, Township 5 North, Range 26 East, which will be valuable for right of way purposes and which are of equal or superior value to the tract to be conveyed by the State. The Right of Way Engineer further explained that Mr. Rands has agreed that in the event the State Highway Commission should desire to secure further materials from the property at some future time, he will give a lease to the State Highway Commission for such purposes without cost. Based upon the report of the Right of Way Engineer, the Commission found and declared that the property now owned by the State is no longer needed, required or useful for highway purposes and accordingly authorized the making of the exchange.

The Right of Way Engineer brought up for discussion the matter of compensating Mr. C. H. Williams, a Forest Service employee, for telephone service due to his being forced to occupy a temporary dwelling on account of a slide condition at Columbia Gorge Ranger Station, resulting from highway construction. He said that the Forest Service is asking the sum of $11.40 to cover telephone service up to and including December 16, 1952, and the amount of $5.35 per month thereafter, until such time as the Forest Service dwelling can be put in a liveable condition. He recommended payment of the claim; however, he advised his intention to make a lump sum settlement, if possible. The Commission approved the recommendation.

The Commission discussed, and upon recommendation of the Engineer, unanimously approved the granting of a roadway easement to the Pacific Portland Cement Company across property acquired as right of way for the Rock Point-Blackwell Hill Section of the Pacific Highway in Jackson County (The easement was signed by the Commission later in the session.)

At the request of the Right of Way Engineer, Mr. C. W. Parker, Property Manager, reported on the proposed sale of excess property on the waterfront in the City of Coos Bay to the City, said property being of no value for State highway purposes. Mr. Parker recalled that the Commission purchased the property from the Santa Cruz Cement Company at the rate of 42 cents per square foot and that the property just to the north of this area was acquired by the State from the City of Coos Bay at the rate of 18 cents per square foot. He further stated that the City has plans to construct a floating dock in the bay in connection with which it needs the State's land for which the City is willing to pay

the State the sum of 18 cents per square foot, or a total of $13,522.50 for the area involved, $1,000 to be paid upon delivery of the deed and the balance in July of 1953. He pointed out that the land the City sold to the State for 18 cents per sq. ft. is more valuable than the land that the State acquired from the Santa Cruz Cement Company at 42 cents per square foot. He recommended sale of the property to the City at the rate of 18 cents per square foot. As a result of discussion, the Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed, and upon recommendation of the Right of Way Engineer and the Chief Counsel, unanimously approved sale to Mr. and Mrs. T. H. Richmond for the sum of $100 a portion of Lot 5, Block 4, Rainbow Addition to the City of Reedsport, it being understood that the property is of no value for State highway purposes, and that the Richmonds shall relinquish all of their rights of access to the highway from the property and from additional adjacent property. (The Commission signed a form of "Indenture" covering the matter later in the session.)

The Engineer presented for the Commission's approval an agreement with Eagle Lodge No. 123 IOOF, Richland, Oregon, being a compromise settlement of a property line discrepancy between State Highway property and Lodge property in the City of Richland. He explained there is an overlap of 17 feet in the property description which was reconciled by establishing a boundary line along an old well-established fence location which was considered locally to be the dividing line between the two properties. He recommended approval of the arrangement. The Commission approved the recommendation. (An agreement covering the matter was signed by the Commission later in the session.)

The Commission discussed, and upon recommendation of the Right of Way Engineer, approved the granting of a change in the access point to the Forest Boundary-Hauser Section of US 101, Coos County, from property owned by Rachel E. Mullins. (An "Indenture of Access" covering the matter was signed by the Commission later in the session.)

Consideration was given by the Commission to the matter of leasing to Ronald E. Phair a small parcel of land located at the intersection of the Klamath Falls-Lakeview and Klamath Falls-Malin Highways, about four miles east of Klamath Falls. The Right of Way Engineer explained details pointing out that the lease is for a period of four years at an annual rental of $150, and that the lease contains a clause providing for cancellation of the lease on six months notice. He recommended approval of the lease. The Commission approved the recommendation. (A lease agreement was signed by the Commission later in the session.)

The Right of Way Engineer reported difficulties in the relocation of the plant of the Shell Oil Company in Arlington to accommodate highway improvement at this place. He explained that the highway improvement requires relocation of a plant of this company and that the State is to furnish a new site on which to move the Shell Company's facilities. He further stated that a suitable site has been found, and an option was secured from the owner, Charles D. Conner, et ux., con-

taining a price that is considered exorbitant. He asked the Commission to reject the option and to authorize the Chief Counsel to condemn the property if further negotiations reveal that to be necessary. The Commission approved the recommendation unanimously.

The Right of Way Engineer requested instructions as to the type of access to be granted the State Game Commission from its property at Eel Lake to the Forest Boundary-Hauser Section of US 101, Coos County. He recalled that as partial consideration for the right of way that was acquired from the Game Commission for the highway improvement access to the highway was granted, and that he discussed with the members of the Game Commission the matter of making this a private access, but the Game Commission demands access that is not restricted. He pointed out that because this is another State agency the Highway Commission does not have authority to condemn the right of way. He also said that the Game Commission would not even consider a compromise whereby as long as the adjacent property belonged to the Game Commission, free access to the highway would be granted, but if the property were sold to a private party, access would be limited. The State Highway Engineer pointed out that if the Commission granted unlimited access to the Game Commission, the privilege would be extended to any subsequent purchaser of the property who could use it for commercial purposes if he so desired. He suggested that it would be advisable for the Commission to discuss the matter with the members of the Game Commission or have the Governor intervene. As a result of the discussion, the Commission decided unanimously to accept the right of way on the best terms possible that can be made with the State Game Commission.

The Engineer reported completion of the following location surveys:

1. Survey for a four-lane highway between the Tualatin River and Middleton on US 99W in Washington County.

2. Survey for the reconstruction of the Moro Underpass Section of the Sherman Highway in Sherman County.

3. Survey for the West Portland Expressway from the intersection of Montgomery Street and Harbor Drive in Portland to a connection with Barbur Boulevard.

He exhibited maps showing the proposed locations. He explained details and recommended adoption of the surveys by the Commission. As a result of discussion and careful consideration, the Commission unanimously approved and adopted the said surveys as recommended. The attached resolutions relative thereto, marked EXHIBITS "C-1" and "C-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

The Chief Counsel requested authority to acquire by condemnation, if

necessary, the following properties that are needed as right of way or for other purposes in connection with various highway improvements, and to tender offers for the same in conformity with instructions given him in the resolution that was adopted by the Commission at its meeting on December 20, 1951:

West Unit of the Arlington-Heppner Junction Section of the Columbia River Hwy

		Recommended Offer
R 19502 -	Charles D. Conner, et ux Right of Way (Gilliam) 55 square feet 7,435 square feet for other purposes	*
R 19505 -	Shell Oil Company (Gilliam) Right of Way 2,950 square feet	*

Rowena-The Dalles Section of the Columbia River Highway

R 16217 -	John Oliver Briggs Right of Way (Wasco) 9.1 acres	*

Unit No. 2 of the West Portland-Harbor Drive Expressway

R 19089 -	Dorothy M. Johnstone Right of Way (Multnomah) 1.024 acres	$7,000.00
R 19546 -	McGuire Construction Co. Right of Way (Multnomah) 0.325 acre	$3,600.00

Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway

L 1816 -	C. R. Lawrence, et ux New resolution to be prepared	*
L 1818 -	I. R. Lawrence, et ux New resolution to be prepared	*
L 1815 -	Leroy Lumber Company, et al New resolution to be prepared	$11,000.00

Lapine-Forest Boundary Unit of the Lapine-Diamond Lake Junction of The Dalles-California Highway

R 18023 -	Lawrence Harvey Kozowski Condemnation previously authorized, request approval of offer		
	House No. 1	$1,800.00	
	House No. 2	1,500.00	
	Root Cellar	125.00	

Lapine-Forest Boundary Unit of the Lapine-Diamond Lake Junction of The Dalles-California Highway (cont.)

			Recommended Offer
R 18023 - Lawrence Harvey Kozowski (cont.)			
Chicken House	$ 40.00		
Out-house	35.00		
Garage-Storage Shed	250.00	$3,750.00	
Land, 8 acres at $100 per acre		800.00	
Value of Remainder after Taking:			
6.56 acres at $50 per acre		325.00	
Taking value:			
1.44 acres at $100 per acre		145.00	
Damage due to Taking		775.00	
Total value of Taking		4,220.00	$4,225.00

Garden Valley Road-Second Crossing of the Umpqua River Unit of the Deady-Shady Section of the Pacific Highway

R 17859 - Eugene A. Springer, et ux.		
Condemnation previously authorized, request approval of offer		
Land, present market value	$3,000.00	
Improvements, present market value	15,500.00	
Garage, present market value	1,250.00	
Total value	$19,750.00	
Value after taking	11,850.00	
Taking and Damages	$7,900.00	$7,900.00

County Farm-Ashland Section of the Pacific Highway

R 19534 - Thomas A. Klarin		
Condemnation previously authorized, request approval of offer		
Value of entire tract before taking:		
Land	$5,065.00	
Two-story frame dwelling	3,373.00	
Total value of tract	$8,438.00	
Value of remainder after taking	750.00	
Value of taking	$4,315.00	
Total value of improvements	3,373.00	
Damages due to taking	500.00	
Total value of taking	$8,188.00	$8,200.00

Garden Valley Road-Second Crossing of the Umpqua River Unit of the Deady-Shady Section of the Pacific Highway

R 17857 - Douglas Community Hospital, Inc.	
Condemnation previously authorized, request approval of offer	
	$ 750.00

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "J-1" through "J-4" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Chief Counsel reported cases in which settlements have been effected since the last meeting of the Commission, and he recommended approval of the settlements as follows:

(1) State vs. Albert Vik, et al, File No. L-1946: This case involves acquisition of 14,729 square feet of land with improvements located thereon, for the sum of $16,900, the property being acquired for the City of Springfield Section of the McKenzie Highway. The Chief Counsel advised that an option was obtained from the Viks for the amount stated which option was accepted by the Commission at its meeting in April of 1952; however, the term of the option expired before the option could be taken up due to delays by the City of Springfield in fulfilling certain obligations in connection with this project. Subsequently, the City completed its obligations, and the Viks were again contacted relative to the acquisition of their property. They advised they would sell only on the condition that the State pay the 1952-1953 taxes that had accrued after the date of the option, and would also pay 6 percent interest on the option price from the date of the option. They were told, he said, that payment of the taxes would be recommended, but no such recommendation would be made with respect to the payment of the interest charge. He added that the Viks refused to execute a new option for the original price plus the tax item, and accordingly the Commission authorized condemnation of the property. Upon filing the complaint, Mr. Vik reconsidered and finally agreed to convey the property to the State for the original price of $16,900 plus the extra taxes, amounting to $195, for a total of $17,095. The Commission approved the settlement.

(2) State vs Roland M. Cole, et al, File No. L-1898: This case involves acquisition of two tracts of land containing a total of 1.32 acres, required as right of way for the Forest Boundary-Hauser Unit of the Oregon Coast Highway, Coos County, together with all rights of access from the owners remaining land to the relocated highway, except for one private access to serve each of two separate parcels of remaining land. The original offer in this case was in the sum of $4,410, whereas the owners demanded $4,500 for the land and their unwillingness to give up the speculative possibility of later securing, by court order, commercial accesses to serve their remaining land. The matter, he said, has been discussed at length with the attorney for the Coles, but the Coles still will not grant a release of their speculative hopes, so inasmuch as the property is immediately needed, a provisional settlement was agreed upon whereby the State will at this time acquire the building located on the property for the sum of $4,200, the owners agreeing to convey the land itself to the State for the sum of $300, with one private access being reserved to serve each of the two remaining parcels, should any of the cases presently being prosecuted by the State for acquisition of rights of way

on this same section of highway result in judicial determination that a commercial access must be granted to the owners. This arrangement, he said, has been prepared in a form of agreement which will be presented to the Commission for execution when it has been signed by the Coles. The Commission approved the report.

(3) State vs Helen Marie Lovin, File No. L-1759: This is an amended complaint file on March 21 for the acquisition of 4 acres of land necessary for widening the Sylvan Section of the Sunset Highway, and for construction of approaches or connecting roads between the Sunset Highway and S. W. Schools Ferry, S. W. Hewitt Boulevard, and S. W. Humphrey Boulevard. An offer of $61,000 was made prior to the filing of the complaint which offer the owners refused and stated their demands for $100,000. The State's offer, the Chief Counsel said, was based on three appraisals, two by commercial appraisers, and one by a Highway Department Right of Way Agent, the high one being that of the Right of Way Agent at $60,668. He further stated that negotiations were carried on with Mr. James P. Powers, Attorney for the owners, and as a result thereof, settlement was reached on the basis of the State's offer of $61,000. The Commission approved the report.

(4) State vs O. V. Rentfrow, File No. L-1870: This case concerns right of way needed for the Tigard-Tualatin River Section of the West Portland-Hubbard Highway and involves acquisition of a portion of certain property that is being utilized for motel purposes. The area needed contains 8,200 square feet of which 5,730 square feet lies within the existing right of way and 2,490 square feet lies outside of the existing right of way. Settlement with the Rentfrows was effected on the basis of the State paying them $2,600 in cash for the property, providing them a better connection with the highway, and allowing them to landscape and maintain a grass area between the frontage road and their property. The Commission approved the settlement.

The Chief Counsel reported that an offer of $11,000 was made the Leroy Lumber Company, et al, prior to the commencement of condemnation proceedings to acquire right of way across the property of the company for improvement of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, Lane County. The Commission approved the offer.

The Chief Counsel requested authority to commence specific performance suits against the following persons:

(1) Suit against Mary N. Bendele for acquisition of 0.49 acre needed for the Reedsport-Winchester Bay Section of US 101.

(2) Suit against Charles J. Marks for conveyance of a parcel of property needed in connection with right of way for Reedsport-Coos County Line Section of US 101.

He explained details. The Commission approved the request unanimously.

The Chief Counsel asked the Commission to confirm telephonic authority given him by Commissioner McIver on January 8, 1953 to increase the price to be paid Vica and Paul Prince, from $12,200 to $14,200, for property required from them as right of way for the Chrome-Coquille Section of the Oregon Coast Highway. The Commission confirmed the increased amount by unanimous vote.

The Engineer reported on the request of the City of Seaside for designation of a truck route along Roosevelt Drive and its extension to Avenue "P" in Seaside, in order to relieve traffic congestion on the present highway route through the business district. He pointed out that were the truck route to be provided along Roosevelt Drive, it would be used by all traffic, so its improvement would have to be considered as a by-pass for US 101 through Seaside. He estimated the cost to construct a satisfactory improvement along the present Roosevelt Drive at about $105,000, and to extend the improvement southerly to Avenue "P", which would require complete new construction, at an additional $78,300, or a total of $183,300 exclusive of right of way which, he said, will cost approximately $100,000. He recommended such an improvement when monies become available to finance the work. The Commission approved the recommendation and ordered that the City be so informed.

The Engineer rendered a status report on the survey that is being conducted for a proposed revision of the Oregon Coast Highway across Young's Bay at Astoria connecting Astoria with Warrenton on a location closely paralleling the S. P. & S. Railway. He said that work on the survey up to the present time has been intermittent because the Engineer assigned to the project has been busily engaged on construction, but arrangements have now been made to place a survey party full time on the Young's Bay crossing including the entire section between Astoria and Seaside, so the work should be completed by June or July. He mentioned the possibilities of an additional route heretofore not considered, and he requested authority from the Commission to extend the investigation to include such route before any definite commitment is made with respect to any route. The Commission approved the request and instructed the Engineer to expedite completion of the investigation as much as is possible.

The Commission also discussed a written report from the Engineer, dated January 15, 1953, on matters that are to be presented by a delegation from Astoria on the following day, viz: (1) Request of the City of Astoria and Clatsop County that the Commission deed back to the City and the County certain property located on the south side of Commercial Street between 15th Street and 18th Street which was originally deeded to the State for possible use in developing a new ferry terminal at 17th Street; (2) Request of the City that reconsideration be given by the Commission to the moving of the ferry terminal from the foot of 14th Street to the foot of 17th Street; and (3) Prohibition of parking cars along US 30 between 44th Street and 46th Street. The Engineer advised that the tentative plan and design for the new terminal at 17th Street does not contemplate the use of the City's and County's property on the south side of Commercial Street, and he recommended that this property be deeded back to the City and the County. As to the moving of the ferry terminal from 14th Street to 17th Street, the Engineer pointed out that the terminal property at the foot of 14th Street was purchased by the Commission under the assumption that present facilities would handle traffic satisfactorily for three or

four years. He said that the only suitable location for a new terminal is at the foot of 17th Street where there would be sufficient property available to accommodate storage of 96 cars to complete ferry loads with no interference with the free flow of traffic on Commercial and Bond Streets. He recommended continuance of the ferry terminal at the foot of 14th Street until such time as the facilities at that location cannot handle traffic satisfactorily. As to prohibiting the parking of cars along US 30 between 44th and 46th Streets, the Engineer stated that he is heartily in accord with the City's proposal, and he recommended action to that end, and that the parking of cars along this highway route between 15th Street and 21st Street also be prohibited if further study by the City and the State reveals that to be advisable in order to provide for four lanes of traffic. The Commission approved the report. (A delegation from Astoria appeared before the Commission on the following day concerning these subjects. See ahead for additional paragraph.)

The Engineer reported on a request from citizens of Woodburn for construction of a traffic interchange on the new Portland-Salem Expressway, west of the town of Woodburn. The Engineer pointed out that present plans call for a separation of highway and county road traffic at this point, including an underpass, but no provision has been made for traffic to get on to the highway from the county road which is the desire of the local people. He gave as his feeling that there is merit in the request, and accordingly he requested authority for the Right of Way Department to negotiate options to acquire property needed for such an interchange, it being understood that the interchange would not be constructed until such time as traffic warrants it. The Commission approved the report, and thereupon authorized the right of way negotiations. A delegation appeared before the Commission on the following day on this subject. See ahead for additional paragraph.)

The Engineer brought up for discussion a protest from Mr. Otto E. Rieben, Banks Oregon, against the proposed location of the Wilson River Highway between Wilkesboro and Sunset Highway Junction near North Plains. He advised that the location suggested by Mr. Rieben would be about 0.3 mile shorter between common points than the adopted location but to construct such a route would cost about $219,300 more than the other; moreover, the route adopted makes a much better connection with the Sunset Highway. He recommended that no change be made in the location as heretofore adopted by the Commission. The Commission approved the recommendation unanimously.

The Engineer rendered a report on departmental employees who will be affected by the Public Employees Retirement Act during the second quarter of 1953. He submitted a list of fifteen employees so affected, and recommended that six of them be retired on their respective retirement dates and the remaining nine be retained in service for another year. The Commission approved the recommendation unanimously. (For complete list of the employees affected, see copy attached to the Engineer's letter dated January 14, 1953 directed to the Oregon State Highway Commission, in the General Files.)

The Engineer reported receipt of a number of requests for installation of flashing light signals at the Southern Pacific Railroad crossing on Three Mile Lane State Secondary Highway north of Dayton, Yamhill County. He recalled

that signalization of this crossing has been requested on a number of occasions in the past, but on each occasion the request was denied as unwarranted; however, a recent check of the conditions and records indicate that the crossing should be signalized now as a matter of safety. He recommended installation of two mercury vapor luminaire units at an estimated cost of $700 on the condition that the Southern Pacific Company will pay 50 percent of the expense involved and 50 percent of the cost of the electrical energy needed to operate the lights. The Commission approved the recommendation.

The Commission discussed a written report from the Engineer, dated January 15, 1953, on potential hazards to motor vehicles due to impaired horizontal clearance on some of the structures on US 30 between Pendleton and Ontario. According to the report there are 24 structures on this section which have horizontal clearance less than design standards. Twenty-two of these structures have horizontal clearances which, in the Engineer's opinion, are sufficient for safe passage of two legal size vehicles, but the remaining two, one being the crossing of the Grand Ronde River at Perry, and the other the crossing of the same river at Oro Dell, have horizontal clearance of only 17 feet 2 inches. It appears that the highway at each of these crossings carries an average daily traffic of 1,800 vehicles, and that the five-year accident record discloses six accidents at the Oro Dell crossing and sixteen at the Perry Crossing. In order to minimize the occurrence of accidents and as a traffic safeguard, the Engineer recommended installation of stop and go signals complete with necessary warning signs at the Perry Crossing, estimated cost $2,700, and the installation of three advance oversize reflectorized signs reading "SLOW", "NARROW BRIDGE" and "ONE WAY TRAFFIC FOR TRUCKS" at the Oro Dell Crossing. He explained that it appears inadvisable to attempt to stop the trucks with stop and go lights at the Oro Dell crossing because the grade of the highway for westbound traffic at this location is descending, and particularly during the winter season the stopping of traffic at this crossing would introduce additional hazards. Commissioner Reynolds expressed himself as opposed to installing "stop and go" signals on any primary state highway. He pointed out that a survey is now underway for reconstruction of the Old Oregon Trail along this section, and he suggested in view thereof that the installation of the "stop and go" signal at the Perry Crossing be deferred until such time as the survey is completed, inasmuch as there are possibilities that the highway will be aligned at these two crossings and the structures eliminated. He suggested that until the survey is completed, the treatment to be accorded at the Perry Overcrossing be limited to signs similar to those recommended for the Oro Dell Crossing. The suggestion was approved by the Commission unanimously, and it was so ordered.

The Engineer reported on a request from the City of Gresham for an investigation to solve the problem of handling traffic in a safe and expeditious manner on US 26 (Powell Boulevard) within the City of Gresham. He advised that the investigation has been made, and it has been found that the central portion of the business district lies on Powell Boulevard between Main Street and S. E. Roberts Avenue, and that vehicle and pedestrian counts made at the intersections of Main Street and Roberts Avenue with Powell Boulevard reveal that the total volume of both vehicular and pedestrian traffic meet the standard requirements and warrants for signalization. The Engineer recommended the following solution of the problem: Installation of two inter-connected fixed-time traffic signals on Powell Boulevard, one at Main Street and the other at S. E. Roberts Avenue, at a total cost of $6,000, the

installation to be contingent upon the City passing the necessary parking prohibitions to implement optimum operation of the signals. He further advised that this matter has been discussed with the proper city officials who state that the City will pay its 50 percent share of the expense involved. The Commission unanimously approved the recommendation on the condition that the City will pass the necessary ordinances and contribute 50 percent of the total cost.

The Commission discussed and ordered filed a letter from Mr. A. G. Beals, Tillamook, regarding erosion of the Bay Ocean Peninsula, Tillamook County, it being the Commission's feeling that this is not a state highway matter.

The Commission also discussed and ordered filed a written report from the Engineer on extensions of time that have been granted contractors during the past two years, within which to complete highway contracts. The report covers the period March 2, 1950 to October 31, 1952 and involves 529 contracts, 379 of which had been completed as of October 31, 1952. Of the 379, 207 were completed within the specified time limit, and of the remaining 172, 25 overran the time limit more than 60 days, considering the winter slow-down. The report also indicates that of the total contracts completed, 86.4 percent of the money value was completed within the specified time limit, and of the 172 that overran the specified time limit, 80.1 percent of the money value of the work had been completed within the specified time limit. The Commission took no action.

There was presented to the Commission a petition signed by numerous citizens of the City of Tillamook residing along the Wilson River Highway east of the Tillamook City limits, requesting construction of a sidewalk adjacent to this highway through this populated area. The Engineer advised that this matter has been investigated, and it has been determined that a footpath is warranted from the end of the existing sidewalk at the city limits to a street known as Evergreen Drive. He estimated the cost of such footpath at $1,450, and recommended approval of the project. The Commission approved the recommendation.

The Commission discussed briefly and ordered filed a report from the Engineer on the status of surveys and the location of survey parties.

The Engineer also reported the status of the removal of dangerous trees and timber that were blown down on the highway during recent severe storms. He recalled his report of May 1, 1951 wherein he estimated there were about 6,000 trees on State Highway right of way and 9,254 trees located off the highway right of way, making a total of about 15,254 danger trees located on highway rights of way and on private property adjacent thereto. Field reports as of December 31, 1952, he said indicate that 3,200 of these trees have been removed from the right of way by state forces, and 700 trees have been removed by other parties, principally the Forest Service, leaving a balance of about 2,100 trees remaining to be removed. Of the 2,100 trees, he said, 600 will be disposed of by the Forest Service, and the remainder will be removed by the State. As to the cost, he advised that during the 18-month period between June, 1951 and January, 1953, $46,000 of State money has been spent for removal of danger trees. He also said that the 1953 budget contains an item of

$25,500 to continue this worthwhile project. He pointed out that the removal of the trees is a continuing operation, and that under ordinary or normal conditions approximately 1,000 trees would be removed each year. He gave as his opinion that the remainder of the danger trees would be removed during the 1953 working season. As to the removal of the blown down timber, he said that very good progress has been made and that there remains only a small amount of such timber to be removed. He also mentioned that this timber has been sold to various parties as a result of advertising for bids or by negotiated sales. He added that attempts to dispose of the timber through sales or otherwise will be continued, and if the timber cannot be sold, it will be removed by state forces. The Commission approved the report.

The Engineer requested authority to make reconnaissance surveys for improvement of the following state highway sections:

1. Corvallis-Newport Highway between Toledo and Philomath, 44 miles in length.

2. Crater Lake Highway between Cascade Gorge and Trail, 16 miles in length.

3. Wallowa Lake Highway between Union County line and Enterprise, 32 miles in length.

4. Wallowa Lake Highway at Rinehart Overcrossing between La Grande and Elgin, approximately two miles in length.

The Commission approved the request unanimously.

A letter was presented from Mr. Brooks Hawley, Sumpter Stage, Baker, Oregon, requesting the oiling of an additional four or five-mile section of the Sumpter Valley Secondary Highway. The Engineer advised that this highway is located in a narrow gorge of the Powder River where the US Reclamation Services proposes to construct a dam. He advised that the Congress is now being requested to appropriate funds to finance the dam construction, and he suggested in view thereof, that further work on this highway, other than certain surfacing work heretofore authorized by the Commission, be deferred until such time as uncertainties with respect to the Reclamation Service project have been clarified. He pointed out that if the Powder River Dam is constructed, the highway will have to be relocated at a higher elevation on an adjacent cliff which will cost a large sum of money, whereas if the dam does not materialize, it will be possible to construct the highway along the abandoned right of way of the Sumpter Valley Railroad where the cost will be very nominal compared to the cost to construct it on the hillside. The Commission approved the Engineer's suggestion.

The Commission discussed a request from the Medford Parent Teacher Association that something be done to eliminate the hazard to which school children are subjected in crossing the Medford-Provolt Secondary Highway at Lozier Lane, just west of Medford, in going to and from school. The Engineer advised that this matter has been investigated, and it is believed that the hazard would be very materially decreased were a median island constructed to control parking and to

afford refuge for pedestrians who cross the main highway at this point. He estimated the cost to construct such island at $300 and recommended approval of the project. The Commission approved the recommendation.

The Engineer reported that the cities of Athena, Scio, and Scotts Mills have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds which accrued to them during the last half of the year 1951. He also advised that the following cities and towns have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the first half of the year 1952:

Adams	$ 416.84	Amity	$1,818.92
Antelope	162.40	Athena	2,030.05
Boardman	324.81	Butte Falls	1,006.90
Canyon City	1,375.02	Cascade Locks	1,984.03
Coburg	1,875.76	Columbia City	1,096.22
Condon	2,620.12	Cornelius	2,701.32
Dayton	1,946.14	Dayville	774.13
Donald	506.16	Dufur	1,142.24
Estacada	2,571.39	Fairview	1,185.55
Falls City	2,308.84	Fossil	1,745.84
Gaston	196.08	Gold Hill	1,675.47
Granite	108.27	Halfway	844.50
Hammond	1,412.91	Helix	492.62
Hines	2,484.78	Hubbard	1,334.42
Idanha	1,196.37	Jefferson	1,721.48
Joseph	1,802.68	Juntura	289.62
Lafayette	1,791.86	Lexington	641.50
Lostine	481.80	Manzanita	917.58
Maupin	844.50	Merrill	2,260.12
Moro	971.72	Mosier	701.04
North Powder	1,090.81	Oakland	2,243.88
Port Orford	1,824.34	Prairie City	2,224.93
Scappoose	1,783.74	Scio	1,212.62
Scotts Mills	587.36	Shaniko	165.11
Sherwood	1,556.37	Sodaville	424.96
Stanfield	2,287.19	St. Paul	611.72
Sublimity	993.37	Summerville	197.59
Turner	1,651.11	Wasco	825.55

The plans for the projects proposed to be financed with the funds available, he said, have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "D-1" and "D-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer requested authority for an expenditure of about $12,000 to backfill Mitchell Point Tunnel on the old route of the Columbia River Highway, the use of which has been discontinued since the new water grade route between

Viento and Hood River has been completed and opened to traffic. He explained that the tunnel is not in a safe condition, and there are possibilities that it will fail at some future date causing injury to persons and damage to property. It was his feeling that the tunnel should be completely backfilled in the interest of safety to highway traffic on the new route. The Commission approved the expenditure unanimously.

The Commission approved a report from the Engineer advising satisfaction of the conditions governing the award of Contract No. 3839 for grading and paving the Springfield Section of the McKenzie Highway in Lane County, bids for which were received on November 24, 1952 and the conditions of the award satisfied on January 13, 1953.

The Commission discussed requests from the county courts of Columbia, Coos, and Linn Counties for the placement of additional county roads on the Federal Aid Secondary (county road) System. The Engineer advised that in Columbia County all existing Federal Aid Secondary roads have been improved to an oil-wearing surface, and the additional mileage is required in order to permit expenditure of current Federal Aid Secondary Funds. As to Coos County, he said that the County has several miles of existing county roads that need improvement, but the County proposes to accomplish the work with county forces insofar as is possible, but wants the Coos County Road, one mile in length, added to the Federal Aid Secondary System so as to make it possible to place an additional bridge across Isthmus Slough. As to Linn County, the Engineer advised that practically all of the existing Federal Aid Secondary roads have been improved to satisfactory standard, and the additional mileage has been requested to permit the County more latitude in programming Federal Aid Secondary Funds. He presented a list of the county roads which the County Courts wish to place on the Federal Aid Secondary System as follows:

Columbia County--Rainier-Apiary Road and the Oak Ranch Creek Road which extends southwesterly from the Columbia River Highway a distance of 21.3 miles to a connection with the Nehalem Highway.

Coos County--Coos County Road which extends easterly from the Oregon Coast Highway, across Isthmus Slough, to a junction with a county road, length one mile.

Linn County--Lebanon-Brownsville Road from its junction with the South Santiam Highway in Lebanon southerly and westerly to a connection with the Halsey-Sweet Home Secondary Highway in Brownsville, 15.6 miles in length. Scio-Stayton County Road southerly from its junction with the North Santiam Highway to a connection with Federal Aid Secondary Highway No. 126 in Scio, a distance of approximately 7.3 miles.

He exhibited maps showing the location of the several roads. The Commission by unanimous vote approved the designation of these roads as Federal Aid Secondary Highways and authorized the Engineer to present them to the Bureau of Public Roads for further approval.

The Engineer presented a detailed report on the County Federal Aid

Secondary Highway System Program for the fiscal years 1954 and 1955. He recommended approval of all of the projects proposed for 1954 and a partial program of projects to be constructed in 1955. The Commission approved the recommendation unanimously. (For details, see copy of the report and recommendation in the General Files.)

The Commission discussed a request from the City of Myrtle Point, Oregon, for approval of three city street improvement projects located within the city as follows:

(1) Widening and construction of curbs along Highway No. 42 from the intersection of Spruce and 8th Streets to the intersection of "A" and Maryland Streets.

(2) Sidewalk construction on Highway No. 42 southerly from the point of intersection of "A" and Maryland Streets to the south city limits.

(3) Improvement of Ash Street and connecting streets between Ash Street and Spruce Street.

The Engineer advised that Highway No. 42 is the Coos Bay-Roseburg Highway and that the widening and curb construction requested by the City is a project of considerable magnitude, estimated to cost about $50,000. He gave as his considered opinion that the improvement of most importance is construction of a new connection in the Northern part of the city where a circuitous route now extends, and he recommended that the project requested by the City be denied. As to the City's request for sidewalk construction, the Engineer pointed out that it is contrary to the policy of the Commission to construct sidewalks within corporate limits of cities or towns. He recommended in view of this policy, that the request in this instance be denied. As to the improvement of Ash Street and connecting streets, the Engineer advised that these streets are used heavily by logging trucks, and that their improvement is recommended in the program for 1953 Special City Allotment Funds. He recommended approval of the project in such program. The Commission approved the Engineer's recommendations.

The Commission discussed a report from the Engineer containing a recommended program for 1953 Special City Allotment Funds, amounting to $250,000. As a result of careful consideration, the Commission unanimously approved the program of projects as recommended therein. (For details, see copy of report in General Files.)

The Commission discussed the matter of allocating to the cities and towns of the State 10 percent of State Highway revenues that accrued to the State Highway Fund during the last half of 1952, totalling $2,574,589.24, pursuant to the provisions of Chapter 149, Oregon Laws 1949. The Engineer submitted a tabulation showing the amount distributable to each city and town as based on population. He advised that the amounts have been very carefully checked with the offices of the Secretary of State and the State Treasurer and are correct. He recommended approval of the allocations as shown therein. The Commission approved the recommendation unanimously by adoption of the attached resolution

relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from Mr. James F. Lonergan, Attorney, Portland, requesting in behalf of clients installation of a traffic signal at the intersection of the Clackamas Highway and ORE 212, east of the town of Clackamas. The Engineer advised that this request has been investigated, and it has been determined that the intersection does not meet standard warrants for signalization. He recommended in view thereof that the request be denied; but that the existing warning signs on the approaches to the intersection be replaced with larger signs with scotchlite lettering. The Commission approved the recommendation.

A letter was presented from Mr. G. W. Speidel, Oswego, requesting installation of a traffic light at the intersection of the Oswego Highway and Briarwood Road between Portland and Oswego. The Engineer advised that investigation of this request reveals that somewhat of a hazard does exist at this intersection, and that a similar hazard exists at the Palatine Hill Road Junction. He pointed out that three other intersections on this section of highway previously were illuminated which increases the hazards at the Briarwood and Palatine Hill Roads intersection because of lack of illumination at these points. He recommended installation of one mercury vapor luminaire unit at each of these two intersections which, he estimated, would cost about $750. The Commission approved the recommendation.

The Engineer requested authority for an expenditure of $850 for installation of three mercury vapor luminaire units at the junction of the Pacific Highway and the Coos Bay-Roseburg Highway, south of Roseburg, where a hazardous condition exists to traffic, particularly at night time. The Commission approved the request.

The Engineer reported that in construction of the T. H. Banfield Expressway between 92d Avenue in Portland, and Fairview it is necessary to rearrange the water pipe lines of the Rockwood Water District which work is estimated to cost about $5,000. He pointed out that it has been the practice of the Commission in the past to absorb the cost of rearrangement of public-owned facilities, and he recommended in view thereof approval of the re-establishment of the facilities of the Water District in this instance, at State expense. The Commission approved the recommendation.

The Commission discussed a request from the Engineer for an expenditure of approximately $3,800 to provide air conditioning for Room 120 in the new State Highway Building in Salem which is occupied by personnel of the Right of Way Department. He explained that the room contains an area of 2,707 square feet and is occupied by from 22 to 28 persons who complain that there is inadequate air supply and that conditions are conducive of illness. Investigation, he said, reveals that the existing ventilating system supplies only 10 percent of the minimum fresh air required according to recognized ventilating standards, and that to correct the condition will require installation of a unit air conditioner complete with steam coils to temper winter air and refrigeration coils to cool summer air. He recommended approval of the installation. The Commission approved the recommendation.

In this connection, the Engineer advised that due to expansion in the Construction Department, particularly as a result of the assignment of Mr. Forrest Cooper as First Assistant Construction Engineer and enlargement of personnel in the Soils Engineering Department, it has become necessary to partition additional office space in that department. He estimated the cost of constructing partitions for two additional offices at $1,265, and he recommended approval of the expenditure, the work to be contracted through the Department of Finance and Administration. The Commission approved the recommendation.

The Commission discussed a petition from residents, citizens, and taxpayers of Pine Valley and Eagle Valley, Baker County, requesting the widening, surfacing, and oiling of that portion of the Baker-Homestead State Highway which extends from Robinette Junction to the Idaho Power Station at Robinette, a distance of approximately four and one-half miles. The Engineer advised that the section of highway referred to is rather narrow and that the surfacing consists of gravel only, but is passable at all times of the year; further, that the traffic is low, the average daily traffic for 1951 being only 55 vehicles. He estimated the cost to improve the four and one-half mile section to Secondary Highway standards at about $170,000. He recommended that the request be denied because of the small traffic volume which gives the improvement a very low priority. The Commission approved the recommendation.

A letter was presented from members of Eagle Valley Grange No. 656, Richland, Oregon, in which the Highway Commission is asked to give serious consideration to the further improvement of the state highway which extends easterly from the City of Baker to the town of Halfway (Baker-Homestead and Halfway Highways). The Engineer advised that the highway has been rebuilt between the City of Baker and Table Rock Creek, but there are several sections totalling about 22 miles in length between that point and Halfway Highway Junction that should be improved when there is money available to finance the work. He estimated the cost involved at about $960,000, and he also said that the road carries a large volume of traffic. The Engineer further stated that the immediate desire of the people of this district is for improvement of the five-mile section between Table Rock Mountain and Black Bridge which is estimated to cost about $300,000. He suggested that the improvement be deferred until the Commission can supply the funds to finance it. The Commission indicated approval of the suggestion, but deferred a definite decision until the following day when a delegation from Baker County is scheduled to be present to urge their request in person. (The Baker County delegation appeared before the Commission on the following day and presented a strong plea for this improvement. They were assured by the Commission at that time that improvement of the Table Rock Creek-Black Bridge Section would be placed under contract during 1954. See paragraph ahead.)

The Commission discussed a letter from the City of Hillsboro by J. W. Barney, City Manager, in which the Commission is urged to expedite as much as possible proposed highway improvements within the City because they seriously affect the City's plans for street improvements. The Engineer advised that the highway improvements referred to have been provided for ten-

tatively in the Commission's five-year program, and he knows of no way now to finance the improvements earlier than is contemplated in that program. It was the feeling of the Commission that this project must wait until funds can be spared to finance the work. The Secretary was instructed to so inform the City.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

1. K. F. Jacobsen & Company, Inc., and J. M. Arenz, Contract No. 3439-A for grading and oil mat surfacing on the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County, requested an extension of time of 26 days, from July 31, 1952 to August 26, 1952, within which to complete this job. They gave the following reason for overrunning the specified time limit: The contract was originally awarded to Spada Brothers under State Highway Contract No. 3439. This contract was defaulted and was completed by K. F. Jacobsen and J. M. Arenz under arrangement dated October 10, 1951 made by the Oregon State Highway Commission and the Great American Indemnity Company. They pointed out that the grading was practically completed during 1951, but due to weather conditions, the rocking and oiling had to be deferred until the summer of 1952. The Engineer advised that the reasons given by the contractor for overrunning the specified completion date are correct. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. Barney B. Helser, Contract No. 3709 for rock production on the Wasco-Grass Valley Section of the Sherman Highway, Sherman County, requested an extension of time of 150 days, from October 31, 1952 to March 31, 1953, within which to complete this job. He attributed his failure to complete the project within the specified time limit to extra work required on other State Highway Projects which prevented him from starting the Wasco-Grass Valley Rock Production Project as early as was anticipated. The Engineer advised that during the 1952 season it was difficult to secure bidders for rock production projects, and as a result. Mr. Helser was awarded more contracts than he was able to complete within the specified time periods. The materials produced under this contract, he said, are to be used in 1953, so the delay in furnishing the materials will not handicap the State's operations; moreover, the State will incur no additional expense for engineering supervision if the job is completed by March 31, 1953. He recommended that the extension of time up to that date be granted without penalty. The Commission approved the recommendation.

The Engineer reported that Contracts Nos. 3439-A, 3587, 3659, 3717, and 3755 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from Mr. A. L. Greenwalt, Chairman of the Building Committee of the Government Camp Community Club, stating that they have been unable up to the present time to raise the remaining amount due the State for the purchase of the old maintenance property at Government Camp, and requesting additional time within which to raise the funds. The Commission unanimously granted an additional six months time, to July 1, 1953, for the club to complete this transaction.

A letter was presented from the Recreational and Natural Resources Committee of the Portland Chamber of Commerce requesting that an historical marker be erected on the Wilson River Highway containing factual information concerning Tillamook Burn. The Engineer recommended approval of the request subject to the condition that the reading matter on the marker be first approved by the Memorials Committee of the Oregon Historical Society in conformity with the usual practice. The Commission approved the recommendation.

The Engineer brought to the Commission's attention a proposal from the Columbia Sand and Gravel Products Company, Umatilla, Oregon, for the taking of materials for commercial purposes from a State-owned gravel pit located just east of the town of Umatilla. The Company proposes to either purchase the material on a royalty basis or to furnish the State oversize material from its own quarry on a yard for yard basis and to stockpile this material on State property for future crushing. The Engineer gave as his opinion that it would be to the State's advantage to obtain the larger size material because it would make it possible to produce maintenance rock at small cost. He recommended approval of the Company's proposition on an exchange basis and that the matter be covered by an agreement providing for an exchange of a maximum amount of 6,000 cubic yards of material. The Commission unanimously approved such an arrangement on a one-year basis.

The Commission discussed with the Engineer the bids received during the morning session for highway construction work, and at 4:45 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project, as follows, the Commission's action having been by unanimous vote:

"Olney-Jewell Rock Production Project on the Nehalem Highway southeast of Astoria, Clatsop County: Jed Wilson, Seaside, was the low bidder for this work in the amount of $27,300.00. Three higher bids were received. The contract has been awarded to Jed Wilson at his bid price.

"Endicott Creek-Mystic Creek Rock Production Project on the Coos Bay-Roseburg Highway, Coos and Douglas Counties: Of the three bids received for this work, E. C. Swaggart Company, Eugene, submitted the low bid in the amount of $47,829.00. The Commission has awarded the contract to the low bidder at its bid price.

"Grading the Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County: The Commission received eleven bids for this project, the low one being that of R. A. Heintz Construction Company, Portland, in the amount of $497,028.50. The bid of R. A. Heintz Construction Company in

the sum of $497,028.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and oil mat surfacing on the South Umpqua River-Fairgrounds Unit, Deady-Shady Section of the Pacific Highway in and south of Roseburg, Douglas County: Funderburk Construction Company, Sutherlin, submitted the low bid for this work in the amount of $480,105.50. The Commission received nine higher bids. The bid of Funderburk Construction Company in the sum of $480,105.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Installation of traffic signals in the city of Roseburg, Douglas County: Only two bids were received for this work, the low one being that of Trowbridge and Glynn Electric Company, Medford, in the amount of $6,050.00. The contract has been awarded to the low bidder at its bid price.

"Construction of two reinforced concrete structures on the Elkhead Road-Rice Hill Unit of the Pacific Highway east of Yoncalla, Douglas County: Of the nine bids received for this job, Hannan Brothers Company, Portland, submitted the low one in the amount of $71,910.00. The bid of Hannan Brothers Company in the sum of $71,910.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading, roadbed topping, leveling course, rock shoulders, oil mat surfacing and crushed rock or gravel in stockpiles on the Middle Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway, Harney County: The Commission received nine bids for this work, the low one being that of Diamond Tractor and Equipment Company, Portland, in the amount of $262,890.00. The bid of Diamond Tractor and Equipment Company in the sum of $262,890.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving the Lapine-Forest Boundary Unit, Lapine-Diamond Lake Junction Section of The Dalles-California Highway south of Lapine, Klamath and Deschutes Counties: Rogers Construction Company, Portland, submitted the low bid for this job at $490,453.00. Nine higher bids were received. The bid of Rogers Construction Company in the sum of $490,453.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of reinforced concrete structures, grading, and paving at the intersections of the T. H. Banfield Expressway with 148th Avenue 162d Avenue, Rockwood Road, and Birdsdale Avenue, Multnomah County: Of the eight bids received for this job, Parker-Johnson Company, Portland, submitted the low one in the sum of $364,607.50. The bid of Parker-Johnson Company in the sum of $364,607.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to

said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Nye Junction-Beech Creek Rock Production Project on the Pendleton-John Day Highway in the vicinity of Ukiah and Long Creek, Umatilla and Grant Counties: The Commission received six bids for this job, the low one being that of R. H. Sussex, Bellingham, Washington, at $66,080.00. The contract has been awarded to the low bidder at his bid price.

"Weston-Summerville Junction Rock Production Project on the Weston-Elgin Highway east of Weston in Umatilla and Union Counties, and Enterprise Rock Production Project on the Wallowa Lake and Lewiston-Enterprise Highways near Enterprise in Wallowa County: Barney B. Helser, Moro, submitted the low combination bid for these two jobs in the total amount of $86,205.00. Six higher bids were received. The Commission has awarded both contracts to Barney B. Helser on his low combination bid.

"Grading and paving on the Rowena-Chenoweth Creek Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County: Of the fourteen bids received for this work, the low one was submitted by Vernie Jarl, Gresham, at $1,229,045.00. The bid of Vernie Jarl in the sum of $1,229,045.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of three reinforced concrete structures on the Rowena-Chenoweth Creek Unit, of the Columbia River Highway west of The Dalles, Wasco County: Johnson and Amens, McMinnville, submitted the low bid for this job at $90,645.00. Four higher bids were received. The bid of Johnson and Amens in the sum of $90,645.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Furnishing of ferry service across the Willamette River on the Beaverton-Aurora Secondary Highway at Wilsonville in Clackamas County for a fifteen month period beginning April 1, 1953: Only two bids were received for this operation, the low one being that of J. F. LaRouche, Portland, at $2,400.00 per month. The Commission has awarded the contract to the low bidder at his bid price."

The Commission discussed a request from the Sea Lion Caves Corporation for permission to construct a parking area on the east side of US 101 opposite Sea Lion Caves. The Engineer advised that this matter has been thoroughly investigated by the Traffic Engineer and the Maintenance Engineer who recommend approval of the Corporation's request subject to the following:

1. Fill materials are to be taken from the cut bank along the east side of the highway between Engineer's Stations 626+00 and 627+30.

2. The Corporation is to extend the eighteen-inch culvert pipe on

the east side of the highway and construct a standard concrete catch basin with a grate, in conformity with Highway Department standards.

3. That the parking area that will be formed on the east side of the highway be protected from the highway proper through installation of a standard guard rail between Engineer's Stations 627+55 and 629+10.

4. That the parking lot on the west side of the highway be insulated with a standard guard rail between Engineer's Stations 629+90 and 630+75.

5. All of the foregoing items are to be taken care of by the owner at his own cost and expense in accordance with plans and specifications prepared by the State Highway Department.

The Engineer stated his concurrence in the recommendation. The Commission approved the recommendation unanimously, and ordered the matter covered by a revocable permit.

In this connection the Engineer gave as his feeling that the parking of cars on the highway shoulders on both sides of the highway between Engineer's Stations 626+00 and 633+00 should be prohibited. He recommended appropriate action by the Commission to that end. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the Commanding Officer of the Tongue Point Naval Station, Astoria, requesting that the existing 35 mile per hour speed zone on the Columbia River Highway within the corporate limits of the City of Astoria be extended easterly to include the intersection of the road leading to the Naval Station and its housing area. The Engineer advised that this matter has been investigated by the Traffic Engineering Department which recommends designation of a 45 mile per hour speed zone on that section of the Columbia River Highway which extends from the east city limits of Astoria (M. P. 101.03) to a point 0.18 mile easterly therefrom (M. P. 100.85), such designation to be contingent upon the State Speed Control Board changing the present 35 mile per hour speed zone within the city to a maximum of 45 miles per hour. The Commission approved the recommendation.

A petition was presented from property owners residing along Canyon Road, Portland, for designation of a reduced speed zone on the Tualatin Valley Highway between Sylvan and West Slope. The Engineer advised that the Traffic Engineer investigated this request and the studies indicate that the speed zoning as now exists on this section, graduating from 35 miles per hour to 45 miles per hour should not be changed. He recommended retention of the present restrictions. The Commission approved the recommendation.

The Engineer requested authority to post the new water grade highway between Hood River and Mosier for a maximum speed limit of 35 miles per hour, effective on or about January 19, 1953, when this section was opened for public use. He explained that traffic has been allowed to use the new highway, notwithstanding

its incomplete status, because of hazards existing along the old route of the Columbia River Highway near Mosier Tunnel. The contractor on this water grade route, he said, is still operating on that section, and will continue to operate after it is opened to travel which necessitates a restriction of speed on all traffic using this new road. The Commission approved the request unanimously by adoption of the attached resolution relative thereof, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the City of Eugene requesting illumination of the intersection where the City Airport Road connects with the Pacific Highway, about six miles north of Eugene; also requesting that the existing 40 mile per hour speed zone north of Eugene be extended to include this point. The Engineer advised that investigation reveals that a number of accidents have occurred at this intersection due to left-turn traffic movements from the south onto the Airport Road. He recommended installation of three luminaire units as a corrective treatment, the estimated cost of which would be about $900. He also recommended that the request for the extension of the 40 mile per hour speed zone be denied. The Commission approved the recommendations unanimously.

The Commission discussed a letter from the Scappoose Garden Club protesting the use of poisonous sprays to destroy weeds growing along state highway rights of way. It is the Club's contention that the use of such sprays not only kills the weeds but it also kills the native flowers or shrubbery and renders the roadside unsightly and a fire hazard. The Engineer advised that there is no question that the use of poisonous sprays does destroy broad leaf plants, but he pointed out that the Highway Commission is required by law to destroy obnoxious weeds. Weed control activities of the Highway Department, he said, are coordinated with those of county agents in the respective areas and are prosecuted only in areas where organized weed control programs are in effect. He added that for a time the spraying work was done without proper care and resulted in some unsightly effects, however, steps have now been taken to prevent recurrence of the procedure whereby the spraying operations will not be done promiscuously, but will be confined to the spraying of low plants not over a foot or so in height which should prove satisfactory. The Commission approved the arrangement unanimously and cautioned the Engineer not to spray the higher shrubbery and bushes.

The Commission discussed and upon recommendation of the Engineer and Chief Counsel unanimously approved an agreement with the Southern Pacific Company and the Central Pacific Railroad Company with reference to the maintenance of drainage structures on the revised location of the Willamette Highway around Meridian Dam, Lane County. (The agreement was signed by the Commission later in the session.)

The Commission also discussed and approved an agreement with Josephine County relative to the abandonment of right of way on the old route of the Redwood Highway over Hayes Hill, and in this connection unanimously adopted the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full

herein. (The Commission signed the agreement later in the session.)

The Commission approved out-of-state travel expenses for the following:

1. Lewis E. Scott, Chief Geologist, to attend annual meeting of Americal Institute of Mining and Metallurgical Engineers in Los Angeles, California, February 16 to 19 and to inspect corrective measures that have been taken in California to prevent slides. Estimated cost, $150.

2. Carl W. Jordan, Director of the Travel Department, to attend annual travel show, sponsored by National Association of Travel Officials in Chicago, during February 20 to March 1, inclusive. Estimated cost, $335.

3. Dennis D. Clarke, Assistant Director of Travel Division, to attend annual Sports, Travel, and Boat Show in San Francisco during March 4 to 17. Estimated cost, $200.

4. W. W. Stiffler, Assistant State Highway Engineer, and L. L. Spaulding, Chief Weighmaster, to attend the Sierra Cascade Logging Conference in Redding, California, during the period February 11 to February 14, inclusive. Estimated cost $100.

The Commission unanimously approved the Secretary's report on papers signed by him on behalf of the Commission during the period November 19, 1952 to January 16, 1953.

The Commission discussed the following items of unfinished business appearing on the Secretary's summary, dated January 6, 1953:

1. Proposed re-routing of US 99W through the City of McMinnville: Due to the unfinished status of this matter, the Commission ordered the item retained on the list of unfinished business.

2. Request from the City of Coos Bay for lease rights on excess right of way along the waterfront in Coos Bay: The Commission ordered this item deleted from the list inasmuch as the matter had been disposed of earlier in the session.

3. Request for sidewalk construction along the Wilson River Highway just east of Tillamook: This item was disposed of earlier in the session, hence, was ordered deleted from the list.

4. Request for roadway access from the Community of Lakeside to the Oregon Coast Highway, in Coos County: The Engineer advised that his report on this subject is not yet ready to render. The Commission ordered the item retained on the list.

5. Report concerning extensions of time that have been granted to contractors during the past two years: This item was ordered deleted from

the list of unfinished business, the Engineer having rendered his report earlier in the session.

6. Request of Douglas County for establishment of a state park along the North Umpqua River about thirty miles east of Roseburg: This matter was reported on by the State Parks Superintendent earlier in the session when the Commission decided not to assume the responsibility. The item was ordered deleted from the list of unfinished business.

7. Proposed improvement of Crescent Lake Secondary Highway: The matter was discussed briefly and was ordered deleted from the list.

8. Proposed plan for a connection between Swift Boulevard and Denver Avenue in North Portland: This matter was ordered retained on the list of unfinished business pending inspection of the premises by the members of the Commission.

9. Request of the City of Seaside for designation of a truck route along Roosevelt Drive: The Engineer's report on this subject was rendered earlier in the session. The item is to be deleted from the list.

10. Request of the "Save the Gorge" Committee of the Portland Women's Forum that areas at Sheppards Dell and Tanner Creek on the Upper Columbia River Highway be acquired as state parks: The Parks Superintendent reported on this matter earlier in the session. The item was ordered deleted from the list.

11. Report on the cleaning up of down timber and danger trees on highway rights of way: The Engineer's report on this subject was rendered earlier in the session. The item was ordered deleted from the list.

12. Preparation of maps showing construction performed and contemplated: The Commission ordered this item deleted from the list of unfinished business inasmuch as the maps have been furnished.

13. Proposed agreement with U. S. Army Engineers regarding the use of an area of Federal land at Hat Rock State Park, Umatilla County: The Parks Superintendent advised that he is not yet ready to report on this subject, in view of which, the Commission ordered the item retained on the list of unfinished business.

14. Request of Westport Community Church for installation of a traffic signal on the Columbia River Highway in Westport: The Engineer advised that his report on this subject is not yet ready for presentation. The item is to be retained on the list of unfinished business.

15. Status of wayside area acquisition at the mouth of Ladd Canyon on US 30 near La Grande: In the discussion of this matter it appeared that

satisfactory progress is being made on this project. In view of this, the Commission ordered the item deleted from the list of unfinished business.

16. Proposed wayside development on US 30 between La Grande and Rattlesnake Springs: The Engineer advised that investigations are not yet complete. The item was ordered retained on the list of unfinished business.

17. Request of Wallowa County Court that the State assume jurisdiction over a road extending southerly from Wallowa Lake Lodge to the falls in the West Fork of the Wallowa River: The Engineer advised that his report on this subject is not yet ready. The item was ordered retained on the list of unfinished business.

The Commission had under discussion the setting of a definite date for its next regular meeting and decided unanimously to hold such meeting in Portland on Tuesday and Wednesday, February 17 and 18, 1953. The Commission also set Wednesday and Thursday, April 8 and 9, 1953 as the date for its next following meeting. The Secretary was instructed to arrange for the use of the Crystal Room in the Benson Hotel for these meetings. In the event the Crystal Room is not available, then the Tyrolean Room is to be reserved.

The Engineer requested authority to join with the City of Eugene in the installation of a fully-actuated volume-density signal control at the intersection of 6th Street and High Street in the City of Eugene. He estimated the cost of the installation at $3,500. He advised that the signal is needed and that the City of Eugene will pay 50 percent of the installation cost and will maintain the control after the installation is completed. The Commission approved the request.

The Engineer brought up for discussion the matter of constructing climbing lanes for slow-moving vehicles on intermittent sections of the Pacific Highway between Glendale Junction and Jump Off Joe Creek, Josephine County, involving seven miles of construction. He estimated the cost imvolved at $100.000 and advised that the improvement was anticipated in the 1953 budget. He recommended approval of the project, and that he be authorized to advertise it for bids to be received as soon as the specifications can be prepared. The Commission approved the recommendation unanimously.

The Commission discussed briefly, and ordered filed, a request from the Deschutes County Court for further improvement of the Cascade Lakes Highway between Bend and Elk Lake, inasmuch as this matter was disposed of earlier in the session during a conference with representatives of the U. S. Bureau of Public Roads and the U. S. Forest Service.

A letter was presented from the City of Stayton requesting relief from payment of the balance of the City's share of the cost to widen five corners on Highway 222 in Stayton so as to permit operation of vehicle combinations having an overall length of 60 feet. The Engineer recited the history of this project in considerable detail and advised that the claim amounts to only $359.38. He recommended denial of the City's request and that the City be required to pay the full amount of the bal-

ance due. The Commission approved the recommendation, and so ordered.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning at 9:00 a.m. in the same room.

Portland, Oregon
January 22, 1953

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Crystal Room of the Benson Hotel. The following persons were present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read aloud by the Secretary in conformity with previously published notice, at the conclusion of which it was announced that the contract awards would be made at 4:45 p.m. in the same room:

CLATSOP COUNTY
NECANICUM ROCK PRODUCTION AND SURFACING PROJECT

Calkins Crushing Company, Ocean Lake	$ 48,950.00
Homer G. Johnson, Portland	55,680.00
F. O. Laws, Salem	57,230.00
Smith Brothers, Vancouver, Washington	57,260.00
Rogers Construction Company, Inc. Portland	63,872.50

O'NEIL SECONDARY HIGHWAY IN CROOK COUNTY
GRADING AND OIL MAT SURFACING

Durbin Brothers, Eugene	$ 95,511.50
J. M. Arena, Portland	101,505.00

O'Neil Secondary Highway (cont.)

Babler Bros. & Rogers Const. Co., Portland	$102,465.00
Anliker and Robinson, Bend	108,075.00
John A. Logan, Portland	116,951.00
F. C. Scott Construction Co., Portland	117,320.00
C. R. O'Neil, Creswell	118,240.00
Stanton W. Payne, Eugene	118,790.00
Edwin C. Gerber, Oregon City	121,817.00
Diamond Tractor & Equipment Co., Portland	122,940.00
McNutt Bros., Eugene	140,580.00

OREGON COAST HIGHWAY IN CURRY COUNTY
GRADING BRUSH CREEK-RINEHART CREEK UNIT

Fred H. Slate Co. Oreg. Ltd & E. C. Hall Co., Portland	$648,682.50
Carl M. Halvorson, Inc., Portland	734,045.00
McNutt Bros., Eugene	776,003.00
Kuckenberg Construction Co., Portland	927,365.00
Cosmo Gilo, Lowell *	939,977.40
Morrison-Knudsen Co., Seattle, Washington	1,030,089.00

* Bidder will accept award of only one project.

PACIFIC HIGHWAY IN DOUGLAS COUNTY
GRADING DEADY-SHADY SECTION

White Bros. Co., Walla Walla, Washington	$524,152.50
J. G. Watts Construction Co., Portland	525,913.00
R. A. Heintz Construction Co., Portland	538,297.50
Cosmo Gilo, Lowell *	613,346.70
C. J. Montag & Son, Portland	647,373.50
Kuckenberg Construction Co., Portland	670,019.50
Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., Portland	706,144.00
Gibbons & Reed Co., Salt Lake City, Utah	711,357.50
Natt McDougall Co., Portland	745,472.00
McNutt Bros., Eugene	820,608.00
Morrison-Knudsen Co., Seattle, Washington	893,593.00

* Bidder will accept award of only one project.

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY
ARLINGTON-HEPPNER JUNCTION SECTION

Goodfellow Bros., Inc., Wenatchee, Washington	1,052,192.50
Rogers Construction Co., Portland	1,063,573.00
Peter Kiewit Sons' Co., Longview, Washington	1,107,828.50

January 22, 1953

Arlington-Heppner Junction Section (cont.)

Carl M. Halvorson, Inc., Portland	$1,110,942.50
White Bros. Co., Walla Walla, Washington	1,119,020.50
Morrison-Knudsen Co., Pendleton	1,147,310.00
Kuckenberg Construction Co., Portland	1,170,368.50
Gibbons & Reed Co., Salt Lake City, Utah	1,214,555.00
Roy L. Bair & Co., Spokane, Washington	1,233,079.00
J. N. Conley, Portland	1,243,058.00
Fred H. Slate Co. Oreg. Ltd & E. C. Hall Co. Portland	1,267,480.00
McNutt Brothers, Eugene	1,385,771.50

GILLIAM AND WHEELER COUNTIES
ARLINGTON-SERVICE CREEK ROCK PRODUCTION PROJECT

E. H. Itschner Co., Molalla	$ 79,177.50
R. H. Sussex, Bellingham, Washington	85,014.00
Newport Construction Co., Portland	99,982.50
Vernie Jarl, Gresham	103,950.00
Rogers Construction Co. Inc., Portland	111,862.50
Homer G. Johnson, Portland	114,816.00
McNutt Brothers, Eugene	137,310.00

GRANT COUNTY
OCHOCO JUNCTION-PRAIRIE CITY ROCK PRODUCTION PROJECT

E. H. Itschner Co., Molalla	$ 47,880.00
R. H. Sussex, Bellingham, Washington	51,300.00
Vernie Jarl, Gresham	55,403.50
Homer G. Johnson, Portland *	55,746.50
Rogers Construction Co. Inc., Portland	58,140.00
N. A. Toole Construction Co., Ontario	58,652.00

* Bidder will accept award of only two projects.

JOSEPHINE COUNTY
ROGUE RIVER LOOP SEC. HWY. ROCK PRODUCTION PROJECT

M. C. Lininger & Sons, Medford	$ 34,160.00
E. C. Swaggart, Eugene	34,608.00

LINN COUNTY
FOSTER-TOLL CREEK ROCK PRODUCTION PROJECT

Homer G. Johnson, Portland *	$ 52,322.50
Calkins Crushing Co., Ocean Lake	52,500.00

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Foster-Toll Creek Rock Production Project (cont.)

J. G. Watts Construction Co., Portland	$ 59,845.00
Rogers Construction Co. Inc., Portland	59,850.00

* Bidder will accept award of only two projects.

MARION COUNTY
SALEM BY-PASS SECTION OF THE PACIFIC HIGHWAY EAST

Roy L. Houck and Son, Salem	$494,971.00
J. M. Arenz, Portland	544,607.00
R. A. Heintz Construction Co., Portland	548,916.00
Berke Bros., Portland	562,530.00
C. R. O,Neil, Creswell	563,824.00
Gibbons & Reed Co., Salt Lake City, Utah	573,970.00
Durbin Brothers, Eugene	589,100.00
Babler Brothers Inc., Portland	609,330.00
J. G. Watts Construction Co., Portland	611,652.00
Fred H. Slate Co. Oreg. Ltd & E. C. Hall Co., Portland	614,356.00
Cosmo Gilo, Lowell *	662,059.00
McNutt Bros., Eugene	738,250.00

* Bidder will accept award of only one project.

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY
CEREGHINO OVERCROSSING

Carl M. Halvorson, Inc., Portland	$207,370.00
Donald M. Drake Co., Portland	209,460.00
Tom Lillebo, Reedsport	211,010.00
C. J. Eldon, Portland	212,800.00
Lindstrom Brothers, Portland	216,640.00
C. J. Montag & Son, Portland	220,050.00
Teller Construction Company, Portland	229,050.00
Guy F. Atkinson Company, Portland	237,380.00
General Construction Company, Portland	253,830.00

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY
92ND AVENUE OVERCROSSING

United Builders, Inc., Beaverton	$ 67,393.00
Birkemeier & Saremal, Portland	68,090.00
Lindstrom Brothers, Portland	71,219.00
James & Yost, Portland	72,292.30
Teller Construction Company, Portland	73,611.00

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY
LYLE FERRY ROAD UNDERCROSSING

Johnson & Bryant, Newberg	$ 23,865.00
Geo. E. Berry, Beaverton	24,870.00
United Builder, Inc., Beaverton	25,495.00
Orlando C. Bennard, Portland	26,410.00

WASHINGTON AND CLACKAMAS COUNTIES
WEST PORTLAND-HUBBARD HIGHWAY

Rogers Construction Co., Inc., Portland	$435,410.00
Warren Northwest, Inc., Portland	444,775.00
Newport Construction Co., Portland	483,408.00
J. N. Conley, Portland	486,652.00
Acme Construction Company, Eugene	488,917.00
D - H Paving Company, Vancouver, Washington	499,875.00
E. C. Hall Co., Portland	500,360.00
Porter W. Yett, Portland	505,398.00
Parker-Schram Company, Portland	549,642.00
Pacific Sand & Gravel Co., Centralia, Washington	563,582.00
O. C. Yocom, McMinnville	577,996.00

A delegation from Gleneden Beach, Lincoln County, was present regarding the proposed revision of the Oregon Coast Highway that will by-pass this community. The group was headed by Mr. Charles McKenzie, and included Jack Ofelt, Dale Rutledge, and O. F. Robbins, all of Gleneden Beach. Mr. McKenzie gave as his understanding that the Commission intends to build the permanent highway on swampy ground about one-half mile east of the present highway, and he declared if that is done, property values will be lowered, community development will be hindered, and business failures will result. He urged the Commission to improve the existing highway from which, he said, a view of the ocean may be obtained which is not available from the proposed location. Chairman Chandler advised that the proposed location was adopted by a former Highway Commission in 1936 and has been approved by each Highway Commission since then because it appeared to be the best route and the cheapest one to construct according to the engineering investigation which the Commission is obliged to follow. He also stated that not only has the location been adopted, but a considerable portion of needed right of way has been acquired. The matter was discussed further and was concluded by Chairman Chandler who stated that the Commission would take the matter under advisement and would secure an up-to-date report from the Engineer on the project. The Engineer was thereupon instructed to render such report and to send a copy of it to Mr. McKenzie.

The following persons representing "Save the Myrtle Woods, Inc.", Portland, was present regarding purchase of myrtle wood tracts situate adjacent to the Umpqua Highway near the mouth of Paradise Creek between Elkton and

Scottsburg: M. L. Merritt, President; Art Kirkham, Board Member; and Mrs. W. H. Wilhelm, Board Member. Mr. Merritt who headed the group stated that they have been endeavoring to acquire three small tracts in this vicinity, one of which belongs to a Mrs. Kaskich. He recalled that Mrs. Kaskich offered at one time to sell her property to the State for the sum of $750, and that the Highway Commission in the fall of 1950 authorized an expenditure not to exceed $500 for the purpose, on the condition that the difference would be paid by the "Save the Myrtle Woods" organization. At that time Mrs. Kaskich refused to complete the deal on the basis of her offer, but she is now willing to sell the tract for $1,000. Mr. Merritt asked the Highway Commission to reinstate its previous offer to contribute $500 to acquire Mrs. Kaskich's property. The matter was discussed by the Commission, and the previous offer to pay $500 towards purchase of Mrs. Kaskich's property was revived on the condition that the association will pay the difference. The Right of Way Engineer was instructed to handle the details with Mrs. Kaskich.

The following persons comprised a delegation from Astoria, Warrenton, Gearhart, and Seaside which appeared before the Commission in the interests of rerouting the Oregon Coast Highway between Astoria and Warrenton along alignment closely paralleling the S. P. & S. Railroad across Youngs Bay: J. E. Flynn, Secretary, Astoria Chamber of Commerce; Eric A. Hauke, Councilman; H. M. McCallister, Superintendent of Public Works; H. M. Olsvick, City Engineer; Mr. and Mrs. H. W. Dahlgren, West End Development League; R. Hammond, Heavy Hauling Company; Neil Brandenburg, Petroleum Industry; Gordon Ellsworth, Jerry Greenberg, Traffic Safety Committee; and H. A. Ellsworth, Traffic Safety Committee, all of Astoria; Dick Baldwin, Police Judge; H. Gramson, Mayor; D. S. Craven, President of the Chamber of Commerce; George Stuckrath and N. B. Rawls, Councilmen, all of Warrenton; Wm. R. Manion, Oregon Coast Association; John S. Baily, Chamber of Commerce; A. W. Ensor, President, Chamber of Commerce; Avery A. Combs, Vice President of Chamber of Commerce; Mrs. Avery Combs, and Mrs. Lloyd Eastman , all of Seaside; T. Rex Baldwin, Mayor of Gearhart; and H. A. Roberts, President of Oregon Coast Association, Florence; also present representing the U. S. Naval Station at Tongue Point were J. D. Shaw, Commanding Officer Columbia River Group; and C. C. Biggers, Commanding Officer U. S. Naval Station, Tongue Point.

Mr. Dick Baldwin, Police Judge, Warrenton, headed the group. He said that the delegation represents different groups and factions all of whom are interested in improvement of US 101 between Astoria and Seaside. He mentioned the name of each group and introduced representatives of each. He advised that all of the groups are one hundred percent in favor of this project although there are some people in the county who oppose it. Mr. Baldwin recited the history of their project and inquired as to its status with the State Highway Commission. He also said that the members of the group will express their personal opinions should the Commission so desire.

Chairman Chandler advised that the Commission is sufficiently familiar with the project so it will not be necessary for the group to make any lengthy presentation. He also said that the survey of the project is now in progress and will be completed sometime within the next three or four months; also that there are uncertainties as to how much the project is going to cost and when funds will become available to finance

construction. Commissioner Reynolds explained in some detail the problems that are confronting the State Highway Commission and the formula for allocating the funds to the several districts throughout the State, particularly mentioning the distribution of the monies derived from the sale of bonds which, he said, presented a problem which was solved by the Commission to the best of its judgment by deciding to spend these monies for primary highway improvements. He pointed out that the Legislature two years ago authorized the sale of only $40,000,000 of bonds out of a total of $75,000,000 requested, and that the Commission is now asking the Legislature to authorize an additional $32,000,000 without limitation as to when they can be sold. Commissioner Reynolds stated further that the Commission has prepared a five-year program as a result of very careful study of conditions obtaining throughout the State. He recalled a request from the people of Astoria and vicinity some years ago for improvement of the Lower Columbia River Highway, and he advised that the project was taken into consideration in the formulation of that program, an amount in excess of $4,000,000 having been allocated for the Lower Columbia River Highway. He confirmed the statements of Chairman Chandler to the effect that surveys are now being made with the view of rerouting the highway across Youngs Bay, and he added that the investigation will include all possible routes and that the Commission's decision will be based on information furnished by the Engineers. He also mentioned that the project involves a question of funds to finance the work, stating that the Commission must act for the interest of the State as a whole rather than for individual communities, and that highway revenues are not all available for construction purposes but a large portion must be spent for maintenance as well as to satisfy the legal requirements with respect to distribution to the cities, counties, and State police. He mentioned that the Commission is going to give this matter very serious study when the survey is completed, and that it is hoped a way can be found to advance the project with the least possible delay. Chairman Chandler and Commissioner McIver stated their concurrence in the remarks of Commissioner Reynolds. This concluded the conference.

The following persons were present as representatives of the City of Astoria: Eric A. Hauke, City Commissioner, President of the Council; William Thompson, City Commissioner; Brewer A. Billie, City Manager; Harold Olsvick, City Engineer; and H. M. McCallister, Superintendent of Public Works. Mr. Billie headed the group. He gave as their understanding that a question has arisen as to the transfer of the Astoria-Megler Ferry from the foot of 14th Street to the foot of 17th Street, and he advised, if the Commission is going to retain the 14th Street terminal, then the City and likewise the County would like to have returned to them certain property located on the south side of Commercial Street near 17th Street which they deeded to the State for possible use were the terminal changed to that location; on the other hand, if the terminal is to be changed to 17th Street, the Commission may need the property, and if so, it will be satisfactory for the Commission to retain it, but if it is not needed, the original owners want it returned to them because they have sale for it for industrial purposes. He asked the Commission to carry on further investigations so the matter can be definitely decided.

Mr. Billie also asked the Commission for the widening of Lief Erickson Drive, State Highway route, between 44th Street and 46th Street. He declared

the present width entirely too narrow to accommodate the traffic that uses it, and he suggested pending completion of the widening, that appropriate "NO PARKING" signs be maintained as a protection to the traffic that uses this street. Chairman Chandler advised that the Highway Commission has discussed the matter of deeding back to the City and County certain properties that the State acquired at the foot of 17th Street and has decided that the property located on the south side of Commercial Street will not be needed for the purpose originally intended so is going to deed this property back to the City and the County; however, property located on the north side will be retained by the State because of the possibility of changing the ferry terminal at some future time from the 14th Street location to the 17th Street location. He mentioned that because of the purchase of the terminal facilities at the foot of 14th Street, it is now possible to defer for several years moving the ferry terminal from 14th Street to 17th Street. As to prohibiting the parking of cars along Lief Erickson Drive between 44th Street and 46th Street, Chairman Chandler advised that the Commission will approve such restriction if the City will adopt the necessary ordinances.

The meeting recessed for luncheon at 12:10 p.m. and reconvened at 1:30 p.m. with the same persons present and participating.

County Judge Ward R. Webber, Wasco County, appeared before the Commission regarding the rerouting of the northerly end of The Dalles-California Highway so as to make a better connection with the Columbia River Bridge that is under construction at The Dalles. Judge Webber advised that their new bridge is well underway, and they expect to have it completed by November of this year. He inquired as to the funds the Commission may have to finance the proposed connection, and he suggested if no funds are available, the transfer of funds set up for improvement of the Cow Canyon Section of US 97. He mentioned that the County is in a position where it is planning its finances and any information the Commission can give will be appreciated. He was informed by Chairman Chandler that the Commission has provided no monies in its construction program for the proposed cutoff, but will give some thought to Judge Webber's suggestion that the money set up for the Cow Canyon Project ($1,000,000) be transferred. Anyway the Commission will have to wait until it is known what the Legislature is going to do about highway funds. In conclusion, Judge Webber gave as his feeling that Wasco County will be able to finance purchase of all right of way that may be needed for this project.

Mr. C. W. Parker, Property Controller, was present regarding insurance to be provided in 1953 on shop buildings located at Salem, Klamath Falls, and La Grande. He advised that the valuation of the shop buildings and their contents, at these three locations aggregates as of December 31, 1952, $381,000 more than the valuation set on them as of December 31, 1951. He inquired whether or not to secure an endorsement to the existing insurance policy increasing the coverage in that amount. It was the feeling of the Commission that the extra coverage should be provided and it was so ordered.

In this connection the Chief Counsel explained the attitude of the members of the Legislature with respect to the bills that have been presented authorizing the purchase of private insurance coverage for State-owned buildings. He said that indications are that the members of the joint House and Senate Committee are not in favor of granting such authority, so there are possibilities of great loss under

existing laws because the amount provided for in the Restoration Fund is far too small to secure desired benefits. The Commission indicated its desire to have the amount provided by the present Restoration Fund Law increased if the Legislature does not see fit to authorize purchase of private insurance.

The Engineer rendered an oral report on the condition of State Highways affected by recent heavy rain storms. He estimated that it would cost between $100,000 and $200,000 to repair damage done to the Oregon Coast Highway in Curry County. The Commission took no action in the matter.

The Commission considered, and upon recommendation of the Chief Counsel and the Engineer, unanimously approved an agreement with the Medford Irrigation District covering the re-establishment of certain irrigation ditches and facilities belonging to the District as is necessary in connection with the relocation of the Medford-County Farm Section of the Pacific Highway in Jackson County. (The agreement was signed by the Commission later in the session.)

A delegation from Baker County, consisting of the members of the County Court and residents of the Eagle Valley and Pine Valley districts was present and urged improvement of the Baker-Homestead Highway between the City of Baker and Halfway Junction. The group was headed by Hon. Lloyd Rea, Baker County Judge, and included the following: R. M. Phipps, Huntington, and Gill C. Wright, Newbridge, County Commissioners; State Senator Roger Leonig, Haines; Carl Holman, Baker, President of the Commercial Club; Lowell Fuller, Baker, Member of the Commercial Club; George I. Scott, Baker, Chairman Highway Committee, Chamber of Commerce; Omer George, Baker, representing the Baker County Farm Bureau; Frank McDowell, Halfway, representing the Citizens Group of Pine Valley; Paul Brooks, Richland, representing the Citizens Group of Eagle Valley; and Steven Emery, Baker, representing the Baker Motel Association. Judge Rea urged the modernization of a 6.41-mile section of this highway between Love Bridge and Black Bridge which, he said, would complete the section of highway that has already been surveyed. He also asked for a survey of the section between Black Bridge and Richland. He pointed out that the highway serves a population of between 2,000 and 2,500 people and is the only means of their getting into Baker which is the County Seat and their trading center. He advised that the present road is very narrow and is very deserving of improvement. Senator Leonig stated that this highway serves two prosperous valleys and is the only means of entrance into those valleys. He also said that the road is an important instrument in the development of the Snake River, and, in his estimation, it is only fair that its improvement be given favorable consideration by the Commission. Mr. Fuller presented a brief in support of the oral arguments made in behalf of the modernization of the highway. He urged construction of the 6.41-mile section mentioned by Judge Rea as being the only uncomplete portion of the section between Love Bridge and Black Bridge. He pointed out that the highway is very narrow and cannot be traversed by big equipment without hazard; moreover, school busses cannot negotiate it without extreme danger. He also pointed out that considerable log hauling is being carried on over the highway with modern equipment, and that the highway is badly needed in emergencies, such as transporting people to hospitals in Baker, there being no hospital facilities closer

to the district served by this road. Mr. Fuller also presented pictures showing that large equipment cannot pass safely along this section of highway, and he advised that the County Court of Baker County is unanimously in favor of the improvement of this section. He presented for the Commission's consideration written endorsements from eleven organizations of Baker County in support of the request.

Mr. Scott declared that an improved highway is much more necessary now than when the survey was made. He inquired as to the Commission's plans for improvement of the road. At the request of the Commission, the Engineer advised that the Commission has no plans for the immediate improvement of the section under discussion. He pointed out that there still remains 21 miles of highway between Baker and Halfway Junction that have not been reconstructed, particularly mentioning three sections, one of which has been surveyed and is estimated to cost $300,000, the other two presently not surveyed which are estimated to cost $315,000 and $350,000 respectively.

Commissioner Reynolds thanked the delegation for its presentation and advised that the improvement of the highway involves a question of funds. The Commission, he said, does not have the funds available to finance improvement of the entire uncompleted section, but is going to find the money to construct the first five-mile section between Table Rock Creek and Black Bridge, which is estimated to cost $300,000, and he assured the group that such work will be accomplished in 1954 as a Federal Aid Secondary Highway Project.

Mr. Scott then advised that their group is also interested in the further improvement of the Old Oregon Trail between Ontario and Baker. He stated that traffic from the east passing through Idaho now is directed to Oregon via Weiser rather than via Ontario because a wider road is available, so the Ontario district is not getting the benefit of the eastern tourist traffic. He gave as their feeling that improvement of the Old Oregon Trail on the Oregon side of the river would be a great help in drawing attention to the Ontario district. He was informed by Chairman Chandler that the Commission appreciates the value of an improved highway along the Snake River, but does not have the funds available presently to finance such a project. This concluded the conference.

A delegation from the City of Oswego appeared before the Commission and requested (1) the widening of the Oswego Highway from the end of the four-lane highway section in the business district to Sucker Creek Bridge, and (2) a better signalization of the Southern Pacific Company's Railroad grade crossing on this street. Mr. Lee Stidd, Jr., City Councilman, headed the group which included Messrs. Glen Wilson and Dr. C. L. Stanley, members of the City Council, Paul Hebb, representing the Chamber of Commerce, Phil Hammond, City Attorney, and Robert Belknap, President of the Lions Club. Mr. Stidd declared that the present highway is too narrow to take care of the traffic that it now carries and at the same time allow the parking of automobiles along the highway shoulders. He said that the traffic volume is increasing, and that existing bad conditions are getting worse. He pointed out that extremely hazardous conditions exist because of the bottleneck that is created from changing over from a four-lane highway north of the railroad to a two-lane highway southerly therefrom. He also mentioned the problem of handling small children who are obliged to cross the highway going to and from

school. He suggested as a solution of their problem the widening of the highway pavement and construction of curbs on both sides of the highway between Leonard Street and Sucker Creek Bridge, a distance of about 1700 feet. As to the signalization of the railroad crossing, Mr. Stidd stated that a wigwag signal is now in place, but people disregard it because it is constantly in operation by reason of the switching of trains which causes the signal to operate almost continually. As a result of the discussion which followed, the Commission instructed the Engineer to make an investigation of the conditions and report his findings with an estimate of the cost to make the necessary corrections. The delegation was informed that the signalizing of the railroad crossing should be taken up with the Public Utilities Commissioner who has jurisdiction over such matters.

Messrs. Winton J. Hunt and Lyman Seely, members of the Chamber of Commerce of the City of Woodburn, were present and asked the Commission for an answer to their previous request for a traffic interchange between the Salem-Portland Expressway and a county road west of Woodburn. Chairman Chandler advised that the Commission had this matter under discussion, and has authorized the acquisition of right of way so the State will be in a position to construct such interchange later on at minimum expense when conditions appear to deem it a necessity. Mr. Hunt remarked that they have discussed this matter with the State Highway Engineer who suggested as a solution construction of a one-half cloverleaf connection. Such type of interchange, he said, would be adequate for this particular location and would satisfy the people of Woodburn, as well as those of St. Paul, Silverton, and Mount Angel. In concluding the discussion, Chairman Chandler mentioned that the Legislature is being requested to authorize the sale of additional bonds in the amount of $32,000,000, and unless the bonds are authorized, there is no chance for early construction of the interchange.

The following persons representing the US Highway 20 Association were present: Messrs. E. F. Gilkey, Mayor of the City of Newport, H. W. Curry, representing the Newport Chamber of Commerce, Kurt Kiesow and Frank Updike, representing the Toledo Chamber of Commerce, Vance Taylor, Corvallis, President of US Highway 20 Association, R. G. Rodriguez, Member of the Corvallis Chamber of Commerce, Fred Spures, representing the Lebanon Chamber of Commerce, Reese Esgar, representing the Foster Chamber of Commerce, Bud Donahue, Secretary of the Albany Chamber of Commerce, Brad Bradley, Secretary of the Sweet Home Chamber of Commerce, and Bill Niskanen, representing the Bend Chamber of Commerce. Mr. Gilkey headed the group and introduced the members. He thanked the Commission for the work that has been started on US Highway 20, and he advised they are interested in the possibility that there might be some money available through the issuance of bonds to further the improvement of this highway route. He presented a written brief containing a number of projects that the Association wants the Highway Commission to study and to consider in the formulation of future construction programs. Included therein were the following: (1) Early completion of the reconnaissance survey and economic study easterly from Toledo to a junction with the Alsea Highway at Philomath so that reconstruction of at least ten miles on this section can be placed on the schedule for completion; (2) Construction of a four-lane divided highway between Philomath and

Corvallis; (3) Establishment of a high water road between Albany and Corvallis; (4) Rebuilding of approximately seventeen miles between the south city limits of Lebanon and Willamette National Mill near the town of Foster where many serious accidents and some fatalities have occurred due to sharp curvature and low standard of roadway construction; and (5) Resurfacing and repairing of fifty-seven miles between Juntura and Vale in Malheur County. (For details, see copy of brief in General Files.) Mr. Kiesow requested improvements between Toledo and Corvallis, emphasizing the need to eliminate hazardous conditions that exist on Pioneer Mountain and on Little Elk Mountain. He also asked for construction of a four-lane highway between Philomath and Corvallis. Mr. Donahue endorsed the remarks of the other speakers, and presented pictures and newspaper clippings in support thereof which indicated why it is necessary to improve the highway between Albany and Corvallis. He suggested that the Commission should authorize the acquisition of right of way of sufficient width for a four-lane highway between these points, and construction of a two-lane facility now with two additional lanes to be added later when conditions justify them.

Chairman Chandler pointed out that the Commission now has a definite agreement with the City of Corvallis with respect to the construction of certain highway improvements in that area, but indications are that the City is not satisfied with the program. He mentioned that the City should make up its mind one way or the other so the Commission will know how to act. Speaking again, Mr. Donahue inquired if the Commission's agreement with the City of Corvallis precludes new construction between Corvallis and Albany. The US Highway 20 Association, he said, is seeking improvement of the highway in its entirety, and as a highway group the Association is not particularly interested with improvement in any individual city or town. He inquired if there is any possibility that the Commission will authorize a survey to be made of this section. He was informed by Chairman Chandler that no provision has been made in the present highway program for the Albany-Corvallis Highway, although certain sums have been provided for projects on US Highway 20 in other locations. Mr. Esgar requested the widening of the Santiam Highway between Foster and Sweet Home for four lanes of traffic. He urged a preliminary survey and purchase of right of way for a four-lane facility along the seventeen-mile section between Lebanon and Foster where, he said, many accidents occur.

Chairman Chandler advised that the Commission's construction program for this year provides for the resurfacing of the Santiam Highway between Foster and Noble Slough, the project to include widening from eighteen feet to twenty-two feet. Mr. Niskanen requested two projects: (1) Improvement of the twelve-mile section of the Central Oregon Highway westerly from the town of Hines, and (2) Improvement of the Juntura-Harper Junction Section which, he said, is narrow and in bad condition and should be included in any construction program or should be maintained in a better condition than it now is being maintained. Mr. Curry presented for the Commission's consideration a copy of a report prepared by Thomas J. Murray Company, Portland, for the Ports of Newport and Toledo being a "Port Potential Survey". He stated that it would be helpful to the cities of Newport and Toledo if they were able to say that the Highway Commission is going to improve the highway to these ports.

Chairman Chandler concluded the conference by advising that the Commis-

sion has provided in its five-year program a considerable sum of money to finance improvements on US Highway 20 He mentioned some of the projects that are included in that program, and particularly pointed out that the Commission plans to resurface this year the section between Juntura and Vale. He assured the group that US Highway 20 is receiving consideration in the Commission's long range program.

A delegation from Astoria, consisting of thirty-one members representing the Clatsop County Development League, was present regarding the re-routing of US 30 through the Astoria district. They were headed by Mr. Samuel H. Lee, owner of Lee Motel, who stated that they had requested a hearing before the State Highway Commission to express opposition to the relocation of Highway No. 101 across Youngs Bay as proposed by a delegation that appeared before the Commission during the morning session; however, after listening to what the Commission had to say to the other group, they decided not to present arguments at this time because they felt that the Commission is going to investigate all possible routes before taking any definite action with respect to adoption of the new route across Youngs Bay as has been proposed. He read aloud and filed with the Commission a prepared statement signed by their Secretary, Mr. L. D. Sorenson, together with a map on which was disclosed a routing that they recommended for adoption by the Commission so as to avoid traffic congestion through the City of Astoria. Mr. Lee pointed out that the route they propose starts at a point on US 30 at John Day River crossing, thence through a low pass, intersecting Highway 202 (Nehalem Secondary Highway) at a point near the old Cornelius Ranch, thence continuing across Youngs River at approximately Miles Crossing and connecting with the present highway (US 101) at a point opposite Camp Clatsop State Military Reservation south of Warrenton. He advised that this route would shorten travel distance for people travelling US 30 to the Clatsop County beaches by about ten miles, and will by-pass the City of Astoria where he said, there exists one of the worst traffic bottlenecks on the entire coast; moreover, it will ease the flow of traffic across the present bridges at Youngs River and Lewis and Clark River. The Commission accepted the brief and ordered it filed for future reference.

The following persons comprised a delegation from Lane County who asked the Commission to improve the Springfield-Creswell Highway (No. 222) between the west end of the new bridge over the Willamette River at Jasper and a connection with Highway No. 58 (Willamette Highway) near Pleasant Hill. Charles Buckel, Clem Cummins, and C. E. Funk, all of Jasper and O. C. Larson, Secretary, Springfield Chamber of Commerce. Mr. Buckel headed the group. He read aloud and presented a petition, signed by 600 residents of Jasper and vicinity, requesting the paving of this two and one-half mile section. He also presented letters from a number of industries in the district endorsing the project. He mentioned also that they want this improvement constructed on permanent alignment which is a deviation from the present location. The group was informed by Chairman Chandler that the Commission's construction program for 1954 contains provision for the project that they have in mind, but there are no funds available to finance the improvement this year.

Mr. J. S. Burres, Condon, was present regarding the Wasco-Heppner

State Secondary Highway, particularly the West Cottonwood Grade Section thereof. He thanked the Commission for lifting the reduced load limit on the Cottonwood Bridge, and he asked the Commission to continue improvement on the present highway location northwesterly thereof. He mentioned rumors to the effect that the highway is to be rerouted so as to miss the warehouse located on the present route. He was informed by the Engineer that the Commission has no plans presently to reroute the highway and that there are no funds available to finance its immediate improvement.

A delegation from Arlington, headed by Mr. Marion Weatherford, farmer, came before the Commission regarding the new highway construction on US 30 at Arlington. Others in the group were Messrs. Dick Logan, City Councilman, Foster Odom, City Councilman, and George McClasky, Businessman. Mr. Weatherford stated that the plans for the highway improvement only recently have come to their attention and that a study thereof indicates to them that more thought should be given to the protection of traffic that enters and crosses from the John Day Highway. He suggested construction of an interchange because of the heavy tonnage of wheat that has to be truck-hauled across US 30 at this point enroute to the terminal on the Union Pacific Railroad. The Commission referred the matter to the Engineer to investigate conditions on the ground with the members of the delegation. He is to report his findings to the Commission.

The Engineer reported a request from Senator Elmo E. Smith and Representative Edward A. Geary, Chairmen of the Senate and House Roads and Highway Committees, respectively, that George Hester be authorized to attend a meeting of the Western Interstate Committee on Highway Policy Problems in Salt Lake City on January 31, 1953. He recommended approval of the request and advised the out-of-state travel expense would be approximately $140. The Commission approved the recommendation.

Chairman Chandler reported a request from Mr. A. G. Flegel, Mayor of the City Roseburg, for an engineering investigation concerning a certain city-county bridge project in the City of Roseburg. The Commission authorized the Engineer to advise the City and the County regarding this problem upon receipt of a formal request in writing from the City Council and the County Court.

Chairman Chandler brought up for discussion the Commission's condemnation action against Wilbur F. Badley, et ux, concerning acquisition of right of way needed for the proposed improvement of the Oregon Coast Highway at Otter Crest. He gave as his feeling that $20,000 is plenty to pay for the property in view of the benefits the Badleys are receiving from the highway improvement. Commissioner McIver declared himself similarly. The Chief Counsel was instructed to offer such amount to the owners and to pursue the case if it is refused. The Chief Counsel suggested if the Badleys do not accept the offer that construction of the parking area and loop road connection be deleted from the plan. The Commission approved the suggestion.

Chairman Chandler advised that Mr. Edward Stanton, Vice President and General Manager of the S. P. & S. Railway has requested detailed information concerning the plans for construction of the T. H. Banfield Expressway across railroad property on Unit No. 1 of this highway. The Right of Way Engineer was instructed

to contact the Company's Chief Engineer, Mr. Carl Thomas, at once and give him as much information as is available at this time.

A request was presented from Dr. Homer Rush, Portland, for permission to obtain a truck load of cinders from a State Highway Cinder Pit near Metolius, Jefferson County, for use in constructing footpaths on his premises in Portland. The Commission granted the request in view of the small amount of material that Dr. Rush desires.

The Commission discussed briefly a request from Senator Howard C. Belton for additional improvements to 82d Street (Cascade Secondary Highway) between Portland and Oregon City. The Engineer advised that an amount of $200,000 has been provided in the five-year program to finance a project on this highway between Flavel Street, Portland, and King Road, the work to be done in 1955. The Commission decided unanimously to adhere strictly with the present program for improvement of this highway.

Chairman Chandler brought up for discussion the making of trips this summer to inspect highway construction completed and underway. The Engineer was instructed to prepare itineraries for two or three trips of one week's duration each. He was also instructed to arrange for the purchase of a new seven passenger automobile of the Cadillac type, and to have it available for use on these contemplated trips.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 4:45 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Necanicum Rock Production and Surfacing Project on three state highways and two state park roads in Clatsop County: The Commission received five bids for this job, the low one being that of Calkins Crushing Company, Oceanlake, at $48,950.00. The contract has been awarded to the low bidder at its bid price.

"Grading and oil mat surfacing on the East Unit, Deschutes County Line-Prineville Section of the O'Neil Secondary Highway west of Prineville, Crook County: Durbin Brothers, Eugene, submitted the low bid for this work in the amount of $95,511.50. Ten higher bids were received. The bid of Durbin Brothers in the sum of $95,511.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading on the Brushes Creek-Rinehard Creek Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County: Of the six bids received for this work, the low one was submitted by Fred H. Slate Company Oregon Limited and E. C. Hall Company, Portland, in the sum of $648,682.50. The bid of Fred H. Slate Company Oregon Limited and E. C. Hall Company in the sum of $648,682.50 is accepted, and the Engineer is

instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading on the Deady-Winchester Unit, Deady-Shady Section of the Pacific Highway about eight miles north of Roseburg in Douglas County: The Commission received eleven bids for this job, White Brothers Company, Walla Walla, Washington, having submitted the low one in the amount of $524,152.50. The bid of White Brothers Company in the sum of $524,152.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading, rock base and paving, and construction of one timber bridge on the Arlington-Heppner Junction Section of the Columbia River Highway east of Arlington, Gilliam County: Goodfellow Brothers, Inc., Wenatchee, Washington, submitted the low bid for this work at $1,052,192.50. The Commission received eleven higher bids. The bid of Goodfellow Brothers in the sum of $1,052,192.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Arlington-Service Creek Rock Production Project on three state highways in the vicinity of Arlington and Condon in Gilliam and Wheeler Counties: Of the seven bids received for this job, E. H. Itschner Company, Molalla, submitted the low one at $79,177.50. The Commission has awarded the contract to the low bidder at its bid price.

"Ochoco Junction-Prairie City Rock Production Project on the John Day and Beech Creek Highways, Grant County: Six bids were received for this work, that of E. H. Itschner Company, Molalla, being the low one at $47,880.00. The contract has been awarded to the low bidder at its bid price.

"Rogue River Loop Secondary Highway Rock Production Project west of Grants Pass, Josephine County: Only two bids were submitted for this work, the low one being that of M. C. Lininger & Sons, Medford, in the amount of $34,160.00. The Commission awarded the contract to the low bidder at its bid price.

"Foster-Toll Creek Rock Production Project on the Santiam Highway east of Foster in Linn County: Homer G. Johnson, Portland, submitted the low bid at $52,322.50. Three higher bids were received. The bid of Homer G. Johnson in the sum of $52,322.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Grading and selected roadbed topping on the Turner Road-Battle Creek Junction Unit, Salem By-pass Section of the Pacific Highway East, south and east of Salem, Marion County: The Commission received twelve bids for this work, the low one being that of Roy L. Houck and Son, Salem, at $494,971.00. The bid of Roy L. Houck & Son in the sum of $494,971.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon

as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of twin reinforced concrete viaducts on the Cereghino Overcrossing of the Union Pacific Railroad Company tracks on the T. H. Banfield Expressway west of Fairview, Multnomah County: Of the nine bids received for this work, Carl M. Halvorson, Inc., Portland, submitted the low one at $207,370.00. The bid of Carl M. Halvorson, Inc. in the sum of $207,370.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of a reinforced concrete viaduct 130 feet in length to carry T. H. Banfield traffic over a connection to Multnomah Street at 92d Avenue in Portland, Multnomah County: United Builders, Inc., Beaverton, submitted the low bid for this work at $67,393.00. Four higher bids were received. The Commission has awarded the contract to the low bidder at its bid price.

"Construction of a reinforced concrete viaduct 107 feet in length known as the Lyle Ferry Road Undercrossing, on the Columbia River Highway west of Rowena in Wasco County: The Commission received four bids for this work, the low one being that of Johnson & Bryant, Newberg, at $23,865.00. Johnston & Bryant have been awarded the contract at their bid price.

"Rock base and paving on the Boones Ferry Road-Willamette River Unit, Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in the vicinity of Tualatin, in Washington and Clackamas Counties: Rogers Construction Company, Inc., Portland, submitted the low bid for this work in the amount of $435,410.00. Ten higher bids were received. The Commission has awarded the contract to the low bidder at its bid price."

The Commission considered and signed agreements, etc., as follows:

"Grant of Easement" granting to Pacific Portland Cement Company roadway easement across State Highway property on Rock Point-Blackwell Hill Section of US 99, Jackson County.

"Indenture" re sale to Mr. T. H. Richmond of a portion of Lot 5, Block 4, Rainbow Addition to Reedsport.

Agreement with Eagle Lodge No. 123 IOOF, Richland, Oregon, to compromise a discrepancy in boundary line between State Highway property and Lodge property in Richland.

Agreement with the Southern Pacific Company and the Central Pacific Railroad Company with reference to the maintenance of drainage structures on the revised location of the Willamette Highway around Meridian Dam.

Agreement with Josephine County re abandonment of right of way on the old route of the Redwood Highway on Hayes Hill.

Agreement with the City of Coos Bay covering the proposed traffic signal installation at the intersection of Central Avenue (Empire-Coos Bay Highway) and 4th Street in Coos Bay.

Lease agreement with Ronald E. Phair covering rental of land in "wye" connection of Klamath Falls-Lakeview and Klamath Falls-Malin Highway 4 miles east of Klamath Falls.

Agreement between the State and Douglas County covering construction of the Elkhead Road-Rice Hill Unit of the Divide-Rice Hill Section of the Pacific Highway.

Agreement between the State and Douglas County covering construction of the South Umpqua River-Fairgrounds Unit of the Deady-Shady Section of the Pacific Highway.

Agreement between the State and Douglas County covering construction of the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway.

Agreement with City of Roseburg covering the proposed traffic signal installation on Stephens Street (US 99) in City of Roseburg.

Extension Agreement with MacWilkins, Cole & Weber covering certain services and work in connection with Highway Commission's Travel Bureau, the period of extension to terminate on the twenty-fifth day of February, 1954.

Agreement with the Medford Irrigation District covering the proposed relocation of a section of the Pacific Highway in Jackson County, which section is known and described as the Medford-County Farm Section of the Pacific Highway.

The meeting adjourned at 4:50 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

January 22, 1953

EXHIBITS "A" through "J"

Minutes of

January 21 and 22, 1953

EXHIBIT "A"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

WEST PORTLAND HARBOR DRIVE EXPRESSWAY

19396 - Holmes, Walter J. and Sarah J. (Johnson)
Right of Way
Option expires February 25, 1953

Lot - 100x125.	$1,000.00
House - 1356 sq. ft.	5,250.00
Amount to be paid owner - chrg to Right of Way	$6,250.00

Takes all -

19900 - Renner, Alvin B. and Louise A. Mary A. Fitzwater (Smith)
Right of Way
Option expires May 22, 1953

71,400 sq. ft. at $0.093+ sq. ft.	$6,645.00
House - 1200 sq. ft.	1,800.00
Well and jet pumping equipment.	460.00
63 rods of fence at $1.50+ per rod.	95.00

(cont.)

EXHIBIT "A" (cont.)

WEST PORTLAND HARBOR DRIVE EXPRESSWAY (cont.)

19900 - Renner, Alvin B. and Louise A. Mary A. Fitzwater (cont.)

Amount to be paid owner - chrg to Right of Way $9,000.00

Access controlled - no access allowed

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19649 - Naas, Isla (Johnson)
Right of Way
Option expires July 4, 1953

0.376 acre at $1,500 per acre.	$564.00
Damage - due to leaving odd-shaped ground.	200.00

Amount to be paid owner - chrg to Right of Way $764.00

THINGS TO BE DONE BY THE STATE:

Construct 12' driveway entrance, north side of Bonita Rd. connection, Station A-26+87.54.

Access controlled - to West Portland Hubbard Highway

19865 - Scheckla, Mary Norman and Sadie Taylor and Ida Myers
Right of Way (Johnson)
Option expires July 8, 1953

1.69 acres.	Lump Sum.	$235.00

Amount to be paid owner - chrg to Right of Way $235.00

Access controlled - to West Portland Hubbard Highway only

19577 - Froman, Walter C. and Clara L. (Johnson)
Right of Way
Option expires March 5, 1953

1600 sq. ft. at $0.20 per sq. ft.	$320.00
Allowance - to move 135' of hedge, trees and shrubs.	535.00

Amount to be paid owner - chrg to Right of Way $855.00

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

19577 - Froman, Walter C. and Clara L. (cont.) (Johnson)

THINGS TO BE DONE BY THE STATE:

State to reestablish present driveway entrances at Stations 5+00 and 5+85.

Access not controlled - Haines Road grade separation

ZIG ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

15224 - Echelberry, Earl A. and Ruth D. (Johnson)
Right of Way
Option expires July 6, 1953

Damages-for driveway, wooden bridge and landscaping $1,500.00

Amount to be paid owner - chrg to Right of Way $1,500.00

THINGS TO BE DONE BY THE STATE:

Reestablish two approaches at Stations 989+60 and 990+70, south side, for private use.

Access controlled -

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY

16282 - Zener, J. W. and Mildred A. - Wm. C. & O. Belle Leuthold.
Right of Way Cont. Pur. (City of Springfield)
Warranty Deed signed November 18, 1952

16,800 sq. ft. Gratis
+5' slope easement on both sides of highway.

Access not controlled -

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE RICE HILL SECTION - PACIFIC HIGHWAY

19470 - Boucock, H. L. and Jeanette (Gemmell)
Right of Way
Option expires July 5, 1953

EXHIBIT "A" (cont.)

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19470 - Boucock, H. L. and Jeanette (cont.) (Gemmell)

2.3 acre. Lump Sum.	$300.00	
Allowance - 132 rods of fence at $4. per rod	528.00	
Amount to be paid owner - chrg to Right of Way		$828.00

Access controlled - no access allowed

19473 - Brawn, Sumner W. and Dorothy E. (Holt)
Right of Way
Option expires June 29, 1953

0.09 acre. Lump Sum.	$25.00	
Allowance - 10 rods of fence at $4. per rod.	40.00	
Amount to be paid owner - chrg to Right of Way		$65.00

Access controlled - no access allowed

19476 - Mulkey, Edwin K. and Bessie G. (Holt)
Right of Way
Option expires June 23, 1953

5.16 acres at $250. per acre.	$1,290.00	
Allowance - 58 rods of fence at $4. per rod.	232.00	
Amount to be paid owner - chrg to Right of Way		$1,522.00

Access controlled - no access allowed

19671 - Boucock, H. L. and Jeanette H. (Gemmell)
Quarry Site
Option expires July 5, 1953

31.1 acres at $188.+ per acre.	$5,868.00	
2.8 acres. Lump Sum.	326.00	
Amount to be paid owner - chrg to Quarry Site		$6,194.00

THINGS TO BE DONE BY THE STATE:

Grantors have right to construct irrigation ditch across property, when and where it is compatible with highway operations.

(cont.)

EXHIBIT "A" (cont.)

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19671 - Boucock, H. L. and Jeanette H. (cont.) (Gemmell)

THINGS TO BE DONE BY THE STATE: (cont.)

State to rock haul road.
State to fence quarry, or be held liable for livestock injury. Est. 290 rods of fence at $6. per rod. $1,740.00

GRAND TOTAL (Estimate) Charged to Quarry Site $7,934.00

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18524 - McLain, W. H. and Lucille (Stuntz)
Right of Way
Option expires June 29, 1953

8.33 acres at $750. per acre.	$6,248.00
Loss of access-necessitating owner building new 1200' Rd. to Co. Rd.	1,000.00
69 rods of woven wire fence at $5. per rod.	345.00
Allowance - for fish pond, flowers & shrubs.	200.00
General damages.	3,207.00
Amount to be paid owner - chrg to Right of Way	$11,000.00

THINGS TO BE DONE BY THE STATE:

State will place a conduit for owner's water pipe line, 4" diameter at approx. Station 2688+50, when highway constructed.

Access controlled - no access allowed

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

19425 - Hill, Alfred R. and Olive A. (Gemmell)
Right of Way
Option expires July 6, 1953

0.35 acre.	Lump Sum.	$400.00
Allowance - 47 rods of fence at $4. per rod		188.00
Amount to be paid owner - chrg to Right of Way		$588.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

19424 - School Dist. #4 - Roseburg (Gemmell)
Right of Way
Option expires July 5, 1953

0.88 acre.	$500.00	
Allowance - 48 rods of cyclone fence.	500.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

THINGS TO BE DONE BY THE STATE:

Convey to the grantor above that portion of property acquired from Wilbur Lbr. Co. File No. 19584, 0.86 acre, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

State to fill and level general area to be deeded.

Access controlled - no access allowed

19419 - Holcomb, Charles H. and Lucille (Gemmell)
Right of Way
Option expires May 9, 1953

12.48 acres at $350.+ per acre.	$4,350.00	
2 wells.	1,000.00	
1500 gal. storage reservoir.	250.00	
House - 768 sq. ft. at $8.+ per sq. ft.	6,250.00	
Allowance - 140 rods of fence at $4. per rod	560.00	
Total Consideration		$12,410.00
Plus low bid for moving one house and one triplex. (Lammers)		4,812.00
Amount to be paid owners - chrg to Right of Way		$17,222.00

Access controlled - no access allowed

19584 - Wilbur Lumber Co. (Gemmell)
Right of Way
Option expires July 5, 1953

0.95 acre at approx.$750. per acre.	$700.00	
Amount to be paid owner - chrg to Right of Way		$700.00

(cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

19584 - Wilbur Lumber Co. (cont.) (Gemmell)

THINGS TO BE DONE BY THE STATE:

Convey to the grantor above 2 acres acquired from the Van E. Woodward File No. 19423, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission is no longer needed, required, or useful for highway purposes.

State has right to enter property deeded to grantor for purpose of regulating channel of the stream thereon.

Access controlled - no access allowed

GREEN STATION-CANYONVILLE SECTION - PACIFIC HIGHWAY

18923 - Forrest, Carl A. and Lucille L. (Jones)
Gravel Bar
Option expires July 11, 1953

10.28 acres at $300. per acre. $3,084.00

Amount to be paid owner - chrg to Gravel Bar $3,084.00

This option subject to easement of Pac. Tel. & Tel. Cable crossing.

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

19770 - Cook, Earl H. and Ida M. (Stuntz)
Right of Way
Option expires July 6, 1953

1.11 acre at $500. per acre. $555.00

Amount to be paid owner - chrg to Right of Way $555.00

Takes all -

19769 - Cooper, E. H. and Irene M. E. H. and Ida M. Cook
Right of Way (Stuntz)
Option expires July 5, 1953

(cont.)

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

19769 - Cooper, E. H. and Irene M. E. H. and Ida M. Cook (cont.)

0.28 acre. Lump Sum. $75.00

Amount to be paid owner - chrg to Right of Way $75.00

Takes all -

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

19619 - Ottinger, J. C. and Gertrude (Stuntz)
Scale Site
Option expires June 28, 1953

0.21 acre. Lump Sum. $500.00

Amount to be paid owner - chrg to Miscellaneous Sites $500.00

Access controlled -

LOWER FOUR MILE SECTION - OREGON COAST HIGHWAY

19761 - Rauschert, Edward R. and Elsie (Jones)
Right of Way
Option expires July 6, 1953

0.32 acre at $450.+ per acre. $150.00

Amount to be paid owner - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE:

Fence right of way with 32" woven wire, approximately 33 rods of fence at $6. per rod. Est. $198.00

GRAND TOTAL (Estimate) Charged to Right of Way $348.00

Access controlled - between Stations 380+66 to 386+00.

19760 - Gearhart, Clarence R. and Betty M. Forest E. and Lauro Leona Miller
Right of Way
Option expires July 5, 1953 (Jones)

0.58 acre. Lump Sum. $150.00

Amount to be paid owner - chrg to Right of Way $150.00

Access controlled - between Station 377+50 to Station 388+70

(cont.)

EXHIBIT "A" (cont.)

LOWER FOUR MILE SECTION - OREGON COAST HIGHWAY (cont.)

19759 - Alexander, Mark H. and Phillis N. — Frances E. & Lowell D. Steddom (Jones)
Right of Way
Option expires July 5, 1953

.3 acre. Lump Sum. $75.00

Amount to be paid owner - chrg to Right of Way $75.00

Access controlled - only on property abutting right of way purchased.

ROWENA-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17448 - Clark, Lillian L. — F. H. & Isabelle M. Stroh, Cont. Pur. (Witt)
Right of Way
Option expires June 16, 1953

19,602 sq. ft. at $0.12½ per sq. ft $2,450.00

Amount to be paid owner - chrg to Right of Way $2,450.00

Access controlled - no access allowed

17467 - Dixon, Joe R. and M. Lorraine (Witt)
Right of Way
Option expires June 25, 1953

40,000 sq. ft. at $0.075 per sq. ft.	$3,000.00
House - 848 sq. ft.	4,664.00
Garage - 408 sq. ft.	125.00

Amount to be paid owner - chrg to Right of Way $7,789.00

Access controlled - no access allowed

LA GRANDE-ISLAND CITY SECTION - WALLOWA LAKE HIGHWAY

19744 - Walker, Elva M. (Brainerd)
Drainage Easement
Easement signed January 7, 1953

0.012 acre. Gratis

Access not controlled -

EXHIBIT "A" (cont.)

LA GRANDE-ISLAND CITY SECTION - WALLOWA LAKE HIGHWAY (cont.)

19746 - Bergeron, Harvey and Coral M. (Brainerd)
Drainage Easement
Easement signed January 6, 1953

0.005 acre. Gratis

Access not controlled -

LOSTINE SECTION - WALLOWA LAKE HIGHWAY

18915 - Clark, Edith Haun Supplemental Report
Right of Way
Option expired November 14, 1952

Allowance to owner to construct head gate in lieu of previous agreement. $100.00

Amount to be paid owner - chrg to Right of Way $100.00

Previous option approved May 26, 1952, included:

4.72 acres and fencing. $2487.50
State to construct wooden head gate in existing ditch opposite Station 1137+30 and an irrigation ditch extending therefrom to a point at or near Station 1131+50, both outside and along northerly R/W line. Estimated cost $400. (State is still to construct the ditch)

State to construct 16' approach at Station 1137+00.

Access controlled -

HARPER-TUNNEL SECTION - CENTRAL OREGON HIGHWAY

19648 - Coyne, Philip (Landon)
Quarry and Stockpile Site
Option expires June 29, 1953

14.3 acres at $75.00 per acre. $1,072.50

Amount to be paid owner - chrg to Quarry Site $1,072.50

Grantor reserves the right to use existing trail across property.

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY

19764 - Santiam Lumber Co. (Benner)
Waste Material Area
Waste Permit signed Jan. 9, 1953 for duration of Project

2.23 acres. Gratis

LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

18026 - Schrabener, Jacob M. (Cozad)
Right of Way
Option expires May 21, 1953

24.17 acres at $100. - per acre.	$2,400.00
Allowance - to grantor for temporary road approach construction.	200.00
Allowance - for loss of business, 55 days at $15. per day. (moving.)	825.00
Plus low bid for moving - Dent Bros. Est.	17,900.00
Holman - $19,300.00	
Burt - 30,238.00	
Baumback - 24,274.00	

Amount to be paid owner - chrg to Right of Way Est. $21,325.00

THINGS TO BE DONE BY THE STATE:

Construct two private accesses, East side, 25' wide at Station 1141, and West side, at Station 1148. Construct two accesses 40' wide at Station 1137, west side, and Station 1145, west side, for operation of existing motel, service station, grocery and future restaurant.

Access controlled -

ARLINGTON SECTION - COLUMBIA RIVER HIGHWAY

19498 - Clough, A. B. and Ruth I. (Brainerd)
Right of Way
Option expires July 1, 1953

36.5 acres at $10. per acre.	$365.00
45 sq. ft. at $2. per sq. ft.	90.00
11,281 sq. ft. at $0.80 per sq. ft.	8,849.25
Warehouse - 4962.5 sq. ft. at $0.10 per sq. ft.	496.25

(cont.)

EXHIBIT "A" (cont.)

ARLINGTON SECTION - COLUMBIA RIVER HIGHWAY (cont.)

19498 - Clough, A. B. and Ruth I. (cont.) (Brainerd)

Amount to be paid owner - chrg to Right of Way $9,800.50

THINGS TO BE DONE BY THE STATE:

Re-establish fencing between Stations 36+00 and 83+00, southerly side. Est. 285 rods of fence at $6. per rod. 1,710.00
Two accesses granted at Stations 16+78 and 17+79, southerly side, 40' wide, for existing service station, and at Station 17+21, northerly side, 40' wide, for future motel and service Station.

GRAND TOTAL (Estimate) Charge to Right of Way $11,510.50

Access controlled -

19499 - Smythe, A. C. and Clara Y. Roy & Mildred Wheelhouse
Right of Way (Brainerd)
Option expires June 17, 1953

5250 sq. ft. at $1. per sq. ft.	$5,250.00
Building - 1586 sq. ft.	8,724.38
Basement - 223.25 sq. ft.	446.50
Damages.	9,975.00

Amount to be paid owner - chrg to Right of Way $24,395.88

THINGS TO BE DONE BY THE STATE:

Access granted at Station 19+56, south side, 35' wide, for existing garage activity.

Access controlled -

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19656 - Knudsen, A. F. and Marguerite A. (Johnson)
Right of Way
Option expires July 12, 1953

0.47 acre at $1,200. per acre. $564.00

Amount to be paid owner - chrg to Right of Way $564.00

Access controlled - to West Portland-Hubbard Highway

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

19813 - Thomas, Dwight W. and Charlotte E. (Johnson)
Right of Way
Option expires July 12, 1953

0.04 acre and restriction of access. $450.00

Amount to be paid owner - chrg to Right of Way $450.00

Access controlled - no access allowed

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19651 - Ames, R. Max and Irene D. (Reeder)
Right of Way
Option expires July 5, 1953

0.09 acres. Lump Sum. $36.00
Allowance - 9 rods of woven wire fence at $3.50 per rod, and removal of 4 rods at $2.50 41.50

Amount to be paid owner - chrg to Right of Way $77.50

Access controlled - no access allowed

ARLINGTON-HEPPNER JUNCTION SECTION - COLUMBIA RIVER HIGHWAY

19507 - Weed, J. D. and Sylvia M. (Brainerd)
Right of Way
Quitclaim Deed signed 1-5-53

575 sq. ft. Lump Sum. $100.00

Amount to be paid owner - chrg to Right of Way $100.00

Takes all -

LAPINE-FOREST BOUNDARY UNIT OF LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

19368 - Alexander, LaVere (Landon)
Right of Way
Option expires March 9, 1953

EXHIBIT "A" (cont.)

LAPINE-FOREST BOUNDARY UNIT OF LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

19368 - Alexander, La Vere (cont.) (Landon)

3.48 acres at $200. per acre.	$696.00
House - 893 sq. ft.	3,125.00
Pump house - 52.5 sq. ft.	105.75
Lawn, shrubs and flower beds.	480.00
Dug well,	150.00
Large septic tank.	100.00
Allowance - to move shop, woodshed, and chicken house.	197.50

Amount to be paid owner - chrg to Right of Way $4,854.75

THINGS TO BE DONE BY THE STATE:

State to construct private access at Station 793+75, East side, for residential use.

Access controlled -

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19478 - Wilson, D. C. and Bertha L. (Holt)
Right of Way
Option expires July 15, 1953

5.08 acres at $300. - per acre.	$1,500.00
Damages-severance etc.	6,500.00
Allowance - 134 rods of fence at $4. per rod	536.00

Amount to be paid owner - chrg to Right of Way $8,536.00

Access controlled - no access allowed

19481 - Metz, Ben P. and Edith L. (Byrum)
Channel Change Easement
Option expires July 11, 1953

1.13 acres at $250. per acre.	$280.00
Allowance - 30 rods of fence at $4. per rod.	120.00

Amount to be paid owner - chrg to Right of Way $400.00

Access not controlled -

EXHIBIT "A" (cont.)

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19482 - Sheets, Dewey N. and Edith L. (Byrum)
Right of Way
Option expires June 28, 1953

0.2 acre. Lump Sum.	$60.00	
Allowance - 18 rods of fence at $4. per rod.	72.00	
Amount to be paid owner - chrg to Right of Way		$132.00

Access controlled - no access allowed

19490 - Strong, Mary N. and E. F. (Byrum)
Right of Way
Option expires June 17, 1953

1 acre. Lump Sum.	$500.00	
4.08 acres at $300. per acre.	1,220.00	
Allowance - 71 rods of fence at $4. - per rod.	280.00	
Amount to be paid owner - chrg to Right of Way		$2,000.00

Access controlled - no access allowed

19486 - Warner, Ernest and Leta E. (Byrum)
Right of Way
Option expires July 11, 1953

10 acres at $300. per acre.	$3,000.00	
5.15 acres at $175. per acre.	900.00	
Easement for drainage.	150.00	
Allowance - for removal of barn.	250.00	
Allowance - 350 rods of fence at $4. per rod.	1,400.00	
Damages.	3,300.00	
Amount to be paid owner - chrg to Right of Way		$9,000.00

THINGS TO BE DONE BY THE STATE:

State to place a 4" pipe under highway at Station 988+00.
State to construct overpass, 16' wide at Station 982+00.
(On construction plans.)

Access controlled - no access allowed

(cont.)

21198

EXHIBIT "A" (cont.)

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19489 - Thorp, Georgena E. (Byrum)
Right of Way
Option expires July 4, 1953

410 sq. ft.	Lump Sum.	$50.00
Amount to be paid owner - chrg to Right of Way		$50.00

Access controlled - no access allowed

NORTH UNIT-BEND-LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY

19626 - Brooks-Scanlon Inc. (Cozad)
Right of Way
Option expires July 12, 1953

117.40 acres at $50. per acre.	$5,870.00
Amount to be paid owner - chrg to Right of Way	$5,870.00

Access controlled - no access allowed

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19487 - Knopp, Raymond H. and Vera F. (Byrum)
Right of Way
Option expires July 14, 1953

8.02 acres at $250. per acre.	$2,005.00
Allowance - 200 rods of fence at $4. per rod.	800.00
Damages.	2,195.00
Amount to be paid owner - chrg to Right of Way	$5,000.00

Access controlled - no access allowed

CITY OF SPRINGFIELD SECTION - McKENZIE HIGHWAY

18797 - Vik, Albert & Bertha Supplemental Report (Reeder)
Right of Way
Option expired October 3, 1952

(cont.)

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - Mc KENZIE HIGHWAY (cont.)

18797 - Vik, Albert & Bertha (cont.) Supplemental Report (Reeder)

(Reimbursement)
Allowance for 1952-53 taxes. $195.00
Previously approved 4-21-52 $16,900.00

Amount to be paid owner - chrg to Right of Way $17,095.00

Takes all -

ARLINGTON-ROCK CREEK SECTION - JOHN DAY HIGHWAY

19894 - Krebs Bros. (Landon)
Quarry & Stockpile Site
Option expires July 15, 1953

9.40 acres at $20. per acre. $188.00

Amount to be paid owner - chrg to Quarry Site $188.00

Grantor reserves right to use existing road, and graze sheep on property, provided it does not interfere with grantees use of property.

FOREST BOUNDARY-HAUSER SECTION - PACIFIC HIGHWAY

19676 - Gay, Lela P. (Gemmell)
Right of Way
Option expires July 13, 1953

2.9 acres at $100. per acre. $290.00
10,000 BF of timber at $6. per MBF. 60.00

Amount to be paid owner - chrg to Right of Way $350.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 295, southeasterly side, for private use.

Access controlled -

EXHIBIT "A" (cont.)

FOSSILL-CONDON SECTION - JOHN DAY HIGHWAY

19895 - Shaffer Brothers (Landon)
Quarry Site
Option expires July 14, 1953

8.07 acres at $20. per acre. $161.40

Amount to be paid owner - chrg to Quarry Site $161.40

THINGS TO BE DONE BY THE STATE:

Construct a cattle guard in haul road, or roads, and gate on one side of cattle guard. Grantor reserves right to range cattle on said property and use existing road and cattle pass under highway.

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY SHADY SECTION - PACIFIC HIGHWAY

18526 - Kohlhagen, William and Clara (Stuntz)
Right of Way
Option expires July 13, 1953

0.35 acre. Lump Sum. $10.00

Amount to be paid owner - chrg to Right of Way $10.00

Access controlled - no access allowed

COQUILLE-DOUGLAS COUNTY LINE SECTION - COOS BAY-ROSEBURG HIGHWAY

19578 - Warren, J. F. and Ella Leonia (Norlin)
Exchange property
Deed signed January 9, 1953

0.13 acre exchange, for 0.13 acre.

THINGS TO BE DONE BY THE STATE:

Convey to the grantors above 0.13 acre, being the Northerly 30 feet of that 1.85 acre tract acquired from the Warrens by deed dated June 13, 1951, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

NORTH UNIT-BEND-LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY

19595 - McCann, G. W. (Cozad)
Right of Way
Option expires July 14, 1953

12.75 acres at $50. per acre.	$637.50
Allowance - to move signs from right of way.	175.00
Amount to be paid owner - chrg to Right of Way	$812.50

THINGS TO BE DONE BY THE STATE:

Private road now in existence, Station 200, west side, to be allowed.

Access controlled -

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

19561 - Kitto, Pete and Marie K. (Witt)
Right of Way
Option expires July 15, 1953

1.55 acres at $50. per acre.	$77.50
Allowance - 58 rods of fence at $5. per rod.	290.00
Amount to be paid owner - chrg to Right of Way	$367.50

Access controlled - no access allowed

HEPPNER JUNCTION - ARLINGTON SECTION - COLUMBIA RIVER HIGHWAY

19811 - Marti, John and Phyllis Virginia (Brainerd)
Right of Way
Option expires July 25, 1953

2.78 acres at $300. per acre.	$834.00
Allowance - 16 rods of fence at $3. per rod.	48.00
Amount to be paid owner - chrg to Right of Way	$882.00

THINGS TO BE DONE BY THE STATE

Protect and re-establish irrigation system.
Private access granted at Station 16+00, westerly side to Heppner Highway.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19477 - Hostetler, Elmer
Right of Way
Option expires July 19, 1953

10.79 acres at $300. per acre.	$3,237.00
1 acre at $125. per acre.	125.00
Allowance - for 92 rods of fence at $4. per rod	368.00
Amount to be paid owner - chrg to Right of Way	$3,730.00

Access controlled - no access allowed

19470 - Boucock, H. L. and Jeanette H. (Gemmell)
Pipe line Easement
Option expires July 5, 1953

0.6 acre. Lump Sum.	$100.00
Amount to be paid owner - chrg to Right of Way	$100.00

Access not controlled -

19479 - Hostetler, Elmer (Holt)
Right of Way and Borrow Pit
Option expires July 19, 1953

12.26 acres at $300. per acre.	$3,678.00
14.10 acres at $200. per acre.	2,820.00
Allowance - 170 rods of fence at $4. per rod.	680.00
Spring.	500.00
Amount to be paid owner - chrg to Right of Way	$7,678.00

Access controlled - no access allowed

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18990 - West, George E. Trustee (Norlin)
Right of Way & Right of Way Easement
Option expires July 18, 1953

5.96 acres at $1,370.+ per acre.	$8,200.00
Damages.	1,800.00
Amount to be paid owner - chrg to Right of Way	$10,000.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19483 - Lasswell, Sidney et al (Byrum)
Right of Way & Borrow Pit
Option expires July 14, 1953

7.62 acres at $200. per acre.	$1,524.00
20.00 acres at $175.00 per acre.	3,500.00
Allowance - 110 rods of fence at $4. per rod.	440.00
Damages.	5,526.00
Amount to be paid owner - chrg to Right of Way	$11,000.00

THINGS TO BE DONE BY THE STATE:

Reconstruct and reconnect existing road at a point 50 feet north of North line of Lasswell property.

Access controlled - no access allowed

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

16224 - Frantz, Charles H. and Genevieve (Landon)
Right of Way
Option expires April 30, 1953

5.44 acres containing 37,000 cu. yds of sand and gravel at $0.31+ per cu. yd.	$11,570.00
3.00 acres at $1000. per acre.	3,000.00
Allowance - loss of two wells.	300.00
- to remove and reestablish 1600' of 2" water pipe, at $0.40 per lin. ft.	640.00
Amount to be paid owner - chrg to Right of Way	$15,510.00

THINGS TO BE DONE BY THE STATE:

Construct concrete catch basins, with diversion gates.
Grantor reserves right to remove sand and gravel from Easterly side of right of way. (This reservation to expire November 1, 1957.)
Permit of entry and permit for State to extend 300' of 20' width paved road from Taylor property.

Access controlled - no access allowed

21204

EXHIBIT "B"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of parcels of land along and adjacent to the Oregon Coast Highway, described as follows:

Parcel No. 1. A parcel of land lying in Block 4, E. B. Dean & Company's Second Addition to the Town of Marshfield, City of Coos Bay Coos County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 185, page 314, Deed Records of Coos County, said parcel being described as follows: That portion of said property lying easterly of the following described line:

Beginning at a point on the north line of said Block 4 which is also the south line of Central Avenue at a point which is 68.11 feet east of the northwest corner of said Block 4, said northwest corner also being the intersection of the south line of Central Avenue and the east line of Front Street; thence south 10° 13' 30" West 44.56 feet; thence South 9° 25' 30" West 29.82 feet; thence along the arc of a 1396.4 foot radius curve left (the long chord of which bears South 5° 28' West) 173.45 feet; thence South 1° 30' 30" West 29.82 feet; thence South 0° 42' 30" West, parallel to and 125 feet easterly of the west line of Front Street, 865 feet, to the north line of Ferry Street, containing 66,000 square feet.

SUBJECT to that certain easement described in that deed to the Southern Pacific Company, recorded in Book 220, page 430, Deed Records of Coos County.

Parcel No. 2. A parcel of land lying in Block "A" of S. B. Cathcart's unrecorded Plat of Town of Marshfield, in the City of Coos Bay, Coos County, Oregon, and being a portion of the following described properties: Those tracts of land which were described in those certain deeds to State of Oregon, by and through its State Highway Commission, recorded in Book 192, page 400; Book 190, page 474, and Book 192, page 256, Deed Records of Coos County, said parcel being described as follows: Those portions of said properties lying easterly of the following described line:

Beginning on the north line of said Block "A" which is the south line of Market Avenue, Coos Bay, at a point which is 29.5 feet east of the northwest corner of said Block "A"; said northwest corner also being the intersection of the east line of Front Street with the south line of Market Avenue; thence south 4° 44' 30" West 28.68 feet; thence South 4° 07' 30" West, 157.86 feet; thence South 4° 48' 30" West, 13.83 feet to the south line of said Block "A", and the north line of Commercial Avenue of City of Coos Bay, containing 9,125 square feet.

(cont.)

EXHIBIT "B" (cont.)

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes; and,

WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $13,522.50, and the Commission is desirous of selling and disposing of said property and the City of Coos Bay is willing to purchase same, at the abovementioned price.

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission will sell the property to the City of Coos Bay for $13,522.50, by a bargain and sale deed. The consideration to be paid $1,000.00 upon delivery of the deed and the balance on July 10, 1953.

21210

EXHIBIT "C-1"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway in Multnomah, Washington, and Clackamas Counties, and to make a complete and final survey of the Moro Underpass Section of the Sherman Highway in Sherman County, and in connection therewith, to prepare maps showing the route and location of each of said highway sections and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the route survey of the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway beginning at the intersection of Montgomery Street and Harbor Drive in the City of Portland, (Engineer's Station 00+00), and extending southerly therefrom a distance of 6.61 miles to Barbur Boulevard Junction, (Engineer's Station 349+22), together with the map, which for identification purposes bears map File No. 7B-16-3 and 7B-16-4 and the date of December, 1952, field notes, and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That the survey of the Moro Underpass Section of the Sherman Highway beginning at a point about two and one-half miles south of the town of Moro, (Engineer's Station 597+50), and extending in a southerly direction therefrom a distance of approximately one-half mile, (Engineer's Station 623+00), together with the map, which for identification purposes bears map File No. 7B-16-16 and the date of January, 1953, field notes, and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

3. That when said highway sections are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

(cont.)

EXHIBIT "C-1" (cont.)

4. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of a highway along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

5. That the survey of the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the Moro Underpass Section of the Sherman Highway have been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, as amended, commonly known as the Throughway Law, and the construction of said state highway sections shall be accomplished pursuant to the provisions of said law.

6. That this resolution be entered in the minutes and records of the Commission as of the 21st day of January, 1953.

EXHIBIT "C-2"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Tualatin River-Middleton Section of the Pacific Highway West in Washington County and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Tualatin River-Middleton Section of the Pacific Highway West, beginning at a point near the southerly bank of the Tualatin River (Engineer's Station Ln245+24) and extending in a southwesterly direction to a point near the Middleton School (Engineer's Station Ls490+69.29), together with the map, which for identification purposes, bears Map File No. 7b-15-19 and the date of December, 1952, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare a d make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

(cont.)

4. That this resolution be entered in the minutes and records of the Commission as of the 21st day of January, 1953.

21211

EXHIBIT "D-1"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Athena	$2,354.53
Scio	1,406.44
Scotts Mills .	681.24

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of January, 1953.

EXHIBIT "D-2"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 416.84	Idanha	$1,196.37
Amity	1,818.92	Jefferson	1,724.48
Antelope	162.40	Joseph	1,602.68
Athena	2,030.05	Juntura	289.62
Boardman	324.81	Lafayette	1,791.86
Butte Falls	1,006.90	Lexington	641.50
Canyon City	1,375.02	Lostine	481.80
Cascade Locks	1,984.03	Manzanita	917.58
Coburg	1,875.76	Maupin	844.50
Columbia City	1,096.22	Merrill	2,260.12
Condon	2,620.12	Moro	971.72
Cornelius	2,701.32	Mosier	701.04
Dayton	1,946.14	North Powder	1,090.81
Dayville	774.13	Oakland	2,243.88
Donald	506.16	Port Orford	1,824.34
Dufur	1,142.24	Prairie City	2,224.93
Estacada	2,571.39	Scappoose	1,783.74
Fairview	1,185.55	Scio	1,212.62
Falls City	2,308.84	Scotts Mills	587.36
Fossil	1,745.84	Shaniko	165.11
Gaston	196.08	Sherwood	1,556.37
Gold Hill	1,675.47	Sodaville	424.96
Granite	108.27	Stanfield	2,287.19
Halfway	844.50	St. Paul	611.72
Hammond	1,412.91	Sublimity	993.37
Helix	492.62	Summerville	197.59
Hines	2,484.78	Turner	1,651.11
Hubbard	1,334.42	Wasco	825.55

AND WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

EXHIBIT "D-2" (cont.)

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of January, 1953.

EXHIBIT "E"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413 Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such approproation shall be distributed among the several cities as provided in this act."

AND, WHEREAS, by said law it is further provided that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND WHEREAS, by section 3 of said act it is provided that.

"Funds accrued and payable to cities under this act shall be remitted semiannually by the secretary of state to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the state highway commission who shall certify such apportionment to the secretary of state. Upon receipt of such certificate the secretary of state shall issue his warrants therefor payable to the cities in the amounts set out."

(cont.)

EXHIBIT "E" (cont.)

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of July 1 to December 31, inclusive, of the year 1952, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of Section 115-135, O. C. L. A. as amended by Section 1, Chapter 239, Oregon Laws 1949 (motor vehicle license fees)	$ 4,209,643.11
Funds resulting under the provisions of Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947, and as amended by Section 3, Chapter 385, Oregon Laws 1949 (gasoline tax)	17,527,200.17
Funds resulting under the provisions of Section 29, Chapter 467, Oregon Laws 1947 (motor carrier fees)	3,797,105.55
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws	211,943.58
	$25,745,892.41

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,574,589.24, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period July 1 to December 31, 1952, the sum of $2,449,589.24, and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws 1949, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below;

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

EXHIBIT "E" (cont.)

I. Cities of Populations 1,000 or more

City	Population	Amount
Albany	10,115	$ 33,534.49
Ashland	7,739	25,657.28
Astoria	12,331	40,881.25
Baker	9,471	31,399.42
Bandon	1,251	4,147.47
Beaverton	2,512	8,328.09
Bend	11,409	37,824.51
Brookings	1,525*	5,055.86
Brownsville	1,175	3,895.50
Burns	3,093	10,254.29
Canby	1,671	5,539.90
Carlton	1,081	3,583.86
Central Point	1,667	5,526.64
Coos Bay	6,223	20,631.25
Coquille	3,964*	13,141.94
Corvallis	16,207	53,731.44
Cottage Grove	3,536	11,722.98
Dallas	4,793	15,890.34
Drain	1,150	3,812.62
Elgin	1,223	4,054.64
Empire	2,261	7,495.95
Enterprise	1,718	5,695.72
Eugene	35,879	118,950.47
Florence	1,562	5,178.53
Forest Grove	4,343	14,398.45
Garibaldi	1,249	4,140.84
Gladstone	2,434	8,069.50
Grants Pass	8,116	26,907.16
Gresham	3,049	10,108.42
Heppner	1,648	5,463.65
Hermiston	3,804	12,611.49
Hillsboro	5,142	17,047.39
Hood River	3,701	12,270.01
Independence	1,987	6,587.55
Jacksonville	1,193	3,955.18
John Day	1,597	5,294.57
Junction City	1,475	4,890.10
Klamath Falls	15,875	52,630.75
La Grande	8,635	28,627.81
Lakeview	2,831	9,385.68
Lebanon	5,873	19,470.89
Madras	1,258	4,170.68
McMinnville	6,635	21,997.17
Medford	17,305	57,371.66

(cont.)

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EXHIBIT "E" (cont.)

City	Population	Amount
Mill City	1,792	$ 5,941.06
Milton-Freewater	3,851	12,767.31
Milwaukie	5,253	17,415.39
Molalla	1,497	4,963.04
Monmouth	1,956	6,484.77
Mount Angel	1,315	4,359.65
Myrtle Creek	1,781	5,904.59
Myrtle Point	2,033	6,740.05
Newberg	3,946	13,082.26
Newport	3,241	10,744.96
North Bend	6,099	20,220.15
Nyssa	2,525	8,371.19
Oakridge	1,562	5,178.53
Ontario	4,465	14,802.92
Oregon City	7,682	25,468.31
Oswego	3,316	10,993.61
Pendleton	12,291*	40,748.63
Philomath	1,289	4,273.45
Portland	249,085**	825,797.18
Prineville	3,317*	10,996.93
Rainier	1,285	4,260.19
Redmond	2,956	9,800.09
Reedsport	2,288	7,585.46
Rockaway	1,100*	3,646.86
Roseburg	8,390	27,815.56
St. Helens	4,711	15,618.49
Salem	43,140	143,023.03
Sandy	1,003	3,325.27
Seaside	3,886	12,883.34
Sheridan	1,922	6,372.05
Silverton	3,146	10,430.01
Springfield	10,807	35,828.69
Stayton	1,507	4,996.19
Sutherlin	2,230	7,393.17
Sweet Home	3,603	11,945.11
The Dalles	7,933*	26,300.46
Tillamook	3,685	12,217.96
Toledo	2,323	7,701.49
Union	1,307	4,333.13
Vale	1,518	5,032.66
Vernonia	1,521	5,042.61
Wallowa	1,055	3,497.67
Warrenton	1,896	6,285.85
West Linn	2,945	9,763.63
Willamina	1,082	3,587.18
Woodburn	2,395	7,940.20
Wood Village	1,202*	3,985.02
Totals	680,838	$2,257,197.74

(cont.)

EXHIBIT "E" (cont.)

* Population as determined by actual count made under supervision of Secretary of State.

** 2/3 of 1950 census, as provided in Chapter 425, Oregon Laws 1947.

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	154	$ 510.56
Amity	672	2,227.90
Antelope	60	198.92
Arlington	686	2,274.31
Athena	750	2,486.49
Aumsville	281	931.61
Aurora	242	802.31
Banks	376	1,246.56
Barlow	75	248.65
Bay City	761	2,522.96
Boardman	120	397.84
Bonanza	259	858.67
Butte Falls	372	1,233.30
Canyon City	508	1,684.18
Canyonville	861	2,854.49
Cascade Locks	733	2,430.13
Cave Junction	283	938.24
Chiloquin	668	2,214.64
Clatskanie	901	2,987.11
Coburg	693	2,297.52
Columbia City	405	1,342.71
Condon	968	3,209.23
Cornelius	998	3,308.69
Cove	282	934.92
Creswell	662	2,194.74
Culver	301	997.91
Dayton	719	2,383.72
Dayville	286	948.18
Delake	644	2,135.07
Detroit	274*	908.40
Donald	187	619.97
Dufur	422	1,399.07
Dundee	308	1,021.12
Eagle Point	607	2,012.40
Eastside	890	2,950.64
Echo	457	1,515.10
Elkton	201	666.38
Estacada	950	3,149.56
Fairview	438	1,452.11

(cont.)

EXHIBIT "E" (cont.)

City	Population	Amount
Falls City	853	$2,827.97
Fossil	645	2,138.38
Gaston	368	1,220.04
Gates	422	1,399.07
Gearhart	568	1,883.10
Gervais	457	1,515.10
Glendale	871	2,887.65
Gold Beach	677	2,244.47
Gold Hill	619	2,052.18
Granite	40	132.61
Grass Valley	195	646.49
Haines	321	1,064.22
Halfway	312	1,034.38
Halsey	388	1,286.35
Hammond	522	1,730.60
Harrisburg	862	2,857.81
Helix	182	603.39
Hines	918	3,043.47
Hubbard	493	1,634.45
Huntington	733	2,430.13
Idanha	422	1,465.37
Imbler	149	493.98
Ione	262	868.61
Island City	138	457.51
Jefferson	636	2,108.55
Jordan Valley	236	782.42
Joseph	666	2,208.00
Juntura	107	354.74
Lafayette	662	2,194.74
Lexington	237	785.73
Lonerock	38	125.98
Long Creek	288	954.81
Lostine	178	590.13
Malin	592	1,962.67
Manzanita	339	1,123.89
Maupin	312	1,034.38
Merrill	835	2,768.29
Metolius	157	520.51
Mitchell	415	1,375.86
Monroe	362	1,200.15
Monument	228	755.89
Moro	359	1,190.20
Mosier	259	858.67
Mount Vernon	451	1,495.21
Nehalem	270	895.14
North Powder	403	1,336.08

(cont.)

EXHIBIT "E" (cont.)

City	Population	Amount
Oakland	829	$2,748.40
Oceanlake	700	2,320.73
Paisley	214	709.48
Phoenix	746	2,473.23
Pilot Rock	847	2,808.08
Port Orford	674	2,234.53
Powers	895	2,967.21
Prairie City	822	2,725.20
Prescott	119	394.52
Richland	220	729.37
Riddle	634	2,101.91
Rogue River	590	1,956.04
St. Paul	226	749.26
Scappoose	659	2,184.80
Scio	448	1,485.26
Scotts Mills	217	719.43
Shaniko	61	202.23
Sherwood	575	1,906.31
Siletz	570	1,889.73
Sisters	723	2,396.98
Sodaville	157	520.51
Stanfield	845	2,801.45
Sublimity	367	1,217.72
Summerville	73	242.02
Sumpter	146	484.04
Taft	450	1,491.90
Talent	739	2,450.02
Troutdale	514	1,704.08
Tualatin	248	822.20
Turner	610	2,022.35
Umatilla	883	2,927.43
Waldport	689	2,284.26
Wasco	305	1,011.17
Waterloo	180	596.76
Weston	679	2,251.10
Wheeler	291	964.76
Yamhill	539	1,786.96
Yoncalla	626	2,075.39
Totals	58,031	$192,391.50

* Population as determined by actual count made under supervision of Secretary of State.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with

EXHIBIT "E" (cont.)

respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 21, 1953.

EXHIBIT "F"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3439-A, with K. F. Jacobsen & Co., Inc., and J. M. Arenz, for grading and oil mat surfacing on the Drake Creek-Adel Section of the Warner Highway in Lake County, completed August 26, 1952.

Contract No. 3587, with Lindstrom Brothers, Inc., for constructing Dee Bridge over East Fork Hood River on county road at Dee in Hood River, completed December 23, 1952.

Contract No. 3659, with H. & R. Construction Co., for constructing Second Street Overcrossing in Hood River on the Columbia River Highway, Hood River County, completed December 15, 1952.

Contract No. 3717, with Schrader Construction, for constructing overcrossing on the Chenoweth Park Connection in Douglas County, completed January 10, 1953.

Contract No. 3755, with West Coast Steel Works, for reconstruction expansion plates of the Oregon Slough Bridge on the Pacific Highway in Multnomah County, completed December 26, 1952.

THEREFORE, BE IT RESOLVED that the work covered by said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

21222

EXHIBIT "G"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, the Oregon Coast Highway is one of the major state primary highways and is likewise a federal highway, which, throughout its entire length, carries a large volume of traffic; and,

WHEREAS, it appears that in the vicinity of Sea Lion Caves, approximately fifteen miles south of Yachats on the Oregon Coast Highway in Lane County, vehicles are parked on both sides of the highway for extended periods of time; and,

WHEREAS, parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to pedestrians and to the owners and drivers of said parked vehicles; and,

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of either side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along either shoulder of the Oregon Coast Highway between Engineer's Station 626+00, approximately 400 feet south of Sea Lion Caves' building, and Engineer's Station 633+00, approximately 200 feet north of Sea Lions Caves' building, creates a hazard not only to through traffic but to pedestrians and to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission, should be provided pedestrians and the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed

EXHIBIT "G" (cont.)

in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 21st day of January, 1953.

21224

EXHIBIT "H"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of sub section (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: Columbia River Highway

Highway number: 2 Route number: US 30

Location of Termini		Established Speed
Engineer's Station 1208+73.07 (East city limits of Hood River on new highway route)	to Engineer's Station 1496+58 (west end of Rock Creek Bridge at west limits of town of Mosier on new highway route)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

(cont.)

EXHIBIT "H" (cont.)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 21st day of January, 1953.

21221

EXHIBIT "I"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Redwood Highway No. 25 known as the Hayes Hill Section in Josephine County, the western terminus of which is at Highway Engineer's Station 0+00 of the relocated line and the eastern teminus of which is at Highway Engineer's Station 97+22 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway as formerly located has been eliminated from the boundaries of the new location, which eliminated section or unit will no longer be needed for highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the Redwood Highway has been completed and highway traffic is now routed over said section; and

WHEREAS, Josephine County and the Highway Commission have heretofore entered into an agreement under date of January 21, 1953 relating to the use and jurisdiction of the said eliminated portion or unit; and

WHEREAS, pursuant to said agreement is was agreed that the jurisdiction and control of the said eliminated portion or unit would vest in Josephine County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the section or unit of the right of way of said highway which is affected by reason of said relocation;

NOW. THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as "Unit A" and is shown colored in red on the map attached hereto, marked "Exhibit A" and by this reference made a part hereof, and is more particularly described as follows.

"Unit A"

Beginning at Engineer's Station 20+00 of the relocated Redwood Highway No. 25. which is in the northeast quarter of the southeast quarter of Section 24. Township 37 South, Range 8 West, W.M., thence easterly to Engineer's Station 78+75 in the northwest quarter of the Northeast quarter of Section 19, Township 37 South, Range 7 West, W.M.

(cont.)

EXHIBIT "I" (cont.)

is hereby abandoned as part of said highway, and the same hereby vests under the control and jurisdiction of the County for such public use as the County Court of Josephine County may determine.

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and other highway purposes or uses. For such uses or purposes, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State. *

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission on this 21st day of January, 1953, and the Secretary hereby is directed to mail to the County Court of Josephine County a duly certified copy thereof.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 270, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of the minute entry to the same extent as if copied in full herein.

21222

EXHIBIT "J-1"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Commission by certain resolutions made and entered in its records on the 8th day of November, 1951, and on the 19th day of August, 1952, declared the necessity and need for the acquisition of two parcels of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter($NE\frac{1}{4}$); the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$), and in Lot 3 of Section 20, Township 21, South, Range 4 West, W. M., Douglas County, Oregon, for right of way purposes for the relocation, construction, improvement and maintenance of the said Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, and in connection therewith, the relocation and construction of the channel of a certain stream commonly known as Pass Creek so that the said highway could be properly constructed and maintained, and authorized acquisition of said parcels in the manner provided by law, and it now is the opinion of the Commission that the said parcels of land as described in said resolutions are inadequate for the purpose of relocating the said Pacific Highway, and it is, therefore, the opinion of the Commission that the said resolutions of November 8, 1951, and August 19, 1952, should be revised to conform with the present needs of the traveling public; and,

WHEREAS, for the purpose of establishing, constructing and maint-

(cont.)

taining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. The Commission does hereby declare that the resolutions made and entered in its records of November 8, 1951, and August 19, 1952, declaring the necessity and need for the acquisition of two parcels of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$); the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$), and in Lot 3 of Section 20, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, be and the same hereby are, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the relocation, construction, improvement and maintenance of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway as a throughway, the following described real property, to wit:

R-17992
Owner: C. R. Lawrence, et ux

Parcel No. 1:

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$); the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$), and in Lot 3 of Section 20, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, the said parcel being that portion of said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$); the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$), and Lot 3 included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 168+55.60, said Station being 257.36 feet North and 847.48 feet West of the Northeast corner of said Section 20; thence South 65° 19' West 612.14 feet; thence on a spiral curve left (the long chord of which bears South 64° 17' 45" West) 350 feet; thence on a 3274.05 foot radius curve left (the long chord of which bears South 50° 35' 30" West) 1332.86 feet; thence on a spiral curve left (the long chord of which bears South 36° 53' 15" West) 350 feet; thence South 35° 52' West 1199.40 feet to Station 207+00; said center line intersecting the North line of said North half ($N\frac{1}{2}$) of the

(cont.)

21230

EXHIBIT "J-1" (cont.)

Northeast quarter (NE¼) approximately at Station 173+50 and the West line of said Lot 3 approximately at Station 204+05. Excepting therefrom a parcel of land lying in the North half (N½) of the Northeast quarter (NE¼) of Section 20 as deeded to DeEava Gibson in Book 178, Page 123 of Douglas County Records of Deeds.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
169+00	176+00	136 feet	Variable to railroad right of way
176+00	178+17.74	136 feet on straight line to 180 feet	Variable to railroad right of way
178+17.74	180+00	180 feet	Variable to railroad right of way
180+00	183+50	180 feet on straight line to 275 feet	Variable to railroad right of way
183+50	187+50	275 feet on straight line to 140 feet	Variable to railroad right of way
187+50	188+50	140 feet on straight line to 75 feet	
188+50	193+50	75 feet	
193+50	197+00	150 feet taper to 225 feet	
197+00	200+00	225 feet	
200+00	206+00	225 feet taper to 150 feet	
206+00	Property line	150 feet	
187+50	195+00.60		Variable to railroad right of way
195+00.60	202+00		190 feet
202+00	205+50		150 feet
205+50	219+00		125 feet

The parcel of land to which this description applies contains 20.61 acres, of which 2.21 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 18.40 acres lie outside of the existing right of way.

3. The Commission does further find and declare that in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired a temporary easement across the owners' real property for construction purposes only during the period necessary for the relocation and construction of a channel of a certain stream known as Pass Creek

(cont.)

so that the said highway can be properly constructed and maintained. The real property over which this temporary construction easement is required is described as follows, to wit:

Parcel No. 2:

A parcel of land lying in Lot 3 of Section 20, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, the said parcel being all that portion of said Lot 3 lying between the Southern Pacific Railroad right of way and a line which is parallel to and 190 feet Westerly of the relocated center line of the Pacific Highway, and bounded on the Northeasterly side by a line at right angles to said center line at Station 199+00, said Station being 118 feet South and 1782 feet East of the Northwest corner of Samuel Hall Donation Land Claim No. 37, Township 21 South, Range 4 West, W.M., and bounded on the Southwesterly side by said Donation Land Claim.

The parcel of land to which this description applies contains 0.31 acre.

4. That in addition to the acquisition of fee simple title to and a temporary construction easement across the above describe parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property and temporary easement hereinabove described; except that there shall be reserved unto the owners of the said remaining real property, their heirs and assigns, the following:

a. A right of access to a frontage road to be constructed by the State upon the above described real property and Westerly of the main relocated Pacific Highway, said frontage road to be connected to the main highway or other public ways only at such point or points as are designated by the State of Oregon.

b. A right of access to a frontage road to be constructed by the State upon the above described real property and Easterly of the main relocated Pacific Highway, said frontage road to be connected to the main highway or other public ways only at such point or points as are designated by the State of Oregon.

c. A right of access to that portion of the right of way of the relocated Pacific Highway hereinabove described as Parcel No. 1, for the following purposes only:

The owners, their heirs and assigns, shall have the right to use that portion of the channel change of that certain stream commonly

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EXHIBIT "J-1" (cont.)

known as Pass Creek, where said channel change lies within the right of way of the said relocated Pacific Highway, which said right of way is hereinabove described as Parcel No. 1, for the purpose of storing and transporting logs, providing, however, that the owners', their heirs' and assigns', use of said channel does not interfere with the use of the property described as Parcel No. 1 herein for right of way purposes, and also providing that the approach road to, and the dumping of said logs into, the said channel change of the said Pass Creek by the owners, their heirs and assigns, shall be confined to the West bank of the said creek, and in the event that the owners, their heirs or assigns, shall dump their said logs or construct their said approach road from any side other than the West side of the said Pass Creek, then and in that event the right hereby reserved to the owners, their heirs and assigns, shall be automatically forfeited, and the State shall have the power to close and barricade any such approach road to said creek which lies within the said right of way hereinabove described as Parcel No. 1, and the right to enjoin the said owners, their heirs and assigns, from the further storing or transporting of said logs in said creek in said right of way.

5. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

6. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to and a temporary easement across the said parcels of real property.

7. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property and temporary easement, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property and temporary easement, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

8. That upon the trial of any suit or action instituted to acquire the said parcel of real property and temporary easement, or any interest therein,

EXHIBIT "J-1" (cont.)

the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

9. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of January, 1953.

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EXHIBIT "J-2"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, by virtue of laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Commission by certain resolutions made and entered in its records on the 8th day of November, 1951, and on the 19th day of August, 1952, declared the necessity and need for the acquisition of two parcels of land lying in the Samuel Hall Donation Land Claim No. 37, situated in Section 20, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, for right of way purposes for the relocation, construction, improvement and maintenance of the said Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, and in connection therewith, the relocation and construction of the channel of a certain stream commonly known as Pass Creek so that the said highway could be properly constructed and maintained, and authorized acquisition of said parcels in the manner provided by law, and it now is the opinion of the Commission that the said parcels of land as described in said resolutions are inadequate for the purpose of relocating the said Pacific Highway, and it is, therefore, the opinion of the Commission that the said resolutions of November 8, 1951, and August 19, 1952, should be revised to conform with the present needs of the traveling public; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be

(cont.)

saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. The Commission does hereby declare that the resolutions made and entered in its records of November 8, 1951, and August 19, 1952, declaring the necessity and need for the acquisition of two parcels of land lying in the Samuel Hall Donation Land Claim No. 37, situated in Section 20, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, be, and the same hereby are, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes for the relocation, construction, improvement and maintenance of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway as a throughway, the following described real property, to wit:

R-17993
Owner: I. R. Lawrence, et ux

Parcel No. 1:

A parcel of land lying in the Samuel Hall Donation Land Claim No. 37, also in Section 20, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, the said parcel being that portion of said Donation Land Claim No. 37 lying in said Section 20 and included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 200+00, said Station being 199.09 feet South and 1723.57 feet East of the Northwest corner of said Donation Land Claim No. 37; thence South 35° 52' West, 3366.07 feet; thence on a spiral curve right (the long chord of which bears South 36° 04' 30" West) 250 feet to Station 236+16.07; said center line crosses the East and South lines of said Donation Land Claim No. 37 approximately at Stations 204+05 and 234+66 respectively.

The widths in feet of the strip of land above referred to are as follows:

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EXHIBIT "J-2" (cont.)

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
200+00	205+50	125 feet	75 feet
205+50	219+00	125 feet	125 feet
219+00	233+66.07	125 feet	200 feet
233+66.07	235+00	125 feet on straight line to 180 feet	220 feet
235+00	236+00	180 feet	220 feet

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 19.8 acres.

3. The Commission does further find and declare that in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired a temporary easement across the owners' real property for construction purposes only during the period necessary for the relocation and construction of a channel of a certain stream known as Pass Creek so that the said highway can be properly constructed and maintained. The real property over which this temporary construction easement is required is described as follows, to wit:

Parcel No. 2:

A parcel of land lying in the Samuel Hall Donation Land Claim No. 37, also in Section 20, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, the said parcel being described as follows:

Beginning at a point on the Westerly line of Parcel No. 1 above, opposite and 75 feet distant Westerly from Engineer's center line Station 205+50, said point being 600.86 feet South and 1340.54 feet East of the Northwest corner of said Donation Land Claim No. 37; thence North 54° 08' West, 75 feet to a point which is opposite and 150 feet distant Westerly of said Station 205+50; thence North 35° 52' East, 350 feet, parallel to and 150 feet distant from the center line of the relocated Pacific Highway, as described in Parcel No. 1 above; thence North 54° 08' West to the Easterly right of way line of the Southern Pacific Railroad; thence Northerly along said Easterly line to the North line of said Donation Land Claim No. 37; thence East along said North line to the Northeast corner of said Donation Land Claim No. 37; thence South along the East line of said Donation Land Claim No. 37 to the Westerly line of Parcel No. 1 above; thence South 35° 52' West along said Westerly line to the point of beginning, containing 1.0 acre, more or less.

(cont.)

EXHIBIT "J-2" (cont.)

4. That in addition to the acquisition of fee simple title to and a temporary construction easement across the above described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property and temporary easement hereinabove described; except that there shall be reserved unto the owners of the said remaining real property, their heirs and assigns, the following:

a. A right of access to a frontage road to be constructed by the State on the West side of the relocated Pacific Highway, which said road will connect with the Easterly boundary of the owners' property opposite Highway Engineer's center line Station 201+48, said frontage road to be connected to the said relocated Pacific Highway or other public ways only at such point or points as are designated by the State of Oregon.

b. A right of access to a frontage road to be constructed by the State on the East side of the relocated Pacific Highway, which said road will connect with the Easterly boundary of the owners' property opposite Highway Engineer's center line Station 206+05, said frontage road to be connected to the said relocated Pacific Highway or other public ways only at such point or points as are designated by the State of Oregon.

c. A right of access to a frontage road to be constructed by the State on the East side of the relocated Pacific Highway, which said road will connect with the Southerly boundary of the owners' property approximately opposite Highway Engineer's center line Station 233+66, said frontage road to be connected to the said relocated Pacific Highway or other public ways only at such point or points as are designated by the State of Oregon.

5. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

6. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to and a temporary easement across the said parcels of real property.

EXHIBIT "J-2" (cont.)

7. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property and temporary easement, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property and temporary easement, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

8. That upon the trial of any suit or action instituted to acquire the said parcel of real property and temporary easement, or any interest therein, the Chief Counsel, or in his absence; any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

9. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of January, 1953.

EXHIBIT "J-3"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to, or any interest in, any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State, and is, in addition, a part of a federal highway system; and,

WHEREAS, the Highway Commission has approved and adopted a survey of a route as a state highway to be known as the Divide-Anlauf Section of the Pacific Highway and has ordered and declared that said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Commission by a resolution made and entered in its records on the 8th day of November, 1951, declared the necessity and need for the acquisition of two parcels of land lying in the South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10 and in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, containing 46.39 acres outside of the existing right of way, for right of way purposes for the purpose of establishing, relocating, constructing, improving and maintaining the said Divide-Anlauf Section of the Pacific Highway, and authorized acquisition of the said parcels in the manner provided by law, and it now is the opinion of the Commission that the said parcels of land as described in said resolution are inadequate for the purpose of relocating the said Pacific Highway, and that in addition to the said required right of way, it is necessary for the Commission to obtain two parcels of real property for state park purposes, and it is, therefore, the opinion of the Commission that the said resolution of November 8, 1951, should be revised to conform with the present needs of the traveling public; and,

(cont.)

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EXHIBIT "J-3" (cont.)

WHEREAS, for the purpose of establishing, relocating, constructing, improving and maintaining the said Pacific Highway as a throughway to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted and highway travel in general safeguarded, the real property hereinafter described as Parcel No. 1 is necessary and that access to and from said highway should be controlled; and,

WHEREAS, the State Highway Commission is further authorized and empowered to acquire by purchase, agreement or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway, and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and,

WHEREAS, the State Highway Commission plans and proposes to develop and maintain said parks for recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the relocated Pacific Highway, and for such purposes and in connection therewith the real property hereinafter described as Parcels No. 2 and 3 is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of November 8, 1951, declaring the necessity and need for the acquisition of two parcels of land lying in the South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10 and in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, be and the same hereby is amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the relocation, construction, improvement and maintenance of the Divide-Anlauf Section of the Pacific Highway as a throughway, the following described real property, to wit:

R-17691
R-19462
Owner: LeRoy Lumber Company, et al

(cont.)

EXHIBIT "J-3" (cont.)

Parcel No. 1:

A parcel of land lying in the South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10, and in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, the said parcel being that portion of said South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10, and the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16 included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 18+04.30, said Station being 478.83 feet North and 978.89 feet East of the Southeast corner of said Section 10; thence on a 1909.86 foot radius curve right (the long chord of which bears South 88° 42' 30" West) 1389.44 feet; thence on a spiral curve right (the long chord of which bears North 65° 27' West) 500 feet; thence North 62° 57' West 2.50 feet; thence on a spiral curve left (the long chord of which bears North 66° 17' West) 400 feet; thence on a 1145.91 foot radius curve left (the long chord of which bears North 76° 59' 30" West) 161.67 feet; thence on a spiral curve left (the long chord of which bears North 87° 42' West) 400 feet; thence South 88° 58' West 1373.04 feet; thence on a spiral curve left (the long chord of which bears South 86° 18' West) 400 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 74° 47' 45" West) 308.54 feet; thence on a spiral curve left (the long chord of which bears South 63° 17' 30" West) 400 feet; thence South 60° 37' 30" West 4.63 feet; thence on a spiral curve right (the long chord of which bears South 63° 07' 30" West) 500 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 76° 26' 30" West) 554.44 feet; thence on a spiral curve right (the long chord of which bears South 89° 45' 30" West) 500 feet; thence North 87° 44' 30" West 285.83 feet; thence on a spiral curve left (the long chord of which bears South 88° 55' 30" West) 500 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 70° 58' 15" West 564.38 feet; thence on a spiral curve left (the long chord of which bears South 53° 01' West) 500 feet; thence South 49° 41' West 1239.74 feet to Station 117+88.51; said center line intersecting the East line of said South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10 approximately at Station 27+92 and intersecting the West line of said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16 approximately at Station 112+75.

Excepting that part of said strip of land lying within a tract of land in the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 10 as deeded to Frank J. Medine in Volume 99, Page 374 of Douglas County Record of Deeds; and excepting that part of said strip lying within a tract of land in the Southwest quarter ($SW\frac{1}{4}$) of

EXHIBIT "J-3" (cont.)

the Southeast quarter (SE¼) of Section 10 as deeded to Pass Creek Development Company in Volume 189, Page 367 of Douglas County Record of Deeds.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
22+00	28+00	150 feet	Variable to railroad right of way
28+00	29+50	150 feet taper in straight line to 250 feet	Variable to railroad right of way
29+50	36+96.24	250 feet	Variable to railroad right of way
36+96.24	43+00	300 feet	Variable to railroad right of way
43+00	52+00	Taper on a straight line from 300 feet at Station 43+00 to the Southeast corner of the Pass Creek Development Co., tract, deed recorded in Book 189, Page 367; thence along the South line of said Pass Creek Development tract to a point opposite Station 52+00.	Variable to railroad right of way
52+00	56+30	300 feet	Variable to railroad right of way
56+30	66+50	150 feet	Variable to railroad right of way
66+50	68+00	150 feet taper in straight line to 250 feet	Variable to railroad right of way
68+00	69+00	250 feet	Variable to railroad right of way
69+00	70+00	250 feet taper in straight line to 150 feet	Variable to railroad right of way
70+00	80+50	150 feet	Variable to railroad right of way
80+50	84+00	200 feet	Variable to railroad right of way
84+00	100+00	150 feet	Variable to railroad right of way
100+00	101+00	150 feet taper in straight line to 230 feet	Variable to railroad right of way

(cont.)

EXHIBIT "J-3" (cont.)

Station to Station		Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
101+00	109+50	230 feet	Variable to railroad right of way
109+50	111+35	230 feet taper in straight line to 180 feet	Variable to railroad right of way
111+35	116+00	180 feet	Variable to railroad right of way

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 56.55 acres, of which 8.73 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 47.82 acres lie outside of the existing right of way.

3. The Commission does hereby further find and declare that there is needed and required for the establishment of public parks for recreational purposes two parcels of real property, hereinafter described as Parcels No. 2 and 3, located in Douglas County, Oregon, and described as follows, to wit:

Parcel No. 2:

A parcel of land lying in the South half ($S\frac{1}{2}$) of the South half of Section 10, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, the said parcel being a strip of land of variable width, lying South of the right of way of the Pacific Highway as said highway has been relocated, the relocated center line of which is described as follows:

Beginning at Engineer's center line Station 42+57.91, said Station being 853.95 feet North and 1359.27 feet West of the Southeast corner of said Section 10; thence on a decreasing spiral curve left (the long chord of which bears North 87° 42' West) 400 feet; thence South 88° 58' West 1373.04 feet to Engineer's center line Station 60+30.95, said parcel of land being more particularly described as follows:

Beginning at a point on the Southerly right of way line of said relocated highway, said point being opposite and 300 feet Southerly of center line Station 43+00; thence Westerly on a straight line to the Southeast corner of a tract of land conveyed to the Pass Creek Development Company by deed recorded in Book 189, Page 367 of Douglas County Deed Records; thence along the South line of said tract to a point opposite center line Station 52+00; thence Southerly at right angles to said center line to a point opposite and 300 feet Southerly of said Station 52+00; thence Westerly and parallel to said center line to a point opposite Engineer's center line Station 56+30; thence Southerly

(cont.)

at right angles to said center line, 150 feet to a point opposite and 450 feet Southerly of said Station 56+30; thence Easterly and parallel to said center line to a point opposite Engineer's center line Station 46+57.91; thence Northeasterly on a straight line to the point of beginning.

The parcel of land to which this description applies contains 4.62 acres.

Parcel No. 3:

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, the said parcel being a strip of land of variable width, lying South of the right of way of the Pacific Highway as said highway has been relocated, the relocated center line of which is described as follows:

Beginning at Engineer's center line Station 86+98.56, said Station being 148.9 feet North and 446.1 feet West of the Northeast corner of said Section 16; thence North 87° 44' 30" West 285.83 feet; thence on a spiral curve left (the long chord of which bears South 88° 55' 30" West) 500 feet; thence on a 1432.4 foot radius curve left (the long chord of which bears South 70° 58' 15" West) 564.38 feet; thence on a spiral curve left (the long chord of which bears South 53° 01' West) 500 feet to Engineer's center line Station 105+48.77, said parcel of land being more particularly described as follows:

Beginning at a point on the Southerly right of way line of said relocated highway which point is opposite and 150 feet Southerly of center line Station 89+84.39; thence Westerly and parallel to said relocated highway center line to a point opposite and 150 feet Southerly of center line Station 100+00; thence in a straight line to a point opposite and 230 feet Southerly of center line Station 101+00; thence Easterly in a straight line to a point opposite and 450 feet Southerly of center line Station 89+84.39; thence North 2° 15' 30" East 300 feet to the point of beginning.

The parcel of land to which this description applies contains 5.31 acres.

4. That in addition to the acquisition of fee simple title to the above described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

EXHIBIT "J-3" (cont.)

a. A right of access to the relocated Pacific Highway of a width of 25 feet on the North side of the said relocated highway opposite Highway Engineer's center line Station 45+25 for private access only.

b. A right of access to the relocated Pacific Highway of a width of 25 feet on the South side of the said relocated highway opposite Highway Engineer's center line Station 56+75 for private access only.

c. A right of access to the relocated Pacific Highway of a width of 25 feet on the North side of the said relocated highway opposite Highway Engineer's center line Station 69+90 for private access only.

d. A right of access to the relocated Pacific Highway of a width of 25 feet on the South side of the said relocated highway opposite Highway Engineer's center line Station 94+00, for private access only, together with an easement 25 feet in width for roadway purposes on the most appropriate location across the real property hereinabove described as Parcel No. 3.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway and the said easement for a roadway across the real property hereinabove described as Parcel No. 3, lying between the South boundary of the said relocated highway right of way and the South boundary of the said frontage road, shall cease, but the owners, their heirs and assigns, shall have access to the said frontage road at such places as will afford reasonable and safe connections. Said frontage road or roads shall be connected to other public ways only at such point or points as the State of Oregon may designate.

5. That the highway facility and the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

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EXHIBIT "J-3" (cont.)

6. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

7. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the approved offer, which increase or decrease shall be justified by reason of said revised description.

8. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

9. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of January, 1953.

EXHIBIT "J-4"

Minutes of January 21 and 22, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Portland-Salem Expressway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

EXHIBIT "J-4" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for the proper establishment, construction, improvement and maintenance of the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, the following described real property, to wit:

R 19089
Owner: Dorothy M. Johnstone

A parcel of land lying in the Southport Addition, a subdivision lying in the Southwest quarter ($SW\frac{1}{4}$) of Section 15, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, the said parcel being Lots 3, 4, 5, 6, 7, 8, 9, 10, 13 and 14 of Block 13 of said Southport Addition, containing 1.024 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and all of the contiguous real property of the owners remaining after the appropriation of the above described real property.

3. That the highway facility for which the said real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 21st day of January, 1953.

Portland, Oregon
February 17, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Tyrolean Room of the Benson Hotel. Present were:

Chas. H. Reynolds, Commissioner, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, First Assistant State Highway Engineer
W. W. Stiffler, Second Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Mr. Ben R. Chandler, Chairman of the Commission, was excused from attending this meeting.

Commissioner Reynolds, Acting Chairman, called the meeting to order and presided in the absence of the Chairman. Routine matters were disposed of as follows:

The Commission approved the minutes of the meetings held on November 24 and 25, 1952 and on January 6, 1953.

The Parks Superintendent reported on the following park matters:

1. Request of Charles H. Hickerson and Marjorie K. Broomfield of Prospect, Oregon, for permission to install a one-inch water pipe line across Evergreen Park on the Crater Lake Highway about 38 miles northeast of Medford: He advised that the area in which they wish to install the pipe, being in the southwest quarter ($SW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 17, Township 33 South, Range 2 East, is used very little by the public, and he recommended that a revocable permit be granted to the applicants for a period of 25 years. The Commission approved issuance of the permit as recommended.

2. Request of the Oregon State Board of Forestry and the Oregon Federation of Women's Clubs for permission to plant trees along the Wilson River Highway about two miles west of Jordan Creek, and to maintain signs calling public attention to the plantings; The Parks Superintendent said that the planting will be done by Tillamook County schools under the supervision of the Board of Forestry. He also mentioned the request of the Federation of Women's Clubs to replant an area on the Sunset Highway under the supervision of the State Department of Forestry, as a memorial forest to be dedicated to the Oregon Federation of Women's Clubs. The Federation of Women's Clubs, he added, also asked permission to erect suitable signs designating the reforested area and carrying the legend of its purpose. He recommended

that the Commission approve both requests as a matter of policy as there may be other similar requests at a later time. Concerning the signs to be installed, it was his recommendation that the signs be erected only under the control of the Commission with determination to be made by the Commission as to wording, location, etc. After some further discussion, the Commission approved the Parks Superintendent's recommendations with the understanding that the signs to be installed shall conform strictly with the statutes covering such matters.

3. Proposed extension of salvage logging agreement in the Van Duzer Forest Corridor on the Salmon River Highway: The Parks Superintendent stated that about a year ago an agreement had been entered into with Munson and Paterson of Sheridan for salvaging logs in this area, but due to dry weather conditions and the requirement that no logging be done during the dry season, they were unable to complete the agreement within the specified time, but it is now felt that the work can be completed by May 15, 1953. He recommended that the agreement be extended to that date. The Commission approved the recommendation.

4. Request of George Hurst, Timber, Oregon, for permission to truck-haul logs over an existing roadway across Sunset Highway Forest Wayside about two miles west of Sunset Camp: The Parks Superintendent advised that Mr. Hurst also desires permission to load his equipment on a small area about 150 feet from the highway right of way. Mr. Hurst's operations, he said, will not interfere with public use of the area or cause damage to the wayside. Accordingly, he recommended approval of the request. The Commission approved the recommendation.

5. Request of Carl McKissick, Waldport, for permission to place rock revetment at the north end of Big Creek State Park about three miles south of Waldport: The Parks Superintendent stated that Mr. McKissick owns a home between the Oregon Coast Highway and the ocean in what is known as the Wakonda Beach area adjoining Big Creek State Park; that during the past winter, wave action has been extremely damaging to Mr. McKissick's property, and he has spent considerable money placing broken stone on the ocean side for his protection. However, the ocean is cutting around to the south of his house and through state property to a considerable extent, and to forestall further damage, Mr. McKissick desires to place stone riprap on state park property to stop the wave action. He recommended that Mr. McKissick be granted a revocable permit of 25 years duration to do what he has in mind at his own expense. The Commission approved the recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for various state highway improvements and for other purposes. As a result of careful consideration, the Commission approved closing the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission.

The Right of Way Engineer requested authority to negotiate for acquisition

of property needed for right of way on sections for which no previous authority had been granted as follows:

County and Section	Highway
DOUGLAS	
Hinsdale Slough-Luder Creek Grading and Paving	Umpqua
CLACKAMAS	
Molalla Junction to Marquam Quarry and Right of Way	Cascade
LANE	
Judkins Point-Goshen-Access Points Frontage Roads and Grade Separations	Pacific

In discussing this request, it was pointed out that the improvement contemplated on the Cascade Secondary Highway from Molalla Junction to Marquam provides for the elimination of some curves, and as a consequence the revised center line of the highway would not be the same as the old line. It was the Chief Counsel's thought, inasmuch as the improvement does not follow the old highway center line and involves realignment of the highway, that the Commission should approve the survey of this highway section by appropriate action, and he so recommended. In conformity with the recommendation, the Commission unanimously adopted the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission then approved the Right of Way Engineer's request to negotiate acquisition of real property for which no authority previously had been granted, by adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For a list of properties sold, see copy of the report prepared by C. W. Parker, Property Manager, dated February 17 and 18, 1953, on file in the Secretary's office under the heading "Miscellaneous Sales".)

The Right of Way Engineer reported on negotiations for acquisition of the Gallier property for a proposed state park at Bandon. He recalled that previous negotiations for this property had failed as the price requested was too high; however, within the last few months there had been indications that a more favorable price might be secured and following this lead, negotiations had been reopened. Appraisals were made, he stated, on property that would be needed, showing a value between $7,500 and $10,000. Miss Gallier, how-

ever, asks $18,000 or $19,000 for the property, which, he felt is exhorbitant. The Commission concurred in this viewpoint and ordered further negotiations for purchase of the property abandoned.

The Commission considered a report presented by the Right of Way Engineer on negotiations with the S. P. & S. Railroad Company for land needed as right of way on "Unit I" of the T. H. Banfield Expressway in Portland. He reported that as requested by the Chairman at the last meeting, contact was made with Mr. Carl Thomas, Chief Engineer for the Railroad, who advised that the company will not negotiate specifically until plans for the Expressway involving the railroad company property are completed. The railroad company, he stated, is concerned with the exact location of right of way structures as they affect the railroad and wish to know exactly where such structures will be located. The Engineer stated that plans are not complete and that it would be, he thought, about two months before they would be complete. In reply to an inquiry from Acting Chairman Reynolds as to when it is expected that the contracting of "Unit I" will be advertised, the Engineer stated that it is not contemplated to advertise the project for bids until 1956 or 1957. The Commission instructed the Engineer to expedite the preparation of plans and negotiations with the railroad company as much as possible.

The Commission considered a request from the Lloyd Corporation that the Commission consent to the vacation of a portion of Northeast 18th Street, Portland, north of the O. W. R. & N. Company's right of way on "Unit II" of the T. H. Banfield Expressway. The Right of Way Engineer advised that such street vacation will not affect the highway right of way, and he recommended approval of the request. The Commission approved the recommendation. (The Commission signed a "petition for vacation" later in the session.)

The Right of Way Engineer presented for the Commission's consideration a proposed "Modification of an Industrial Lease" with the Westfall Engineering Company concerning the use of State Highway property near the intersection of 133d Street and T. H. Banfield Expressway east of Portland. He stated that the modification is necessary because part of the land included in the original lease is needed in connection with highway construction now under way; also, that the arrangement involves no change in the consideration to be paid by the company for use of the balance of the State's property, but is simply an adjustment in area. He recommended approval of the modification. The Commission adopted the recommendation. (A form of "Modification of Industrial Lease" was signed by the Commission later in the day.)

The Right of Way Engineer requested approval of an extension of an existing stockpile site lease with Evelyn J. and Cyril A. Van Dyke on the Nehalem Secondary Highway in Washington County. He advised that the present lease expired on June 6, 1952 and it is desired to extend it for three years, until June 7, 1955, at an annual rental of $25. The Commission approved the request. (A "Renewal of Lease" form was signed by the Commission later in the day.)

The Commission considered the matter of leasing to Wheel and Rim Service, Inc., Eugene, 1,500 square feet of state-owned property situate between 6th Street and 7th Street in the western part of Eugene. The Right of Way Engineer stated that

the granting of the lease will not adversely affect the State's interests. He recommended that the property be leased to the company for a period of four years, with a six-months' cancellation clause, for a consideration of $350 per year. The Commission approved the recommendation. (The lease was signed by the Commission later in the day.)

The Commission discussed a request from Kathryn Moore, Wolf Creek, Oregon, for a change in access from her property to the Pacific Highway at Wolf Creek, in Josephine County. The Right of Way Engineer recalled that this matter is of long standing, that Mrs. Moore heretofore has demanded additional access to the highway which was refused, but her present request is simply that her existing access point be moved about 200 feet. He recommended that her request be granted, provided she pays all of the costs involved. The Commission approved the recommendation as presented with the added stipulation that Mrs. Moore is to be allowed only one access point to the highway from her property. (An "Indenture of Access" agreement with Kathryn Moore was signed by the Commission later in the session with the understanding that Mrs. Moore's copy thereof shall not be delivered to her until she has advanced payment of the estimated cost of the contemplated work.)

The Commission considered and on recommendation of the Right of Way Engineer approved sale of an old gravel pit near the south city limits of Elgin, in Union County, to the Pacific Power and Light Company for the sum of $200. The Right of Way Engineer stated that the property is not needed by the Highway Department. (A deed conveying the property to the company was signed by the Commission later in the session.)

The Commission considered sale of 5.32 acres of land to Alfred Hoffmeister adjacent to the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County. The Right of Way Engineer stated that the property is of no value for highway purposes, and he recommended that it be sold to Mr. Hoffmeister for $420, without access to the highway. The Commission approved the recommendation. (The Commission later in the day signed the deed.)

The Commission also considered the sale to R. E. Folsom of the west half of Lot 10, Block 7, Elliott's Addition to Coquille, adjacent to the Oregon Coast Highway in Coos County. The Engineer stated that the property is not needed for highway purposes, and he recommended that it be sold to Mr. Folsom for the sum of $200, with complete restriction of access to the highway. The Commission approved the recommendation. (The Commission signed the deed later in the session.)

The Chief Counsel presented for the Commission's consideration an option obtained from Stephen J. Spoerl of Port Orford, Oregon for land that is needed as right of way and as a quarry site on the Brush Creek-Rhinehart Creek Section of the Oregon Coast Highway, about 12 miles south of Port Orford in Curry County. He said that the option, which was obtained before the property was appraised, provides payment of $10,850 to Mr. Spoerl, whereas subsequent appraisals reveal the property has a value of

approximately $6,400. He also said that in addition Mr. Spoerl wants a ten-year grazing privilege on adjacent state land. He recommended rejection of the option and that authority be granted the Chief Counsel to condemn the property with an offer of $6,400 in connection therewith. The Commission approved the recommendation unanimously.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Noble Slough-Foster Section of the Santiam Highway

	Recommended Offer
R 19775 - Oregon Electric Railway Co. Right of Way (Linn) 2.305 acres	*
R 19784 - Fannie Jensen, Nettie B. Lucas, and Lucille D. Alderman Right of Way (Linn) 0.154 acre	*
R 19788 - Alwin H. Blankinship Right of Way (Linn) 0.034 acre	*
R 19776 - J. F. McGlothern Right of Way (Linn) 0.96 acre	*
R 19780 - A. L. Weddle Right of Way (Linn) 0.044 acre	*
R 19793 - Clare A. Fickert Right of Way (Linn) 0.138 acre	*
R 19762 - Henry Blankinship Materials and Storage Site (Linn) 6.13 acres	*
R 19763 - Samuel W. Tyler Materials and Storage Site (Linn) 2.02 acres	*

Hayesville School-State Street Unit of the Salem By-Pass Section of the Pacific Highway East

R 19557 -	George Bernhardt Right of Way (Marion) 0.455 acre	Recommended Offer *

Forest Boundary-Hauser Section of the Oregon Coast Highway

R 18234 -	Peter Menegat, Jr. Right of Way (Coos) 4.17 acres	*

Siletz Bay-Newport Section of the Oregon Coast Highway

R 4198 -	Milton E. Stennett Right of Way (Lincoln) 1.55 acre	$4,500.00

Hinsdale Slough-Luder Creek Section of the Umpqua Highway

R 12830 -	John T. Branson Right of Way and Park (Douglas) 3.3 acres	*
R 19930 -	Charles Cannon Right of Way (Douglas) 4.40 acres	*
R 19932 -	W. G. Hoagland Right of Way (Douglas) Parcel No. 1: 2.6 acres Parcel No. 2: 5.95 acres	*
R 19933 -	Leonard F. Wilson Right of Way (Douglas) 2.19 acres	*

The Commission unanimously approved the request by adoption of the attached resolutions relative thereto marked EXHIBITS "N-1" through "N-6" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved a written report from the Chief Counsel on the trial of State vs Louisa Micek. This case involves acquisition of land on the West Portland-Hubbard Highway for which the State had offered to pay $7,150.00. Louisa Micek had demanded $21,930.00 plus $500 for attorney's fees. The jury returned a verdict in the amount of $7,700.00 plus $400 attorney's fees. (For details, see copy of Chief Counsel's report in General Files.)

The Commission also considered and approved a written report from the Chief Counsel concerning settlement of the following cases:

1. State vs Arthur O. Sasaki, et al, L 1823: Concerns acquisition of 15.02 acres of land needed as right of way for the Boones Ferry Road-Willamette River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Washington County. Amount of settlement $25,500.00.

2. State vs Dan H. Adams, et al, L 1917: Acquisition of 186 square feet of land needed as right of way for the Medford-County Farm Section of the Pacific Highway, including access control, in Jackson County. Amount of settlement $200.00.

3. State vs A. H. Dudley, et ux, L 1916: Acquisition of 1332 square feet of land and access control on the Medford-County Farm Section of the Pacific Highway in Jackson County. Amount of settlement $2,200.00.

4. State vs Wilbur F. Badley, et ux, L 1485: Acquisition of land needed as right of way for the Depoe Bay-Miner Creek Section on the Oregon Coast Highway in Lincoln County. Amount of settlement, $22,500.00.

5. State vs Elton L. Grass, et al, L 1913: Acquisition of land needed as right of way for the Anlauf-Elk Creek Unit of the Anlauf-Rice Hill Section of the Pacific Highway in Douglas County. Amount of settlement $15,000.00.

6. State vs Sylvester B. Hall, et ux, L 1753: Acquisition of land needed as right of way for the T. H. Banfield Expressway in Portland. Amount of settlement $8,525.00.

7. State vs Francis Vasche property, R 19416: Acquisition of land for right of way on the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway in Douglas County. Amount of settlement $10,000.00.

(For details, see copy of the Chief Counsel's report in the General Files.)

The Commission considered and confirmed offers reported by the Chief Counsel for acquisition of real property needed for various highway purposes, which offers were tendered to the owners prior to the commencement of condemnation proceedings in conformity with authority granted him by the Commission in its resolution adopted December 20, 1951:

Elkhead Road-Rice Hill Section of the Pacific Highway

R 19469 - Owner: Verna Baxter, et al. 9.7 acres for right of way and 3.7 acres for excess taking. Offer of $13,115.00 approved by Commissioner Reynolds on February 2, 1953.

R 18667 - Owner: Earl Brant, et ux. 17.48 acres for right of way. Offer of $18,326.00 approved by Commissioner Reynolds on February 2, 1953.

R 19465 - Owner: E. M. Housley, et al. 7.54 acres for right of way. Offer of $7,508.00 approved by Commissioner Reynolds on February 2, 1953.

R 19480 - Owner: Reuben J. Johnson, et al. 7.6 acres for right of way and 6.28 acres for excess taking. Offer of $3,717.00 approved by Commissioner Reynolds on February 4, 1953.

R 19471 - Owner: Leslie O. Chapman, et al. 4.28 acres for right of way. Offer of $1,830.00 approved by Chairman Chandler on February 5, 1953.

R 19467 - Owner: Harold Turpin, et ux. 25.57 acres for right of way. Offer of $7,500.00 approved by Commissioner Reynolds on February 4, 1953.

R 19484 - Owner: Darrell Ross, et al. 5.62 acres for right of way, and 31.2 acres for excess taking. Offer of $7,356.00 approved by Chairman Chandler on February 5, 1953.

R 19488 - Owner: Arthur O. Anderson, et al. 6.36 acres for right of way. Offer of $2,825.00 approved by Chairman Chandler on February 5, 1953.

Divide-Anlauf Section of the Pacific Highway

L 1815 - LeRoy Lumber Company. 47.82 acres for right of way and 9.93 acres for park purposes. Offer of $11,000.00 approved by Commissioner McIver on January 20, 1953.

Deady-Winchester Section of the Pacific Highway

R 19416 - Owner: Francis A. Vasche, et ux. 0.16 acre for right of way and 0.18 acre for excess taking. Offer of $9,862.00 approved by Commissioner Reynolds on January 26, 1953.

R 18989 - Owner: John M. Fleck, et al. 6.67 acres for right of way. Offer of $4,500.00 approved by Commissioner Reynolds on January 26, 1953.

State Street South Unit of the Salem By-Pass Section of the Pacific Highway

R 19753 - Owner: James M. Baker, et ux. 30.183 acres for quarry site. Offer of $8,625.00 approved by Commissioner Reynolds on February 2, 1953.

Arlington-Heppner Junction Section of the Columbia River Highway

R 19506 - Owner: Ralph F. Phillips, et al. 9,650 square feet for right of way. Offer of $8,608.00 approved by Commissioner Reynolds on February 2, 1953.

Brush Creek-Rhinehart Creek Section of the Oregon Coast Highway

R 3256B - Owner: Mrs. Vera H. Redenbaugh, et al. 27.2 acres for right of way. Offer of $6,300.00 approved by Commissioner McIver on February 9, 1953.

R 3257 - Owner: Nellie Fromm, et al. 11.865 acres for right of way. Offer of $7,500.00 approved by Commissioner McIver on February 9, 1953.

The Commission considered a proposed settlement with Glenn R. and Letha Edenfield for damage to their property caused by a slide on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County. The Chief Counsel reported that the Edenfield property, including the home, had been engulfed by a mud slide on January 16, 1953. The slide came from a new fill built by the State's contractor, which had become saturated by heavy rains. The Edenfields, he said, had been cooperative and reasonable in arranging a settlement of their case and had furnished an inventory of their property. Damage to the land and building had been appraised at $7,850.00 and damage to personal property and rent for temporary accommodations had been determined at $4,850.00 or a total of $12,700.00. He advised that settlement with the Edenfields has been made for such amount pursuant to telephone approval given by Chairman Chandler and Commissioner Reynolds on February 2, 1953 and a "Covenant not to sue" has been signed by the Edenfields which provides among other things that they relinquish all rights and interest in the real and personal property involved, and agree not to sue the State for any damages whatsoever arising out of this incident. He recommended confirmation of the settlement for the record. The Commission approved the settlement unanimously.

In connection with this matter, the Chief Counsel requested authority to start suit against the contractor who had built the fill that engulfed the Edenfield property, provided that it could be determined that the contractor is liable due to negligence, or otherwise. The contractor's surety, he added, has denied all liability, and at this time, he could not recommend any specific action pending determination of the legal aspects in the matter. After some further discussion, the Commission directed the Engineer and the Chief Counsel to investigate the matter thoroughly and present a joint report to the Commission at its next meeting, when a definite decision will be reached whether or not to bring action against the contractor and his surety.

The Chief Counsel requested authority to take action against Francis G. Murray to recover treble damages amounting to $600 for four trees cut and removed from the right of way of the Pacific Highway East, opposite 17720 S. E. McLoughlin Boulevard in Clackamas County. The trees, he stated had a value of $200 and were illegally removed by Mr. Murray, and under the law treble value for wrongful cutting and removal of trees may be claimed. The Commission approved the prosecution of Mr. Murray.

The Chief Counsel requested authority to prosecute a specific performance suit against Wilbur E. and Ilah Reed concerning right of way needed for the Medford-County Farm Section of the Pacific Highway in Jackson County. He explained that the Reeds signed an option to sell the property to the State but later refused to sign

the deed. The Commission approved the request.

The Chief Counsel presented an option previously taken from Fred R. Baxter, Verna Baxter, Mamie Lake, Charles E. Nelson, and Birdie Nelson covering acquisition of 9.7 acres of land required as right of way for the Elkhead Road-Rice Hill Section of the Pacific Highway in Douglas County. He explained that an early appraisal had shown a value on the property at $17,200, and on the basis of that appraisal an option was secured for $18,000. Later appraisals, however, showed that the property had a value between $12,500 and $13,400. He asked the Commission to reject the $18,000 option and to authorize an offer of $13,400 in condemnation. The Commission approved the request.

The Chief Counsel reported that Mr. Ernest Lundeen, previously employed in the Legal Department, has returned from service in Korea and is available for re-employment. He requested authority to re-hire him at $400 per month. He also requested authority to employ one more trial lawyer to replace Mr. Fred Miller, resigned. He recommended transfer of Mr. Robert May to that position and employment of a Mr. Earl Preston, a new man, to take over the work previously performed by Mr. May, at a salary of $400 per month. The Commission approved employment of both men at the salaries stated.

The Commission considered a report from the Engineer on a request from the community of Lakeside, Coos County, for new access to the Oregon Coast Highway aproximately 3/4 mile north of the community's existing connection. The Engineer advised that investigation discloses that in the first instance, the County has no intention whatsoever of constructing a new county road; in fact, the county has abandoned a portion of the old dedicated county road to make way for an airport. The requested access, he stated, does not appear to be of any benefit to anyone except a few local property owners who have investments near the airport. In view of these facts, he recommended that the request for access be denied. The Commission approved the recommendation.

The Engineer reported on the request of a delegation from Arlington that (1) provision be made in construction of the new highway at this place (US 30) to safeguard and to facilitate traffic that enters this highway from the main street of their town, route of the John Day Highway, particularly wheat hauling trucks that have to cross the highway enroute to the railroad yards; and (2) that the existing highway easterly from Arlington, a distance of approximately one-half mile, be maintained by the State as a connection between the old and new highways for one-way traffic eastbound only. He recommended the following as a result of a study of the situation:

1. That a traffic control signal be installed at the main street intersection when it is warranted, provided the City will pay one-half the cost of the installation and will bear the expense of its maintenance

2. That the old highway, for a distance of about one-half mile easterly from Arlington, be retained on the State highway system for eastbound

traffic only and that a connection between the old and new highways one-half mile east of Arlington be constructed for use by such eastbound traffic. He estimated the cost to construct such new connection at not over $3,000. The cost to maintain the old highway, he said, will be nominal.

The Commission approved both recommendations.

The Commission considered the Engineer's report on a request from residents of Gleneden Beach on the Oregon Coast Highway in Lincoln County for improvement of the present highway through Gleneden rather than construction of the proposed route that will be-pass this community. The Engineer recalled that the by-pass survey was adopted by a former highway commission in 1936 and has been approved by each highway commission since that time. The cost to improve the existing highway, he said, is estimated at $263,150, and no provision has been made to control access on such route; whereas the cost to construct the by-pass location is estimated at $140,000; moreover, $12,000 has already been spent for right of way on such route. He pointed out that the plans call for the existing highway to be a frontage road which will have a connection with the new highway at either end by channelized intersection. Experience in other states for communities such as Gleneden Beach, he said, indicates a decided benefit to the community by virtue of the frontage road and the subsequent elimination of fast traffic from the town and at the same time providing easy access. He recommended retention of the proposed by-pass route. The Commission approved the recommendation unanimously.

The Engineer requested confirmation of his action with respect to investment of State Highway funds through the offices of the State Treasurer. He stated that as explained in previous conversations with the Commission, he had requested the State Treasurer to invest $12,000,000 of Highway Bond money in U. S. Treasury Certificates running from February 15, 1953, to February 15, 1954, and bearing interest at the rate of $2\frac{1}{4}$ percent. He said that Mr. Fred Paulus, Deputy State Treasurer, considers the investment at $2\frac{1}{4}$ percent to be very advantageous, and he estimates that the return on such an investment will be at least $30,000 greater than the return from shorter term loans. The Commission confirmed his action.

The Commission confirmed the Engineer's action in re-classifying a section of the Richardson-Eugene Secondary Highway extending from Eugene westerly 13 miles to a place known as Veneta, from the status of a Group II Highway to the status of a Group I Highway.

The Commission approved a report from the Engineer advising that the conditions governing the awards of the following state highway contracts for which bids were received by the Commission on January 21 and 22, 1953 have been satisfied and that contract forms have been sent to the respective contractors for execution:

"Grading, surfacing, and oil mat construction on the Middle Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway in Harney County. Bids received January 21, 1953. Conditions of award satisfied February 10, 1953. Diamond Tractor & Equipment Company, contractor.

"Grading and paving the Rowena-Chenoweth Creek Unit of the Columbia River Highway in Wasco County. Bids received January 21, 1953. Conditions of award satisfied February 5, 1953. Vernie Jarl, contractor.

"Construction of three reinforced concrete viaducts on the Rowena-Chenoweth Creek Unit of the Columbia River Highway in Wasco County. Bids received January 21, 1953. Conditions of award satisfied February 5, 1953. Johnson & Amens, contractor.

"Furnishing of crushed rock or crushed gravel for the Foster-Toll Creek Rock Production Project on the Santiam Highway in Linn County. Bids received January 22, 1953. Conditions of award satisfied February 3, 1953. Homer G. Johnson, contractor.

Consideration was given by the Commission to request from the Cloverdale Farm Bureau, Creswell, Oregon, for oiling a 6.3-mile section of the Springfield-Creswell Secondary Highway between Willamette Highway Junction and the bridge over the Coast Fork of the Willamette River near Creswell. The Engineer advised that provision has been made to oil this highway in 1954 between Jasper and the Willamette Highway Junction, but noprovision has been made for improvement of the section south of Willamette Highway Junction. He pointed out that there are several right angle turns which would require some new grading and the existing roadbed should be stabilized with at least eight inches of base rock before oiling, which work he estimated would cost about $200,000. The average daily traffic over the highway, he said, has reached a point justifying the application of an oiled surface; however, all of the money for this area has been allocated. He recommended that the project be given consideration when future funds are available, particularly after critical sections of the Territorial Highway have been improved. The Commission approved the recommendation.

The Commission also discussed a request from the Department of State Police that the State Highway Department construct a two-room building for its use in the City of Tillamook. The Engineer advised that the State Police who have been renting office space in the Tillamook County Courthouse have been requested to vacate within six months' time and, being unable to find suitable quarters in Tillamook, have appealed to the Highway Commission to construct a building for their use, the cost of which is estimated at $7,500, plus approximately $2,250 for a building site. To amortize the cost, the Police, he stated, have agreed to pay $100 per month rental. He recommended approval of the request and construction of the building within the current budget, the same to be financed by transferring funds from the Austin building project. He also recommended that the Right of Way Department be authorized to negotiate a suitable building site. Both recommendations were approved by the Commission.

The Engineer presented a request from the City of Portland for permission to improve the pedestrian underpass beneath Burnside Street at its intersection with Third Avenue West. He explained that the underpass has been closed for many years due to inadequate lights, improper stairways, and other features that made it undesirable for pedestrian use; however, the pedestrian

problem has become so critical at this location that it now appears desirable to make the improvements and to open the underpass for pedestrian traffic. The City of Portland, he said, has requested authority to perform the work which is estimated to cost $1,600, the cost to be shared equally by the State and the City by reason of the fact that Burnside Street is the state highway route (US 30). He recommended that the Commission join with the City in this undertaking on the basis stated, the cost to be charged to the 1953 Minor Betterment Account. The Commission approved the recommendation.

A letter was considered by the Commission from the Morgan Truck Service, Inc., of John Day urging completion of the Wasco-Heppner Secondary Highway. The Engineer advised that a considerable amount of money has been expended on this highway in the last three years, and the road is now improved to the extent that it is an all-year facility although not oiled throughout. He further stated that the westerly end of the road has not had any improvement since it was taken over from the County. He gave as his feeling that it would be desirable to improve this section when future funds become available and when more pressing projects in the area are completed. He so recommended. The Commission approved the recommendation.

The Commission considered and upon recommendation of the Engineer approved a request from Multnomah County for improvement of two county road sections in the Federal Aid Secondary Highway Program to take up the $186,000 of 1954 funds heretofore allocated to the county, both sections being parts of Sauvies Island County Road.

The Commission considered a petition from residents of the village of Otter Rock on the Oregon Coast Highway in Lincoln County, requesting a direct connection from Otter Rock to the new location of the Oregon Coast Highway. The Engineer advised that to build such a connection would require construction of 1,200 feet of highway on a steep grade. He pointed out that the plans for the new highway improvement provide for use of the old highway as an entrance to Otter Rock and that connections between the two will be provided at each end. The old highway section, he said, is only 1,800 feet long and is on an almost level grade to a connection with the new highway so people desiring to take the bus on the new highway will be required to walk only an additional 600 feet to reach it. He also pointed out that in the construction of a modern highway such as the Oregon Coast Highway, access control must be a major factor, and that such access control is well established at Otter Rock by the use of the existing highway as a frontage road. He recommended that the request be denied. The Commission approved the recommendation.

A letter was presented from Mr. David Van Zandt, Springfield, in which Mr. Van Zandt urged that some action be taken by the Commission to alleviate traffic congestion between Springfield and Springfield Junction, south of Eugene. The Engineer advised that this matter has been investigated by the Traffic Engineer who reports that during 1951 and the first 10 months of 1952, 20 accidents occurred between the signalized portion of Springfield Junction and the west end of the Springfield Bridge, and that of these 20 accidents, 17 were sideswipes, one was rear-end collision, and two involved turning movements. The average daily traffic over the Willamette River Bridge in 1951, he said, was 17,600 vehicles. He attributed the

primary cause of the accidents at this location to the fact that traffic from Eugene to Springfield is required to merge from two traffic lanes to one in the short distance between the junction signal and the end of the bridge. He added that the overall study indicates the need for a second bridge across the Willamette at this point, which structure is included in the five-year program for the year 1957. He recommended, in order to eliminate the existing hazards, the installation of raised asphaltic markers and the erection of appropriate signs, which he estimated will cost about $1,500. The Commission approved the recommendation.

The Engineer requested authority for the expenditure of approximately $6,100 for installation of luminaire units and to channelize traffic at the intersection of the Barlow-Monitor County Road with the Pacific Highway East, at Barlow (M. P. 24.6) a short distance south of Canby in Clackamas County. He advised that average daily traffic through this intersection is approximately 8,200 vehicles and that a very material hazard exists by reason of left-turn movements from the Pacific Highway to the county road; further, that of 45 accidents that occurred at the intersection between January 1, 1946 and July 31, 1952, 26 involved vehicles making a left-turn off the Pacific Highway East. He recommended installation of the luminaire units and the channelization project as a traffic safety measure. The Commission approved the recommendation.

A request from the City of Medford for installation of pedestrian wait-walk signals at the intersection of 12th Street and Central Avenue (US 99 southbound) and at 12th Street and Riverside Avenue (US 99 northbound) was considered by the Commission. The Engineer advised that these intersections are now signalized under a cooperative agreement with the City but the original installations did not include wait-walk indications for pedestrians as it appeared at the time that the pedestrian volume did not warrant them. However, since then there has been considerable complaint because the wait-walk indicators were not provided, and the City wants them installed immediately. He recommended approval of the request on the condition that the City will pay 50 percent of the costs involved, which he estimated at about $1,000. The Commission approved the recommendation.

The Commission considered a request from the City of Central Point for installation of a traffic signal at the intersection of Front Street (US 99) and Pine Street (main business street) in Central Point. The Engineer advised that this is a four-way cross type intersection and currently has a beacon flashing amber on the highway and red on Pine Street; also, that the indicated speed on the highway through the section is 25 miles per hour and that the intersection referred to is a school crossing; also, that parking has been prohibited along the highway in the vicinity of the intersection. A traffic count taken on January 12, 1953, he added, revealed a volume of vehicular and pedestrian traffic which warrant the installation of a traffic actuated signal. He recommended installation of such a signal provided the City will pay 50 percent of the costs involved, estimated at $3,500, will maintain the signal and will furnish necessary energy to operate it. The Commission approved the recommendation.

Consideration was given by the Commission to the following requests for extensions of time within which to complete certain highway contracts:

1. Tom Lillebo, Contract No. 3591 for bridge construction on the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County, requested an additional extension of time of 234 days, from January 10, 1953 to August 31, 1953, within which to complete this job. He stated that construction of a 6' x 6' box culvert could not be completed until grading work is done. The Engineer advised that work on the structures under the original contract is now practically complete, and that the contractor had been directed to postpone finishing work until the weather is suitable; also, that the box culvert had been added to the project and cannot be constructed until some of the grading is done next summer. Because of these circumstances, he recommended that the additional extension of time be granted as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. Lockyear and White, Inc., Contract No. 3636 for construction of the Shogren Overcrossing on the Columbia River Highway in Wasco County, requested an additional extension of time of 30 days, from December 1 to December 30, 1952, within which to complete this job. The contractor stated that he had been prevented from completing the work within the previously extended time due to freezing weather in late November and early December, 1952, which delayed completion of concrete finishing work. The Engineer advised that the structure was completed within the limits of the previously extended time except for some surface finish work and removal of falsework which work was held up by freezing weather in late November and early December; however, all work was completed by December 30, 1952. He also said that only a negligible amount of extra engineering expense was incurred by the state. In view of these facts, he recommended that the additional extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

3. Trowbridge and Flynn Electric Company, Contract No. 3775 for installation of traffic signals on the Medford-Ashland Section of the Pacific Highway in Jackson County, requested an extension of time of 90 days, from December 31, 1952, to and including March 31, 1953, within which to complete this contract. The contractor stated that the extension of time is necessary in order to obtain parts from the manufacturer to make adjustments ordered by the Engineer. The Engineer advised that the installation was completed on December 19, 1952, but final inspection disclosed that manufacturers of some of the equipment incorporated in the work had not complied in all respects to the specifications, and that certain parts had to be replaced, although in the meantime, the signals were in use. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

4. N. A. Toole Construction Company, Contract No. 3661 for rock production on the Alkali Lake Section of the Lakeview-Burns Highway in Lake County, requested an extension of time of 182 days, from September 30, 1952, to March 31, 1953, within which to complete this work. The contractor alleged that he was unable to complete the job within the specified time limit

because he had been required to crush materials for the Evans Corner job near Ontario before moving to other projects on which he was the principal contractor. He also alleged difficulty in screening some of the fine materials because of dampness. The Engineer advised that during the past season the number of contractors available to produce crushed rock had been at a minimum, and that he asked the contractor to complete the Evans Corner project before starting the one at Alkali Lake because material produced under this contract would not be needed until the 1953 season. As there was no inconvenience to the public nor extra expense to the State because of the delay, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. N. A. Toole Construction Company, Contract No. 3642 for rock production on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County, requested an additional extension of time of 22 days, from November 30 to December 22, 1952, within which to complete this job. He stated that in order to take advantage of good weather, he moved his crushing plant to the Alkali Lake project instead of shaping stockpiles on this job and had finished the shaping after moving the plant. The Engineer advised that the contractor had completed all crushing on this project by November 30, but in order to take advantage of good weather, he deferred finishing and shaping stockpiles until he had transferred his equipment to another contract. He further stated that the public has not been inconvenienced nor has the State incurred extra expense for engineering by reason of the delay, and he recommended that the additional extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. Newport Construction Company, Contract No. 3646 for rock production on the Pendleton section on four state highways in Umatilla County, requested an additional extension of time of 36 days, from November 30, 1952, to January 5, 1953, within which to complete this contract. They alleged that they had been unable to complete the job within the previously extended time because they had crushed additional rock to assist another contractor in completing his contract (No. 3645). The Engineer advised that the contractor's plant was engaged on two Federal Aid projects which the U. S. Department requested be completed before he started crushing on this job. The State, he said, has not incurred any additional expense in view of which he recommended that the additional extension of time as requested be granted without penalty. The Commission approved the recommendation.

The Engineer reported that contracts Nos. 3250, 3397, 3624, 3631, 3636, 3642, 3646, 3661, 3689, and 3782 for construction of state highway projects have been completed according to requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered adoption of a resolution amending the resolution that was adopted on January 10, 1952, approving the survey of the

Brush Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County so as to establish this highway section as a "throughway". The Chief Counsel recommended adoption of an amendatory resolution so as to clarify the record. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In the discussion concerning the aforementioned survey, it was pointed out that the resolution adopted by the Highway Commission on November 3, 1948, designating certain highways and sections of highways as throughways, did not include the section of the Oregon Coast Highway extending south from Coquille to the California State Line. Inasmuch as major improvements are contemplated on this section of highway, the Engineer recommended appropriate action by the Commission designating the section a "throughway" to the end that the Oregon Coast Highway throughout its entire length will be covered by the provisions of the "Throughway"Law. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the survey for improvement of the Jacksonville Hill Section of the Medford-Provolt Secondary Highway in Jackson County has been completed. He exhibited a map showing the proposed location and explained details. He recommended adoption of the survey by the Commission. After discussion the Commission unanimously approved and adopted the survey, as recommended, by adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from the Columbia Lions Club of Portland for installation of a traffic signal on N. E. Union Avenue (US 99E) at its intersection with N. E. Holland as a protection to school children who attend Woodlawn School. The Engineer advised that a joint investigation with the City of Portland discloses that there is need for protection of the school children in this area, involving not only the Woodlawn School but also the Holy Redeemer School. However, the installation of a signal at Union Avenue and Holland Street is not considered advisable since distance relationship with respect to other signals on Union Avenue would preclude maintaining the progressive speed system now in operation. In lieu of the requested signal installation, he recommended installation of signals on N. E. Union Avenue at Bryant Street and at Portland Boulevard; also, that the existing signal at N. E. Union Avenue and Dekum Street be removed. These changes, he stated, would serve a two-fold purpose in providing more adequate protection for school children and at the same time improve the overall progressive signal system on N. E. Union Avenue. He estimated the total cost involved at $4,500, and he recommended approval of the installations under the usual arrangement wherein the State and City share equally in the costs. The Commission approved the recommendation.

The Engineer reported that the towns of Falls City, Halsey, and St. Paul have satisfied the legal requirements with respect to the expenditure of State Tax

Street Funds that accrued to them during the second six-month period of 1951; also, that the towns of Clatskanie, Halsey, and Prescott have satisfied legal requirements with respect to State Tax Street Funds that accrued to them during the first six-month period of 1952; also that the towns of Bay City, Long Creek, Rogue River, Sublimity and Waterloo have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the second six-month period of 1952. The plans for the city projects proposed to be financed with the funds have in each instance, he stated, been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission accepted the Engineer's recommendation by adoption of the attached resolutions relative thereto marked EXHIBITS "H-1", "H-2" and "H-3" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and denied as a matter of policy a request from Patsy J. Drendel of Lake Grove, Oregon, for permission to operate a popcorn wagon on the view point overlooking Willamette Falls on the Pacific Highway East in Oregon City.

The Commission discussed a letter from the Greater Kelso-Longview Community Council containing a proposal that the Longview-Rainier Bridge across the Columbia River between Longview, Washington and Rainier, Oregon, be placed under one set of rules, ownership and tolls, with the existing bridge between Portland and Vancouver and the proposed bridge between these points, and that hearing be conducted to determine the feasibility of such plan. As a result of the discussion, the Commission decided that the proposal is impractical and adverse to the best interests of the State of Oregon. In this connection, the Secretary presented a letter from Governor Patterson stating that he has been presented petitions containing 1,500 names requesting consideration of the above-mentioned proposal. He was instructed to advise the Governor that the Commission does not look with favor on the proposal because, in the judgment of the Commission, to do what the petitioners request would not be to the interest of the State of Oregon.

The Engineer advised that the present contract for operation of the ferry across the Columbia River at Astoria expires on June 1, 1953. He requested authority to advertise for bids to operate the ferry for another three-year period, starting at the expiration of the present contract, and to advertise for bids for the necessary insurance coverage. The Commission approved both requests.

The Commission considered a request from J. W. and Nora B. Irwin, operators of the Log Cabin Motel, and Marie R. Hurley, owner of the Log Cabin Service Station, both situate south of Canyonville on the Pacific Highway, for permission to install luminaire units at the driveway entrances to their establishments. The Engineer advised that this matter has been investigated by the Maintenance and Traffic Divisions who report that the two establishments are on opposite sides of the highway at M. P. 232.53, and that it is possible to light both driveways with two luminaire units; also that the highway at this point is on a curve with a high cut bank on the north side of the service station;

consequently the driveway entrances are extremely hard to see at night time. The Engineer stated that the illumination of the driveways will not adversely affect the highway. He recommended that the petitioners be granted a revocable permit to maintain two mercury vapor luminaire units, one at the entrance to the Log Cabin Motel and one at the entrance to the Log Cabin Service Station on the condition that the installations are made in accordance with specifications prescribed by the State Highway Department and that the work shall be done by state forces at the sole cost and expense of the petitioners, who shall also be required to maintain and operate the lights. The Commission approved the recommendation.

Out-of-State travel expense in the amount of $140.00 for Mr. W. W. Stiffler, Assistant Highway Engineer and Mr. Ralph Sipprell, Director of Permits, to attend the Inter-Mountain Logging Conference in Spokane, Washington, March 23, 24, and 25, 1953 was authorized by the Commission.

The Commission considered a request from the Oregon Coast Ad Club, Inc., that a sign be erected at "D" River on the Oregon Coast Highway at DeLake, stating that this river is the shortest river in the world. The Commission denied the request because of the uncertainties that exit whether or not "D" River is the "shortest river in the world" and because of the great amount of research that would be required to determine this point.

A petition was presented from residents of Baker, Oregon, requesting an investigation to determine measures necessary to reduce hazards to children in the vicinity of the Dewey Avenue Underpass in the City of Baker caused by unsatisfactory traffic regulations. The Engineer advised that an investigation discloses that during the fall of 1952 a child was killed at the south entrance of the underpass, the child having dashed out from the side of the street, and the driver of the vehicle being unable to stop. This accident, he said, is one of four that have occurred here since the underpass was opened for public use and could not have been prevented by any known regulation. As to what can be done to prevent additional accidents, the Engineer stated that he knows of no remedial measures that can be taken by the State Highway Department, but the hazards might be alleviated if the City would provide a police officer at this location during the time school children are on their way to and from school. He also mentioned that it would be helpful if the City would prohibit pedestrians from crossing Dewey Avenue at Myrtle Street on the north side of the underpass and at Orchard Street on the south side. He recommended no change in the highway set-up as it now exists, it being his feeling that the problem is one for the City to solve. The Commission approved the recommendation and instructed the Engineer to bring the facts and suggested remedy to the attention of the proper City official.

The Commission approved the payment of 1953 membership dues in the Western Association of State Highway Officials, amounting to $50, and payment of 1953 membership dues in the American Association of State Highway Officials in amount $1012.50.

Consideration was given by the Commission to the claim of Cecilia McNamee for asphalt damage to her car while parked on Franklin Avenue in Bend on September 10, 1952. The Engineer advised that the claim is for removal of asphalt in the sum of $45. An investigation, he said, reveals that the damage was done when a

gust of wind blew fine asphalt spray onto the body of the car; it also reveals that the average cost in the cities of Madras and Bend to remove asphalt and restore the finish of a car so damaged is $18. He, therefore, recommended that the claim be allowed in the sum of $18 and that the check in such amount be made payable to Cecilia McNamee and mailed in care of her attorney, Mr. Robert Clapperton. The Commission approved the recommendation.

The Commission gave consideration to a request from C. H. Bogart, Mayor of the City of Toledo, for elimination of certain traffic problems on US 20 in this town. The Engineer advised that a study has been made, and as a result of recommendation, the City Countil passed an ordinance prohibiting the parking of vehicles on the shoulders of the Corvallis-Newport Highway (US 20) between "A" Street and Alder Street. He recommended that the Commission concur in the city ordinance. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Engineer also recommended that a "NO PARKING" zone be established on the north side of this highway for a distance of 110 feet easterly from the center line of Sunset Drive, contingent upon the Common Council of the City of Toledo passing the necessary ordinance providing such restriction. The Commission approved the recommendation.

The Engineer recommended establishment of a "NO PARKING" zone on the westerly side of the old route of the Pacific Highway East, for a distance of 250 feet northerly from the point where it connects with the present highway at its junction with the 12th Street truck route south of Salem, and establishment of a "NO PARKING" zone on the easterly side of the old highway for a distance of 60 feet northerly from said junction point. He explained that southbound highway traffic must turn left in order to enter the old highway which connects with a street known as Albert Drive on which are located some 19 residences. Presently, he said, there are no parking restrictions on the old highway, and because of the business establishments in the vicinity, there is considerable parking of vehicles on the old highway which creates a hazardous condition for cars that must make left-turn movements at this point. He added that the parking restriction will correct the condition, and he recommended approval of the plan. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from Mr. B. F. Scheele, Chief of Police, Lebanon, for an investigation to determine the need for a reduced speed zone on the Santiam Highway near the north city limits of Lebanon. The Engineer advised that the investigation has been made by the Traffic Engineer who finds that there is warrant for a reduced speed of 45 miles per hour within the city limits and for a short distance outside of the city. He further stated that the findings have been reported to the State Speed

Control Board with a recommendation that a 45-mile per hour speed zone be established within the corporate limits of Lebanon. He added that if the Board adopts the recommendation, then the Commission should take action to establish a like speed restriction outside of the city limits, particularly between the north city limits and a point 0.11 mile northerly therefrom. The Commission approved the recommendation.

Consideration was given by the Commission to a request from the Josephine County Traffic Safety Committee for designation of a reduced speed zone on the Redwood Highway southwest of Grants Pass. The Engineer advised that an investigation of the section between the Jerome Prairie Road and the junction of the Pacific Highway in Grants Pass discloses considerable roadside culture consisting of residences and public establishments and ten intersecting roads. The daily traffic volume, he said, consists of between 4,144 and 6,727 vehicles. He also said that 133 accidents occurred on this section during the period January 1, 1947 to October 1, 1952, of which 35 happened during 1951. This accident rate, he said, is above normal for primary state highways, and in order to remedy the condition, he recommended establishment of a 45-mile per hour speed zone on the Redwood Highway between the Jerome Prairie Road at M. P. 40.10 and the intersection with the Williams Highway at M. P. 42.34. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that under authority granted him by the Commission in a resolution adopted February 19, 1952, he has placed reduced load limits on a number of state highways as is necessary to protect them from damage when softened by heavy rains or freezing and thawing conditions. He asked the Commission to confirm his action for the record. The Commission approved the Engineer's action by adoption of the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein. (For details, see copies of the Engineer's letters on the subject in the General Files.)

The Engineer also reported improved conditions on a number of highways to such an extent that the previously placed reduced load limits no longer are required, and that he has ordered the signs removed pursuant to authority granted him by the Commission in its resolution dated February 19, 1952. He asked the Commission to confirm his action. The Commission approved the lifting of the reduced load limits by adoption of the attached resolution relative thereto, marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein. (For details, see copies of the Engineer's letters on the subject in the General Files.)

Mr. W. C. Williams, Assistant State Highway Engineer, was authorized by the Commission to attend a meeting of the Executive Board of the Western Association of State Highway Officials in Ogden, Utah, on February 23 and 24, 1953. Estimated cost, $105.00. It was explained that the purpose of the meeting is to discuss matters pertaining to the Idaho test road.

The Commission discussed the items of unfinished business apearing on

the Secretary's Summary, dated January 22, 1953, as follows:

1. Proposed rerouting of US 99W through McMinnville: The Engineer reported that negotiations concerning rights of way are still in progress. This item is to remain on the list of unfinished business.

2. Request from the Community of Lakeside for a new access to the Oregon Coast Highway in Coos County: The Engineer's report on this matter was made earlier in the day at which time the Commission denied the request. The Commission ordered the item deleted from the list of unfinished business.

3. Proposed plan for connection between Swift Avenue and Denver Avenue in North Portland: Action on this matter was deferred pending further study by the Commission. The item is to remain on the list of unfinished business.

4. Agreement with the Army Engineers regarding use of area at Hat Rock State Park: The Parks Superintendent reported that the Army Engineers are studying the matter, and he anticipates a satisfactory agreement will be reached shortly.

5. Request of Westport Community Church for installation of a traffic signal in Westport on the Columbia River Highway: The Commission denied the request and ordered the item removed from the list of unfinished business; if it again arises, it is to be considered as new business.

6. Development of a wayside area on US 30 between Ladd Canyon and Rattlesnake Springs in Union County: The Engineer advised that his report on this subject is not yet complete. The item is to be retained on the list of unfinished business.

7. Request of Wallowa County Court that the State assume jurisdiction over a road extending southerly from the lodge in Wallowa Lake Park; also offer of the Pacific Power and Light Company to lease an area for park purposes: The Parks Superintendent advised he has nothing to report at this time because his investigation has been handicapped by snow conditions and adverse winter weather. He gave as his feeling that it would not be possible to render an adequate report until next fall. The Commission ordered the item removed from the list of unfinished business. It is to be considered as new business when the subject again arises.

8. Request of residents of Gleneden Beach that no change be made in the alignment of the Oregon Coast Highway through this community and that some bad curves on this highway north of Gleneden and Boiler Bay be eliminated: The Engineer's report on these matters was considered earlier in the day. The Commission ordered the item removed from the list of unfinished business.

9. Request of residents of Oswego for widening of the Oswego Highway through the city, surfacing of parking strips, and improved signalization at the Southern Pacific Railroad crossing: The Engineer advised that his report on the subjects mentioned is not yet complete. The item was ordered retained on the list of unfinished business.

10. Request of a delegation from Arlington for a traffic interchange at the intersection of US 30 and Main Street in Arlington: The Engineer reported on this matter earlier in the session, in view of which the Commission ordered the item deleted from the list of unfinished business.

The Commission confirmed Wednesday and Thursday, April 8 and 9, 1953, as the date for its next regular meeting which is to be held in the Crystal Room of the Benson Hotel in Portland. The Commission also set Monday and Tuesday, May 18 and 19, 1953, as a tentative date for its next following meeting. The Secretary was instructed to arrange to hold this meeting in the Green Room of the Imperial Hotel in Portland, in view of the fact that the Benson Hotel cannot accomodate the Commission on those days.

The Commission discussed the death of Mr. Samuel H. Boardman, former State Parks Superintendent, who passed away quietly in his sleep on January 26, 1953 after rendering valuable service to the State of Oregon and the State Highway Department for many years. It was the feeling of the Commission that appropriate recognition of Mr. Boardman's accomplishments should be made a matter of record in the minutes of the Highway Commission. Accordingly, Commissioner Reynolds offered the following resolution with regard thereto which was adopted by the Commission by unanimous vote:

RESOLUTION

WHEREAS, The Creator of the Universe, for purposes beyond our comprehension has summoned from his earthly activities our long-time friend and faithful employee, SAMUEL H. BOARDMAN; and

WHEREAS, it is fitting and proper that this Commission give public recognition to the achievements of his more than thirty years of devoted and unselfish public service to the State of Oregon; and

WHEREAS, during his tenure of office as Superintendent of State Parks, he supervised the acquisition, improvement, maintenance and operation of in excess of one hundred eighty parks and scenic places which will, in the future as in the past, serve as locations and places of recreation, inspiration, beauty and convenience for the general public;

NOW, THEREFORE, BE IT, AND IT IS HEREBY RESOLVED, by this COMMISSION that we hereby acknowledge and give high praise to the efforts, judgment and accomplishments of

SAMUEL H. BOARDMAN

in being the guiding spirit in the acquisition of an outstanding selection of parks

and scenic places for the use and benefit of the public which will keep his memory alive for future generations, and, that we express to Mrs. Samuel H. Boardman, his wife; to Mrs. Albert Mefford, his daughter; to Mrs. Thorne Hammond, his daughter; to Kenneth Y. Boardman, his son; and to Albert Boardman, his son, our abiding sympathy in their bereavement; and

BE IT FURTHER RESOLVED, that this Resolution be entered in the permanent records of this Commission as of February 17, 1953, and a suitable embossed copy thereof be presented to Mrs. Boardman, Mrs. Mefford, Mrs. Hammond, Kenneth Boardman and Albert Boardman.

The Secretary was instructed to send an embossed copy of the resolution to Mrs. Boardman and a like copy to each of her children.

The Engineer presented a report compiled by the Permit Division covering the activities of the Weighmaster Section for the calendar year 1952. He pointed out that the percent of overload violations during 1952 is only 1.57 percent of the loads weighed, compared with 5.07 percent, 5.21 percent, 5.7 percent, 5.9 percent, and 3.13 percent in the years 1947 to 1951 inclusive. The Commission approved the report and instructed the Engineer to convey the information contained therein to the highway committees in the legislature and to others who would be benefited by it. He was also told to pass the information to Governor Patterson personally. (For further details, see copy of the Engineer's written report in the General Files.)

The Commission considered and approved an agreement with the U. S. Bureau of Public Roads covering removal of slide material on the North Santiam Secondary Highway near Detroit. The Engineer explained that the agreement provides that the State shall remove the slide by contracting inasmuch as the Federal Government does not have facilities available to do the work. He also explained that the Government will reimburse the State for all costs incurred up to a maximum amount of $10,000. (The Commission signed the agreement later in the session.)

In this connection, the Commission also considered and approved an agreement with Consolidated Builders, Inc., covering removal of the slide materials whereby the contractor, for amounts stipulated in the agreement, agrees to remove the material from the highway. (The Commission signed the agreement later in the session.)

Consideration was given by the Commission to a petition received from residents of the Town of Tangent and vicinity urging establishment of a restricted speed zone on the Pacific Highway East northerly from this town, near M. P. 83.00. The Engineer advised that the request has been investigated by the Traffic Engineer who reports that the section of highway referred to is level, is on a tangent, and has a 24-foot bituminous pavement surface with 8-foot gravel shoulders; further that the roadside culture is predominently residential and is grouped in a section 0.2 mile in length. The 1951 average daily traffic was 5,125 vehicles. A speed check showed that 80 percent of the vehicles were traveling at or below 58 miles per hour and the accident rate

from January 1, 1947 to November 30, 1952 on three subsections investigated, ranged from 0.51 to 2.81 accidents per million vehicle miles during 1951. The average accident rate for all rural primary state highways during the same period, he said, was 4.73 accidents per million vehicle miles. He stated further that 33 accidents occurred on this section due to wet or slippery pavement indicating the need for treatment of the pavement surface. In view of these facts, he recommended that the request for a speed zone be denied and that in lieu thereof, signs be maintained on either side of the section reading "LOOKOUT FOR CHILDREN AHEAD" and "SLIPPERY WHEN WET OR FROSTY", until the "slick" spots can be remedied next summer. The Commission approved the recommendation.

The Commission considered and approved an agreement with the Southern Pacific Company covering installation of an underground drainage pipe and catch basin on Railroad right of way in the Town of Lyons, Linn County. (The Commission signed the agreement later in the session.)

A revised plan concerning group life insurance was submitted by the Engineer for consideration. He explained that the plan now in effect provides for a maximum coverage to an individual of $1,000 and coverage for dependents up to $500 each; that the California-Western States Life Insurance Company which provided the existing contract has presented a revised plan of group insurance that is almost identical to its arrangement with the Oregon State Employee's Association whose plan is not available to Highway Department employees other than those who belong to the Association. The new revised plan, if approved by the Commission, he said, will give all Highway Department employees the same type of coverage that is enjoyed by Association members in other state departments. The new plan, he added, provides for coverage from the original $1,000 to a maximum of $3,500, depending upon the salary range of the employee. He recommended approval of the plan since discussion with the insurance representative and investigation by the Highway Department failed to reveal any objection to it. The Commission approved the recommendation.

A letter was presented from the City of Enterprise requesting that the State Highway Department prepare the design for a small bridge and sidewalk across a stream in this town. The Engineer stated that the bridge is to be financed with State Tax Street Funds allocated to the city and that the city has offered to pay the cost of the design. He recommended approval of the city's request. The Commission approved the recommendation.

The matter of amending an agreement with the United States Government concerning a section of the Willamette Highway around Meridian Dam in Lane County was presented by the Engineer. He explained that the contractor for the United States Army Engineers failed to properly maintain certain sections of the road used by the traveling public, and as a result, it had been necessary for the State to spend approximately $10,000 to repair the damage, and in order to secure reimbursement for this expenditure, it is necessary to execute an amendatory agreement with the Federal agency. He requested authority to sign the amended document in behalf of the Commission. The Commission approved the request.

A request from Leland Post, log hauler, through his attorney, Mr. Robert C. Belloni, Myrtle Point, Oregon, for reinstatement of his hauling permit which

was cancelled for gross violations, was considered by the Commission. The Engineer advised that Mr. Belloni wrote the Public Utilities Commissioner concerning the matter, and that he had discussed the matter in his office with a Mr. George Burr. Mr. Post, he said, has already been advised that if he wishes to have his PUC permit reinstated he should direct a letter to the Highway Department clearly stating that hereafter he intends to comply with the law and the rules and regulations governing his operations. The Chief Counsel pointed out that the Commission has authority to protect the highways and that the Commission is entirely within its rights in requesting a statement of cooperation from Mr. Post. The Commission ordered that Mr. Post or his attorney again be told to submit a satisfactory letter stating that Mr. Post intends hereafter to comply with the law, or to appear before the Commission in person.

The Commission discussed briefly the problems to be presented by delegations scheduled for hearings on the following day but took no action on any of them.

The Right of Way Engineer brought up for discussion the acquisition of Shell Oil Company property in Arlington, a portion of which is needed as right of way for a revision of the Columbia River Highway at that place. He explained that negotiations in this matter have been underway for some time and what appears to be a feasible solution involves reestablishment of the company's plant facilities on property belonging to a Mr. Conner who wants $15,000 for the area needed, being about $6,000 more than the value of the property as determined by appraisal. He further stated that the Shell Oil Company has offered to pay the difference so the cost to the State will be $9,000 plus the cost to move the plant which is estimated at $12,000. He pointed out that there are good possibilities for considerable salvage by reason of sale of excess area and a building located on the Conner property. He recommended approval of the arrangement as did also the State Highway Engineer. The Commission approved the recommendation.

The Commission discussed the proposition of the Columbia Sand & Gravel Company for an exchange of sand and gravel products from quarries located near the town of Umatilla. It appears that a misunderstanding has developed with respect to the arrangement that was approved by the Commission at the previous meeting, whereby the exchange was to be made on a yard for yard basis, and the company has asked for reconsideration of the matter, alleging that the present arrangement is unworkable. The Engineer suggested a modification of the present arrangement as follows: The company to deliver to the State in stockpiles 4,000 cu. yds. of oversize gravel from its quarry, and be allowed to take a like yardage of fine material from the State's quarry, an equal balance of quantities delivered and taken to be maintained at all times, the company also to deliver to the State in stockpiles all of the oversize material resulting from its operations in the State's quarry. He also suggested that the arrangement run for a period of two years. The Commission approved the suggestions and instructed the Engineer to discuss the matter with company officials on such basis.

Commissioner Reynolds reported an apparent misunderstanding

between County Judge W. R. Webber of Wasco County and employees of the State Highway Department concerning cooperative spraying of noxious weeds along highway rights of way, as indicated in a letter from the Judge alleging that the Highway Department is not cooperating with the County in such undertaking. The Engineer explained the proceedure followed in matters of this kind as agreed upon at a seminar held at Oregon State College in 1950, which proceedure, he said, was approved by all of the counties concerned but for some reason or other, no word was received from Wasco County. He was instructed to furnish Commissioner Reynolds with full information to enable him to make a satisfactory explanation to Judge Webber.

Commissioner Reynolds also brought up for discussion a communication from the Hood River Chamber of Commerce urging that something be done to relieve the traffic congestion that occurs at Koberg Beach adjoining the new Columbia River Highway near Hood River. The Chamber alleges, he said, that the congestion is bad now and will get worse as time goes on because Koberg Beach is a very popular place, and some provision should be made to alleviate this hazardous condition. The Engineer suggested, if the Commission wants to provide access to this place, that it would be advisable to provide a traffic interchange when conditions justify it, and in the meantime, that the widening of the pavement might take care of the immediate situation. As a result of the discussion, the Engineer was instructed to make plans for channelizing the intersection at the entrance to the beach property and for development of a car parking area entirely off the highway.

The Commission approved and signed agreements, etc., as follows:

"Petition for Vacation" re vacation of a portion of N. E. 18th Street north of the O. W. R. & N Company's right of way.

"Modification of Industrial Lease" with Westfall Engineering Company re State Highway property situate near intersection of 133d Street and T. H. Banfield Expressway, Portland.

"Renewal of Lease" with Evelyn J. and Cyril A. Van Dyke re stockpile site on Nehalem Secondary Highway.

"Lease for Land" with Wheel and Rim Service, Inc., re 1,500 square feet of State-owned property between Sixth Street and Seventh Street in the western part of Eugene.

"Indenture of Access" granting change in access from the Kathryn Moore property to US 99 on Wolf Creek Section, Josephine County.

"Deed" re sale of an old gravel pit near the south city limits of Elgin to the Pacific Power and Light Company. Consideration $200.

"Deed" re sale of 5.32 acres of land to Alfred Hoffmeister adjacent to the Chenoweth Park-Deady Section of US 99, Douglas County. Consideration $420 without highway access.

"Deed" re sale of west half of Lot 10, Block 7, Elliott's Addition to Coquille adjacent to US 101, Coos County to R. E. Folsom. Consideration $200 with complete restriction of highway access.

"Bargain and Sale Deed" to the City of Astoria for Lots 4, 5, and 6 of Block 132, Shively's Astoria. (Authorized by Commission January 21, 1953)

"Bargain and Sale Deed" to Clatsop County for a parcel of land in Lots 1, 2, 3, and 4, Block 133 City of Astoria. (Authorized by Commission January 21, 1953)

"Easement" covering construction of a well and pipe line by James H. Smith on State property in the Van Duzer Wayside. (Authorized by Commission July 10, 1952)

"Agreement" with City of Lakeview covering the construction on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways in City of Lakeview. (Authorized by Commission December 20, 1951)

"Voucher" covering principal and interest payments due March 1, 1953.

"Agreement" with the O. W. R. & N Railroad Company and the U. P. Railroad Company re construction of grade separation structures on the T. H. Banfield Expressway at 148th Avenue, Rockwood Avenue, and Birdsdale Avenue. (Bids received January 21, 1953)

"Agreement" with the O. W. R. & N Railroad Company and the U. P. Railroad Company re construction of the Cereghino Overcrossing. (Bids received January 22, 1953)

"Agreement" with the O. W. R. & N Railroad Company and the U. P. Railroad Company re construction of the Cereghino Haul Road Overcrossing. (Bids received November 24, 1952)

"Agreement" with City of Mt. Angel covering the widening of Main Street (Hillsboro-Silverton Highway) in City of Mt. Angel. (Authorized by Commission March 13 and 14, 1952)

"Agreement" with the U. S. Bureau of Public Roads covering removal of slide material on the North Santiam Highway near Detroit Dam.

"Agreement" with the U. S. Bureau of Public Roads covering maintenance of the Flora-Enterprise Highway between M. P. 17.32 and M. P. 30.1 when rock base and oil surfacing contract now under way is completed. (Under contract by the BPR September 19, 1952)

"Agreement" with the Southern Pacific Company covering construction of a drainage pipe under the railroad in the City of Lyons.

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Project Agreements:
Oakland Junction-Deady Section, Pacific Highway
Lafayette-North Yamhill River Section, Pacific Highway
Lafayette-North Yamhill River Section, Pacific Highway West

"Agreement" with Consolidated Builders, Inc., covering slide removal on the North Santiam Highway at M. P. 39.2.

The meeting adjourned at 12:00 noon to reconvene at 9:00 a.m. on the following day in the same room.

Portland, Oregon
February 18, 1953

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Tyrolean Room of the Benson Hotel with the following persons present and participating:

Chas. H. Reynolds, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Chairman Chandler was excused from attending the meeting.

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, at the conclusion of which he announced that the awards of contracts would be made at 3:30 p.m. in the same room:

SUMPTER VALLEY HIGHWAY IN BAKER COUNTY
ROCK SURFACING POKER CREEK-SUMPTER SECTION

R. H. Sussex, Bellingham, Washington	$ 30,800.00
N. A. Toole Construction Co., Ontario	31,500.00
Arthur Simonsen, Baker	37,750.00
Newport Construction Co., Portland	40,725.00
C. E. Leseberg, Nyssa	47,000.00

CLACKAMAS COUNTY
BOECKMAN ROAD GRADE SEPARATION STRUCTURE

Birkemeier and Saremal, Portland	$ 45,530.00
Tom Lillebo, Reedsport	47,100.00
Babler Brothers, Portland	48,500.00
Parker-Johnson Company, Portland	49,972.00
United Builders, Inc., Beaverton	51,922.00

CLACKAMAS, HOOD RIVER, AND WASCO COUNTIES
MT. HOOD ROCK PRODUCTION PROJECT

and

HOOD RIVER COUNTY
PARKDALE ROCK PRODUCTION PROJECT

Bidder	Mt. Hood Rock Production	Parkdale Rock Production	Lump Sum Reduction	Total Combined Bid
Rogers Construction Co. Portland	$49,500.00	$64,700.00	--------	$114,200.00
Smith Bros. Constr. Co. Vancouver *	40,490.00	75,000.00	--------	115,490.00
J. N. Conley, Portland*	43,890.00	79,065.00	--------	122,955.00
Acme Constr. Co., Eugene *	49,000.00	74,555.00	--------	123,555.00
E. C. Hall Co., Portland *	47,825.00	83,000.00	--------	130,825.00
Newport Constr. Co. Portland *	52,925.00	80,100.00	--------	133,025.00
Vernie Jarl, Gresham	59,180.00	73,575.00	--------	133,755.00
R. H. Sussex, Bellingham, Washington	55,760.00	78,000.00	--------	133,760.00
C. J. Eldon, Portland	86,075.00	--------	--------	--------

* Bidder will accept award of Mt. Hood Rock Production Project only in combination with Parkdale Rock Production Project.

CLATSOP COUNTY
ASTORIA TRAFFIC SIGNALS

Geo. F. Anderson, Astoria	$ 22,930.00
Trowbridge and Flynn Electric Co., Medford	25,607.00
W. R. Grasle Co., Portland	26,888.00

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CLATSOP, YAMHILL, COLUMBIA, TILLAMOOK, WASHINGTON, MARION AND POLK COUNTIES
DIVISIONS I AND II REOILING PROJECT

J. C. Compton Company, McMinnville	$ 85,288.80
D - H Paving Company, Vancouver, Washington	87,352.00
Babler Brothers, Inc., Portland	88,311.00
Harr & Horton, Portland	98,685.50
Oregon Asphaltic Paving Company, Portland	101,314.00
Doolittle Construction Company, Seattle, Washington	105,021.80

COOS COUNTY
COOS BAY SIGNALS

Trowbridge and Flynn Electric Company, Medford	$ 3,875.00

OREGON COAST HIGHWAY IN COOS COUNTY
GRADING AND SURFACING

Stanton W. Payne, Eugene	$ 11,546.50
Martin Kincheloe, Myrtle Point	13,282.00
Keith Brothers, Medford	13,811.40
Glenn Ousley, Eugene	15,057.50
B. M. Emery Company, Portland	15,392.00
Coos Bay Dredging Co., Inc., Coos Bay	16,116.50
A. H. Saxton & Son., Corvallis	16,346.00
Anliker and Robinson, Bend	16,702.50
John A. Logan, Portland	16,776.00
Carl M. Halvorson, Inc., Portland	18,975.00
C. R. O'Neil and G. D. Dennis, Portland	19,325.00
Darby and Foster, Roseburg	21,080.00

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY
GRADING, PAVING, AND OILED SHOULDERS

Rogers Construction Company, Portland	$756,471.00
J. N. Conley, Portland	774,228.00
R. A. Heintz Constr. Co., Portland	776,618.00
Babler Brothers, Inc., Portland	777,420.00
J. W. Briggs, Bend	779,280.00
C. R. O'Neil, Creswell	833,375.50
Porter W. Yett, Portland	847,283.00
Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., Portland	848,362.00
Central Heating Company & F. L. Somers, Eugene	849,665.00
Funderburk Constr. Co., Harding Blasting Co., and Koppish Construction Co., Astoria	872,325.00
Parker-Schram Co., Portland	887,716.00
Peter Kiewit Sons' Company, Longview, Washington	908,865.00

February 18, 1953

Deschutes County, The Dalles-California Hwy--Grading, Paving, and Oiled Shoulders (cont.)

McNutt Brothers, Eugene	$936,559.00
Gibbons & Reed Company, Salt Lake City, Utah	991,220.00

GILLIAM COUNTY
HEPPNER JUNCTION OVERCROSSING

R. H. Jones, Hillsboro	$ 32,840.00
Marshall Construction Company, Hermiston	39,720.00
Orlando C. Bennard, Portland *	39,840.00
Babler Brothers, Inc., Portland	40,290.00
Geo. E. Berry, Beaverton	41,900.00
C. J. Eldon, Portland	42,060.00
Valley Construction Company, Portland	42,950.00
Schrader Construction Co., Portland	43,220.00
Ted Pickens Company, Eugene	44,610.00

* Bidder will accept award of only one project

JACKSON COUNTY
WARDS CREEK BRIDGE

F. L. Somers and Central Heating Co., Eugene	$ 17,339.00
Ted Pickens Construction Company, Eugene	18,110.00
Tom Lillebo, Reedsport	18,130.00
R. E. Meade & Co., Grants Pass	18,655.00
Harold W. Salter, Rogue River	19,405.00
Ausland & Dodson, Grants Pass	19,920.00
Hamilton & Thoms, Eugene	20,245.00
American Construction Co., Beaverton	21,812.00
Orlando C. Bennard, Portland *	21,920.00

* Bidder will accept award of only one project.

WARNER HIGHWAY IN LAKE COUNTY
FREMONT JUNCTION-ROSA CREEK SECTION

FREMONT AND KLAMATH FALLS-LAKEVIEW HIGHWAYS
GRADING AND PAVING LAKEVIEW SECTION

LAKEVIEW
LAKEVIEW (PINE STREET NORTH) SECTION
LEVELING COURSE, SHOULDERS AND PAVING

See next page.

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Fremont Jct.-Rosa Creek Section,
Lakeview Section and Lakeview (Pine St. N.) Section (cont.)

Bidder	Fremont Jct. Rosa Creek	Lakeview Section	Combined Bid Fremont Jct. & Lakeview Secs.	Lakeview Pine St. North Sec.	Total Combined Bids
J. C. Compton Co. McMinnville	$159,220.00	$77,695.50	$236,915.50	$7,065.00	$243,975.50*
Warren Northwest Inc., Portland	162,205.00	75,034.50	237,239.50	7,115.00	244,354.50*
Peter Kiewit Sons' Co., Longview, Washington	165,920.00	74,895.30	240,815.30	6,773.00	247,588.30*
Acme Constr. Co., Eugene	169,365.00	79,132.50	248,497.50	7,562.50	256,060.00*
Central Paving Co., Dallas	189,725.00	85,250.00	269,975.00	7,488.50	277,463.50** ***
Central Heating Co. and F. L. Somers Eugene	187,620.00	83,101.00	270,721.00	9,790.00	280,511.00*
Parker-Schram Co. Portland	191,837.50	87,440.60	279,278.10	7,655.50	286,933.60*
Babler Bros. and Rogers Constr. Co., Portland	196,220.00	86,882.00	283,102.00	8,060.00	291,162.00*
D-H Paving Co., Vancouver,	191,145.00	92,808.00	283,953.10	8,838.50	292,791.60

* Bidder will accept award of Fremont Junction-Rosa Creek Section project only in combination with Lakeview Section and will accept award of Lakeview (Pine St. No.) Section only in combination with Lakeview Section Project.

** Bidder will make reduction of $5,000 if awarded Fremont Junction-Rosa Creek Section and Lakeview Section also.

*** Bidder will not accept projects totaling more than $285,000.

SANTIAM HIGHWAY IN LINN COUNTY
GRADE WIDENING AND PAVING NOBLE SLOUGH-FOSTER SECTION

Warren Northwest, Inc., Portland	$216,616.50
D-H Paving Co., Vancouver, Washington	226,214.00
Acme Construction Company, Eugene	230,809.00
F. H. McEwen & Stanton W. Payne, Eugene	244,811.00
Central Paving Company, Dallas *	249,589.00
Porter W. Yett, Portland	273,145.00
Lebanon and Harrisburg Sand and Gravel Company, Lebanon	273,594.00

* Bidder will not accept projects totaling more than $285,000

February 18, 1953

MARION COUNTY
MT. ANGEL SECTION

Warren Northwest, Inc., Portland	$63,039.50
Western Paving and Construction Co., Albany	74,046.00
Porter W. Yett, Portland	74,454.00
D-H Paving Company, Vancouver, Washington	83,817.50

MARION COUNTY
SALEM BY-PASS STRUCTURES

Tom Lillebo, Reedsport	$130,580.00
Hamilton and Thoms, Eugene	142,732.00
Glenn Snook, Eugene	144,514.00
Lindstrom Brothers, Portland	146,780.00

BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY
102D AVENUE OVERCROSSING RECONSTRUCTION

Donald M. Drake Company, Portland	$188,223.25
C. J. Montag and Son, Portland	197,529.00
Schrader Construction Company, Portland	198,649.00
General Construction Company, Portland	240,240.00
Carl M. Halvorson, Inc., Portland	246,873.00
Lindstrom Brothers, Inc., Portland	254,294.50
Guy F. Atkinson Company, Portland	257,806.00

WALLOWA LAKE HIGHWAY IN UNION COUNTY
GRADING AND PAVING LA GRANDE-ISLAND CITY SECTION

K. F. Jacobsen, Inc., Portland	$ 95,988.00
H. J. & H. W. Miller, Baker	99,347.50
Durbin Brothers, Eugene	102,650.00
D-H Paving Company, Vancouver, Washington	103,872.00
Morrison & Lamping, Walla Walla, Washington	104,930.00
Porter W. Yett, Portland	105,515.00
United Contracting Company, Portland	113,710.00

OCHOCO HIGHWAY IN WHEELER COUNTY
MITCHELL-WILLOW CREEK ROCK PRODUCTION PROJECT

Rogers Construction Company, Inc., Portland	$34,500.00
R. H. Sussex, Bellingham, Washington	39,600.00
Acme Construction Company, Eugene	47,490.00

February 18, 1953

11251

A delegation representing Oregon City and Clackamas County appeared before the Commission concerning certain highway improvements in Clackamas County. The following people composed the group: Bob Jones and Stan Skoko, County Commissioners; County Judge Wallace Telford; Richard Long, Mayor of Oregon City; George Helser and Albert Roake, City Commissioners; Robert Finlayson, City Manager; Ed Kaen, Publisher, Enterprise-Courier; and Walter Buse and Ed Carswell, members of the Oregon City Chamber of Commerce. Judge Wallace Telford headed the group and introduced members. He thanked the Commission for approving construction of the Boeckman Road overcrossing on the Portland-Salem expressway and for other work performed in the county, and he urged the following additional improvements:

1. Widening and realignment of 82d Avenue from Portland to Oregon City.
2. Construction of a new bridge across the Willamette River between Oregon City and West Linn or widening of the present structure
3. Widening of the Pacific Highway East between New Era and Hubbard
4. Realignment of the Mt. Hood Highway from Sandy eastward

He requested early consideration of all of these projects and asked that priority be given to the improvement of 82d Avenue. Mr. Finlayson stated that Oregon City officials agree with the County Court on the list of improvements and the placing of the 82d Avenue job as first priority. He asked for surveys of the remaining projects and construction as soon as is possible. Mayor Long and County Commissioner Skoko endorsed Mr. Finlayson's statements. Mr. Jones and Mr. Buse each declared their approval of the program as presented and urged replacement of the narrow bridge at Parkplace. Judge Telford asked early consideration of these improvements, particularly modernization of 82d Avenue, and that surveys of the others be authorized to determine costs, et cetera. Acting Chairman Reynolds advised that improvement of a portion of 82d Avenue is in the Commission's program and that serious and careful consideration will be given to the other jobs requested; however, the Commission at this time is not in position to make any definite promises with respect to them. This concluded the conference. (This matter was discussed by the Commission later in the day when the Engineer was instructed to conduct an economic survey covering the projects requested by the group.)

A Lane County Delegation from Eugene and Creswell appeared before the Commission to urge completion of a $1\frac{1}{2}$-mile section of the Fox Hollow Secondary Highway about 6 miles south of Eugene. Present were Mrs. L. J. Murdock, Eugene; Mr. George Hayes, Creswell, and Mr. Harold Barton, Eugene. Mrs. Murdock who acted as spokesman stated that she represents people who reside along Fox Hollow Road, particularly in the vicinity of Prairie and Spencer Creek. She pointed out that there remains to be constructed only a $1\frac{1}{2}$-mile section of this road to provide a continuous facility from Eugene to a connection with the Camas Swale-Lorraine County Road which is hard surfaced throughout; also, that due to the fact that the section is not constructed at the present time, people in the area are required to travel several miles extra in order to reach the nearest trading center in Eugene or Springfield. Mr. Hayes stated that in his business of growing chickens, the road would save him eight miles per trip in going to Eugene, and that the same thing is true for about 15 other producers in the area. Mr. Barton pointed out that at present he has to haul timber over an adverse grade and that construction

of the 1½-mile section would be of benefit to him as well as to other haulers of products in the area. Acting Chairman Reynolds informed the delegation that the Commission is not very familiar with the project requested but will have an engineering investigation made at once. The Engineer was thereupon authorized and instructed to make the investigation and report his findings with cost estimates to the Commission at its next meeting.

A Yamhill County delegation consisting of people from Carlton, Yamhill, and Newberg appeared before the Commission to urge that the State take over as a state secondary highway the county road which extends from Carlton to Newberg. The following comprised the group: Harry Williams, Jim Robison, Myron Madson, Bill Estey, Carl H. Iverson, and L. F. Williams, all members of the Carlton Chamber of Commerce; Art Barackman, Walter Scott, Pat Paola, Larry Pekkola, and Lew Henry, farmers from Carlton; Emanuel Link, Guy Haynes, and Gordan Haynes, lumbermen, Carlton; Albert Youngberg and Charles Newman, County Commissioners; E. C. Stovell, President of the Yamhill Chamber of Commerce; R. J. Wulf, ex-Mayor of Yamhill; S. D. Adcock, truck operator, Yamhill; B. M. Lefever, insurance, Newberg; C. N. Windsor and Harold Scharff, truck operators, Newberg; and Herman Wilke, Secretary of the Newberg Chamber of Commerce. Mr. Harry Williams acted as spokesman and introduced the members of the delegation. He advised that the County does not have funds to adequately maintain the road and that it would be a great benefit to haulers of produce if the road were improved to a state secondary highway standard. He declared that were this road improved, it would create a saving of 12 miles in travel-distance between Carlton and Newberg and would relieve the Pacific Highway West of considerable traffic congestion. Others speaking in behalf of the project were Messrs. Guy Haynes, B. M. Lefever, Commissioners Youngberg and Newman, Wulf, Scott, and Estey.

The Engineer pointed out that the road in question is now a Federal Aid Secondary Highway about 5.8 miles in length so is eligible for Federal Aid Secondary Highway funds and could be improved with such funds without being made a state secondary highway; in fact, its inprovement could be accomplished sooner while in that category than were it designated a state highway. County Commissioner Youngberg explained that the County has obligated all available highway funds for improvement and construction of bridges so will not have any money for this road for about two years. Acting Chairman Reynolds stated that it does not appear possible for the State to assist in this matter unless the road is retained on the Federal Aid Secondary system and the County Court will recommend its improvement as a Federal Secondary Highway. He concluded the discussion by giving his opinion that prospects for the road are better as a Federal Highway than as a State Highway.

The meeting recessed at 12:30 p.m. and reconvened at 3:15 p.m. with the same persons present and participating.

W. H. Lynch, Division Engineer, Bureau of Public Roads was present and presented to the Commission for approval a letter directed to the Chief, Forest Service, and Commissioner of Public Roads, recommending a program for Fiscal Year 1954 Forest Highway funds, and containing projects mutually

selected for such funds by representatives of the State and Federal Governments at the meeting of the Highway Commission held on January 21, 1953. The Commission approved and signed the letter jointly with Mr. Lynch and Mr. R. F. Grefe, Acting Regional Forester, which letter is copied in full herein for the record:

486 Oregon General February 10, 1953

Chief, Forest Service
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

Conforming to the Rules & Regulations for Administering Forest Highways, a joint conference was held January 21, 1953 between the Oregon State Highway Commission, the U. S. Forest Service, and the U. S. Bureau of Public Roads, for the purpose of selecting projects to be recommended for inclusion in the 1954 Fiscal Year program and to recommend necessary revisions in previously approved programs.

The following is a statement of the Forest Highway funds available from the 1954 apportionment and from the unobligated balance of previous apportionments.

Funds Available

Fiscal Year 1954 Apportionment		$3,100,639.00
Deducted for Washington Office Reserve 1954 (10%)		-310,064.00
Released from Washington Office previous reserve		+179,179.00
Total funds available		$2,969,754.00

Deductions

Required to finance deficits on projects now under contract	$119,963.00	
Reserved for State Contingent	109,791.00	229,754.00
Available for programming		$2,740,000.00

Under Fiscal Year 1953 program, approved April 11, 1952, the following project was included:

46-F (3023-00) Cascade Lakes Highway Grading, 5 Mi. $160,000.00

It is recommended that the above project be cancelled and the funds released for further allocation $ 160,000.00

Total funds available for programming $2,900,000.00

Increased costs subsequent to previous programming dictate revisions in funds programmed to two projects approved April 11, 1952 under Fiscal Year 1953 program as follows:

Project and Account No.	Route Name, Type of Work and Mileage	Present Est. Cost	Previous Amount Programmed	Recommended Increase
9-A4, B4, C1 (3020-00)	Oregon Coast Highway Surf. & Bit. Paving 8.8 Miles	$500,000	$350,000	$150,000
47-E (3024-00)	North Umpqua Hwy. Grading, 4.0 Miles	495,000	350,000	145,000

Total allocations to previously programmed projects $295,000.00

Balance remaining for new projects $2,605,000.00

Recommended Allocations to New Projects, 1954 Fiscal Year

Project and Account No.	Route Name and Type of Work	Length Miles	Recommended Allocation
10-C1 (3070-00)	Oregon Coast Highway Grading	8.0	$840,000.00
21-D5 (3071-00)	Willamette Highway Grading 4.4 Mi. Surf. & Bit. Surf. 2.1 Mi.	4.4	300,000.00
24-A8 (3080-00)	North Santiam Highway Bridge	.02	40,000.00
25-A9 (3072-00)	Mt. Hood Highway Grad., Surf. & Bit. Surf.	2.0	350,000.00
38-B2 (3073-00)	Flora-Enterprise Hwy. Grading	8.0	225,000.00
46-C4, D3, E2 (3074-00)	Cascade Lakes Highway Grading 4.5 Mi. Selected Borrow 12.4 Mi.	12.4	185,000.00

February 18, 1953

21288

Project and Account No.	Route Name and Type of Work	Length Miles	Recommended Allocation
47-A3, B6, C1, D2 (3075-00)	North Umpqua Highway Surfacing and crushed rock production	16.9	$375,000.00
51-A (3076-00)	Belknap Springs Highway Advance Clearing	8.0	50,000.00
(3077-00)	Location Survey		100,000.00
(3079-00)	Maintenance		140,000.00
	Total allocations to new projects		$2,605,000.00

Project Description and Comments

OREGON COAST HIGHWAY
Surfacing and Bituminous Paving, Project 9-A4, B4, C1, 8.8 Miles, Increase $150,000

Under project 9-A4, B4, C1, approved for $350,000 out of fiscal year 1953 funds, it was proposed to surface and bituminous pave 8.8 miles. Further investigation and rising costs subsequent to original programming dictates an increase in funds to complete the project. The presently estimated cost is $500,000 and an additional $150,000 will be required. It is recommended that these funds be supplied from Fiscal Year 1954 allotments.

OREGON COAST HIGHWAY
Grading, Project 10-C1, 8.0 Miles, $840,000

The State of Oregon has planned the early reconstruction of those sections of the Oregon Coast Highway which are now below the required standard to safely carry the traffic. One of these sections covers Forest Highway Route 10 between Port Orford and Gold Beach and the project recommended includes the grading of approximately 8 miles from the vicinity of Wedderburn north to Giesel Monument. The State plans to reconstruct the remaining part of the section north to Port Orford.

WILLAMETTE HIGHWAY
Grading 4.4 Miles and Surfacing & Bituminous Surfacing 2.1 Miles, Project 21-D5, $300,000

Previously programmed project 21-C2, D4, now underway, extends the improvement of this highway from the west to within 4.4 miles of Oakridge, Oregon. The recommended project contemplates the reconstruction grading of this 4.4 miles and the surfacing and bituminous

surfacing of those sections coincident with the existing highway, aggregating 2.1 miles at the east and west ends of the project. The intervening 2.3 mile section will involve a new bridge crossing of the Willamette River and the grading cannot be utilized until the bridge is completed, with bridge project is now contemplated for inclusion in next year's forest highway program or for early construction by the State. No surfacing, therefore, is contemplated for the intervening section and traffic will be carried over the existing highway. This project will complete the remaining reconstruction grading over one of the most sub-standard and hazardous sections of this highway.

NORTH SANTIAM HIGHWAY
Structure, Project 24-A8, 0.02 Mile, $40,000

Recent and unusually heavy rains have developed excessive raveling and sloughing of original ground in an old draw which has begun to threaten the existing roadway. Ground slopes are too steep to rebuild with embankment and it will be necessary to construct a viaduct to correct the damage. The $40,000 is recommended to finance this work.

MT. HOOD HIGHWAY
Grading, Surfacing & Bituminous Surfacing, Project 25-A9, 2.0 Miles $350,000

Under project 25-A8, approved under 1953 Fiscal Year program, a bridge was constructed over the Zig Zag River below the confluence of the Zig Zag River and Still Creek, which replaces two bridges on the existing highway which are obsolete and extremely hazardous. The proposed project will effect the utilization of the new bridge and reconstruct a substandard section of this highway which carries a heavy traffic both commercial and recreational. The project lies between Zig Zag on the west and Rhododendron on the east end, the latter being a focal center of a large recreational area.

FLORA-ENTERPRISE HIGHWAY
Grading, Project 38-B2, 8.0 Miles $225,000

Under previous projects 38-A3 and -A4, 12.27 miles at the southerly end of the route will be regraded, surfaced and bituminous surfaced. The recommended project continues the reconstruction grading to the Flora junction, beyond which reconstruction is not soon contemplated. Surfacing and bituminous surfacing of the project is contemplated under the next fiscal year program (1955) unless surplus funds become available sooner. The project will complete the reconstruction of a very substandard section.

CASCADE LAKES HIGHWAY
Grading 4.5 Miles and placing cinder borrow topping on 12.4 Miles, Project 46-C4, D3, E2, $185,000

Under projects 46-C3, D1, E and 46-D2, E1, 8.5 miles are being graded from the west end of the bituminous surfaced project to Devils Lake. The herein recommended project provides for the completion of grading to Elk Lake, the main objective in this area, and the placing of a cinder borrow topping over the entire 12.4 miles. The grading as completed will not be satisfactory to carry the traffic and the temporary topping will afford a smooth roadbed pending surfacing and bituminous surfacing. The latter operation is contemplated as soon as grading is completed.

CASCADE LAKES HIGHWAY
Grading, Project 46-F, 5 Miles, $160,000, Programmed Fiscal Year 1953

Shortage of cash necessitated deferment of construction of this project during the 1952 season. The Forest Service now favors the cancellation of the project in favor of the above-mentioned project, 46-C4, D3, E2, as the need is greater on that section.

NORTH UMPQUA HIGHWAY
Grading, Project 47-E, 4.0 Miles, Increase $145,000

Based on more complete survey information the estimated cost is now in excess of the $350,000 allocated under the 1953 Fiscal Year program. Since it is not desirable from a Forest Service standpoint to reduce the length it is necessary, and is so recommended, that an additonal $145,000 be allocated to finance the project to its logical terminus.

NORTH UMPQUA HIGHWAY
Surfacing and Crushed Rock Production, Project 47-A3, B6, C1, D2, 16.9 Miles, $375,000

Under previous projects 47-A1, B1, D to 47-B5 the highway will be graded from Rock Creek, westerly end of the route, to Steamboat Creek, 16.9 miles. The Forest Service, as well as the Bureau of Land Management, contemplate immediate and extensive timber sales contingent to the Steamboat Creek Area and it is essential that the highway be surfaced to that point. The project proposes to place a base course over the 16.9 miles and to produce the necessary crushed rock for future bituminous surfacing. Placing of the bituminous surfacing is contemplated under ensuing fiscal year's programming as the status of the grading and short season precludes this operation this coming season.

BELKNAP SPRINGS HIGHWAY
Advance Clearing, Project 51-A, 8.0 Miles, $50,000

The Belknap Springs Highway was added to the Forest Highway System during 1952 and the proposed project is the initial construction on the route. It is proposed to advance clear 8 miles beginning at the junction with the McKenzie Forest Highway Route 22 and extending northerly in Lane County.

The route extends a distance of 21 miles from the McKenzie Highway in the vicinity of Belknap Springs northerly to a junction with the Santiam Highway, Forest Highway Route 23, near its junction with the North Santiam Highway, Forest Highway Route 24, in Linn County.

The route will serve as an access to 1,750 million FBM of timber which the forest Service contemplates to harvest at the rate of 30 million FBM per year. It will also serve as a Trans-Cascade winter route for traffic between the Eugene, Oregon area and the Bend area in eastern Oregon. The estimated traffic will be 250 vehicles per day, of which 60 will be log trucks.

LUMP FUND SURVEY

The $100,000 herein recommended is to finance field surveys, design and plans for the recommended projects as well as for other projects previously approved and for new surveys recommended herein.

LUMP FUND MAINTENANCE

The $140,000 recommended is to finance the obligations of the Government for maintenance of completed projects for periods of one or two years following completion of construction.

Very truly yours,

/s/ W. H. Lynch

W. H. LYNCH
Division Engineer

Recommended for approval

R. H. Baldock
State Highway Engineer

U. S. FOREST SERVICE, REGION 6

R. F. Grefe
Act. Regional Forester

OREGON STATE HIGHWAY COMMISSION

Chairman

Chas. H. Reynolds
Commissioner

M. K. McIver
Commissioner

February 18, 1953

The Chief Counsel reported settlement of a condemnation case which the Commission had previously authorized against E. A. and I. A. Springer for property needed for the Garden Valley Road-Second Crossing of the South Umpqua River Section of the Pacific Highway in Douglas County. He advised that the appraised value of the property is $7,900 and that an offer had been made to the owners in that amount which they have accepted. The Commission approved the settlement as reported.

The Chief Counsel also presented a settlement of the condemnation action against Lawrence Harvey Kozowski and Bessie Dixson to acquire property needed as right of way for the Lapine-Forest Boundary Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County. The State's original offer, he said, was in the sum of $4,225 whereas the owners demanded $6,000. He also said that since filing the complaint the owners have improved their property so it now has an estimated value of $4,625. The settlement finally agree to, he added, is $5,000 for the property without any commercial access which the owners previously demanded. The Commission approved the settlement.

Commissioner Reynolds inquired concerning the status of right of way acquisition on the Mt. Vernon-John Day Section of the John Day Highway in Grant County, which project is scheduled for contracting at the April meeting of the Commission. He was informed that the project is not entirely clear from the right of way standpoint and that it may be necessary to condemn some of it. Commissioner Reynolds expressed the wish of the Commission that condemnation be not resorted to unless that appears to be absolutely necessary. The Right of Way Engineer was instructed to expedite the negotiations.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:30 p.m. Commissioner McIver publicly announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Rock surfacing on the Poker Creek-Sumpter Section of the Sumpter Valley Highway east of Sumpter, Baker County: The Commission received five bids for this job, the low one being that of R. H. Sussex, Bellingham, Washington, at $30,800.00. The contract has been awarded to the low bidder at his bid price.

"Construction of a reinforced concrete viaduct, known as the Boeckman Road Grade Separation Structure, over the West Portland-Hubbard Highway in Clackamas County: Of the five bids received for this project, Birkemeier and Saremal, Portland, submitted the low one at $45,530.00. The Commission awarded the contract to Birkemeier and Saremal at their bid price.

"Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways in Clackamas, Hood River, and Wasco Counties, and the Parkdale Rock Production Project on the Mt. Hood and Hood River Highways in Hood River County: Rogers Construction Company, Portland, submitted the low combination bid for these two jobs in the total amount of $114,200.00. Eight higher bids were received. Both contracts have been awarded to Rogers Construction Company on their low combination bid.

"Installation of automatic fixed-time traffic signals at eight intersections on the Oregon Coast Highway in Astoria, Clatsop County: Only three bids were received for this work, the low one being that of Geo. F. Anderson, Astoria, at $22,930.00. The Commission has awarded the contract to the low bidder at his bid price.

"Oil mat surfacing on ten state highways in the northwestern part of the state, known as Divisions I and II Reoiling Project, in Clatsop, Yamhill, Columbia, Tillamook, Washington, Marion, and Polk Counties: Six bids were received for this work, the low one being that of J. C. Compton Company, McMinnville, in the sum of $85,288.80. The contract has been awarded to the low bidder at its bid price.

"Installation of a fixed-time traffic signal at one intersection on the Empire-Coos Bay Highway, and a supervisory interconnection with signals on the Oregon Coast Highway, in Coos County: Only one bid was received for this job, being that of Trowbridge and Flynn Electric Company, Medford, at $3,875.00. The bid has been rejected by the Commission as being too high.

"Grading and Surfacing on the Lower Fourmile Road Junction Section of the Oregon Coast Highway, 7.71 miles south of Bandon, Coos County: Stanton W. Payne, Eugene, submitted the low bid for this project at $11,546.50. The Commission received eleven higher bids. The contract has been awarded to the low bidder at his bid price.

"Grading, paving and oiled shoulders on the North Unit, Bend-Lapine Section of The Dalles-California Highway, four miles south of Bend, Deschutes County: Fourteen bids were received for this work. Rogers Construction Company, Portland, submitted the low bid at $756,471.00. The Commission has awarded the contract to Rogers Construction Company at its bid price.

"Construction of a reinforced concrete viaduct, known as the Heppner Junction Overcrossing, to carry Columbia River Highway traffic over the Heppner Branch tracks of the Union Pacific Railroad Company approximately ten and one-half miles east of Arlington in Gilliam County: The Commission received nine bids for this work, the low one being that of R. H. Jones, Hillsboro, at $32,840.00. The bid of R. H. Jones in the sum of $32,840.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of a reinforced concrete viaduct 78 feet in length over Wards Creek on Main Street in the City of Rogue River, Jackson County: Of the nine bids received for this work, that submitted jointly by F. L. Sommers and Central Heating Company, Eugene, was the low one at $17,339.00. This is a county project so all bids are being referred to Jackson County Court for further handling.

"Paving and construction of rock or gravel shoulders and furnishing of crushed material in stockpiles on the Fremont Junction-Rosa Creek Section of the Warner Highway, 4.3 miles north of Lakeview; grading and paving one mile on

the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways in Lakeview; and 0.33 mile of leveling course, shoulders and paving on the Lakeview (Pine Street North) Section on Pine Street in Lakeview, all three jobs being in Lake County: J. C. Compton Company, McMinnville, submitted the low combination bid for these three projects in the total amount of $243,975.50. Eight higher combination bids were received. The contract has been awarded to the low bidder, J. C. Compton Company, on its low combination bid price.

"Grade widening and paving on the Noble Slough-Foster Section of the Santiam Highway west and east of Sweet Home in Linn County: The Commission received seven bids for this work, the low one being that of Warren Northwest, Inc., Portland, at $216,616.50. The bid of Warren Northwest, Inc., in the sum of $216,616.50.is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grade widening and paving on the Mt. Angel Section of the Hillsboro-Silverton Highway in Mt. Angel, Marion County: Of the four bids received for this project, Warren Northwest, Inc., Portland, submitted the low bid at $63,039.50. The Commission has awarded the contract to the low bidder at its bid price.

"Construction of four reinforced concrete structures on the State Street-Battle Creek Unit of the Salem By-pass Section of US 99E in Marion County: Tom Lillebo, Reedsport, submitted the low bid for this work in the sum of $130,580.00. Three higher bids were received. The low bidder has been awarded the contract at his bid price.

"Removal of approximately 415 feet of reinforced concrete viaduct and construction of approximately 511 feet of reinforced concrete viaduct steel girder span, approximately 598 feet of reinforced concrete retaining wall, and approximately 1,600 feet of highway roadbed on 102d Avenue Overcrossing on the T. H. Banfield Expressway, Multnomah County: The Commission received seven bids on this project, that of Donald M. Drake, Company, Portland, being the low one at $188,223.25. The contract has been awarded to the low bidder at its bid price.

"Grading and paving the La Grande-Island City Section of the Wallowa Lake Highway northeast from La Grande in Union County: Of the seven bids received, the low one was submitted by K. F. Jacobsen, Inc., Portland, at $95,988.00. The contract has been awarded to K. F. Jacobsen, Inc., at its bid price.

"Mitchell-Willow Creek Rock Production Project on the Ochoco Highway east of Mitchell in Wheeler County: Only three bids were received for this work, the low one being that of Rogers Construction Company, Inc., Portland, at $34,500.00. The Commission has awarded the contract to the low bidder at its bid price."

The Commission discussed the projects requested by the delegation from Oregon City and Clackamas County during the morning session. As a result thereof the Commission authorized and instructed the Engineer to conduct an economic survey embracing all of them and to render a complete report of his findings.

The Secretary presented petitions signed by numerous residents of Lin-

coln and Tillamook Counties in which the Commission is urged to complete construction of the Siletz Secondary Highway between Kernville and Siletz at the earliest possible time. He was instructed to imform the petitioners that their project will be given due consideration in the programming of future highway funds.

There being no further business the meeting adjourned at 3:45 p.m.

State Highway Engineer

Secretary

Acting Chairman

Commissioner

February 18, 1953

EXHIBITS "A" through "N"

Minutes of

February 17 and 18, 1953

EXHIBIT "A"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY

19955 - Haldeman, George D. and Alice C. (Johnson)
Right of Way
Option expires July 19, 1953

3,000 sq. ft., at $0.15 per sq. ft.		$ 450.00
House - 940 sq. ft., and fence.		3,948.00
Amount to be paid owner - chrg to Right of Way		$4,398.00

Takes all -

19934 - Flory, Edmond F. and Leita (Smith)
Right of Way
Option expires July 21, 1953

Lot 50x100 (500 sq. ft.)	Lump Sum.	$1,250.00
House - 744 sq. ft.		6,000.00
Chicken house - 1251 sq. ft.		2,200.00
Garage -		300.00

(cont.)

EXHIBIT "A" (cont.)

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY (cont.)

19934 - Flory, Edmond F. and Leita (cont.) (Smith)

Amount to be paid owner - chrg to Right of Way $9,750.00

Takes all -

19954 - Wells, Dorothy R. (Johnson)
Right of Way
Option expires July 27, 1953

50 x 100 lot.	Lump Sum.	$ 750.00
Lawn, trees, and shrubbery.		400.00
House - 624 sq. ft.		5,643.00
Garage. 220 sq. ft.		330.00

Amount to be paid owner - chrg to Right of Way $7,123.00

Takes all -

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

4849 - Pohl, Leonard and Juanita G. (Johnson)
Right of Way
Agreement signed January 25, 1953

Damages - due to closing of Washington Co. Rd. $1,500.00

Amount to be paid owner - chrg to Right of Way $1,500.00

19866 - Eade, Belle (Johnson)
Right of Way
Option expires August 4, 1953

0.99 acres at $600. per acre. $594.00

Amount to be paid owner - chrg to Right of Way $594.00

Access controlled - no access allowed

KLASKANINE SUMMIT-JEWELL SECTION - NEHALEM SECONDARY HIGHWAY

19925 - Noyes, R. H. and Edmund Hayes (Benner)
Stockpile Site
Option expires July 27, 1953

(cont.)

EXHIBIT "A" (cont.)

KLASKANINE SUMMIT-JEWELL SECTION - NEHALEM SECONDARY HIGHWAY (cont.)

19925 - Noyes, R. H. and Edmund Hayes, (cont.) (Benner)

3.554 acres at $100. per acre. $355.40

Amount to be paid owner - chrg to Right of Way $355.40

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

19552 - Kelly, Brenton E. and Gertrude S. (Benner)
Right of Way (Fisher Rd. extension)
Option expires July 29, 1953

0.773 acre	Lump Sum.	$618.00
4 trees.		70.00
Plus low bid for moving rental unit.	(Baumback)	3,640.00

Amount to be paid owner - chrg to Right of Way $4,328.00

THINGS TO BE DONE BY THE STATE

Reestablish accesses at Stations 101+00, 102+00, 103+00, east side, and gravel and oil same, to be used for residence, rental units and barn.

Access not controlled -

Re-negotiated settlement (line change)

19551 - Mitchell F. D. and Ethel (Byrum)
Right of Way (Fisher Rd. extension)
Option expires August 1, 1953

1.58 acres at $800. - per acre.	$1,250.00
Allowance - change in water system	150.00
- move hog house, 30 x 10, approx	600.00
- move garage, 25 x 12, approx.	500.00
- move shed, 18 x 10, approx.	500.00

Amount to be paid owner - chrg to Right of Way $3,000.00

THINGS TO BE DONE BY THE STATE:

Place and cover tile from Station 0+00 to Station 1+70.
Construct 25' approach, west side at Station 1+70.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY

19782 - Morehead, James N. and Vera A. (Benner)
Right of Way
Option expires July 14, 1953

0.65 acre, more or less.	Lump Sum.	$325.00
Allowance - 83 rods of fence at $4. per rod.		332.00
Amount to be paid owner - chrg to Right of Way		$657.00

THINGS TO BE DONE BY THE STATE:

Protect owner's stock pass and reestablish at Station 1563+60.
Reestablish entrances at Stations 1560+50 and 1564+00, south side, for farm and logging operations.

Access controlled -

19783 - Andrews, O. O. et al (Benner)
Right of Way
Option expires July 14, 1953

0.024 acre, and allowance to move sign.		$40.00
Amount to be paid owner - chrg to Right of Way		$40.00

THINGS TO BE DONE BY THE STATE:

12' culvert at Station 1569+10 to be replaced if disturbed by construction.
Reestablish 25' wide access at Station 1569+10, north side, for Auto Court entrance.

Access controlled -

19792 - Morris, Robert E. and Mary S. (Benner)
Right of Way
Option expires July 21, 1953

1,000 sq. ft. fencing, apple tree, etc.	Lump Sum.	$89.00
Amount to be paid owner - chrg to Right of Way		$89.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19778 - Langmack, Hester C. and Robert S. (Benner)
Right of Way
Option expires July 28, 1953

0.32 acre. Lump Sum. $160.00

Amount to be paid owner - chrg to Right of Way $160.00

THINGS TO BE DONE BY THE STATE:

Reestablish entrances at Stations 1464+00, 1466+50, and 1469+00, 25' wide, south side for commercial use.

Access controlled -

19800 - Willamette National Lbr. Co. (Benner)
Right of Way
Option expires July 27, 1953

7,000 sq. ft. Lump Sum. $175.00

Amount to be paid owner - chrg to Right of Way $175.00

THINGS TO BE DONE BY THE STATE:

Establish accesses at Stations 1677+60, 1678+72, and 1684+60, south side, for sawmill operations.
Accesses granted at Stations 1687+85, 1699+20, and 1705+75, existing widths, for sawmill operations.

Access controlled -

19935 - Stock, James E. and Frances (Landon)
Right of Way
Option expires July 28, 1953

0.19 acre. Lump Sum. $95.00

Amount to be paid owner - chrg to Right of Way $95.00

THINGS TO BE DONE BY THE STATE:

Private access granted southerly side at Station 1385+00, for residential use.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19790 - Hill, Bird J. and Sara M. (Benner)
Right of Way
Option expires July 26, 1953

600 sq. ft.	Lump Sum.	$15.00
Allowance - move 60 ft. of fence.		15.00
Amount to be paid owner - chrg to Right of Way		$30.00

THINGS TO BE DONE BY THE STATE:

Reestablish approach to frontage road at Station 1577+00, south side.

Access controlled - no access allowed

19796 - Hobin Logging Company (Benner)
Right of Way
Option expires July 12, 1953

2,300 sq. ft. and 18 rods of fencing.	Lump Sum.	$113.50
Amount to be paid owner - chrg to Right of Way		$113.50

THINGS TO BE DONE BY THE STATE:

Reestablish accesses at Station 1583+20 and 1585+00, north side, 25' wide, for existing machine shop and motel.

Access controlled -

19785 - Emmert, Floyd and Grace (Benner)
Right of Way
Option expires August 3, 1953

0.45 acre.	Lump Sum.	$250.00
Allowance - 36 rods of fence $4. per rod.		144.00
Amount to be paid owner - chrg to Right of Way		$394.00

THINGS TO BE DONE BY THE STATE:

Reestablish driveway at Station 1576+00, south side, for residential purposes.

Access controlled -

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19791 - Terry, C. M. (Benner)
Right of Way
Option expires August 3, 1953

.051 acre.	Lump Sum.	$60.00
Amount to be paid owner - chrg to Right of Way		$60.00

Access controlled - no access allowed

19789 - Ferguson, Joseph F. and Hattie B. (Benner)
Right of Way
Option expires August 3, 1953

Lot 61.6 x 90.	Lump Sum.	$ 200.00
House - 404 sq ft.		1,818.00
Outbuilding - 598.5 sq. ft.		299.25
Well & pipe connections.		432.75
Amount to be paid owner - chrg to Right of Way		$2,750.00

Takes all -

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19491 - Campbell, Robert G. and Esther A. Rebecca G. Campbell (Byrum)
Right of Way
Option expires July 16, 1953

2.77 acres at $300. per acre.	$821.00
100 rods of fence at $4. per rod.	400.00
Amount to be paid owner - chrg to Right of Way	$1,231.00

Access controlled - no access allowed

19485 - Long, G. C. and Myrtle E. (Byrum)
Right of Way
Option expires July 28, 1953

18 acres at $250. per acre.	$4,500.00
12.94 acres at $200.+ per acre.	2,600.00
Allowance - for easement	100.00
- 470 rods of fence at $4. per rod.	1,880.00
Damages.	7,880.00
Amount to be paid owner - chrg to Right of Way	$16,880.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18991 - California Oregon Power Company (Gemmell)
Right of Way
Option expires July 15, 1953

6 acres, more or less.	Lump Sum.	$1,100.00
Amount to be paid owner - chrg to Right of Way		$1,100.00

Takes all -

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

17837 - City of Roseburg (Stuntz)
Right of Way
Option expires August 1, 1953

20.2 acre at $100. per acre.	$2,020.00
Amount to be paid owner - chrg to Right of Way	$2,020.00

Access controlled - no access allowed

19953 - Mask, Walter E. and Jacomina (Stuntz)
Right of Way to control access
Option expires April 25, 1953

19.03 acres at $500. per acre.	$9,600.00
Less severance damages allowed on former purchase under file #17820.	- 2,100.00
Amount to be paid owner - chrg to Right of Way	$7,500.00

Takes all -

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18517 - Adams, I. Dale and Isabell (Stuntz)
Right of Way
Option expires July 20, 1953

1.50 acres at $750. per acre.	$1,125.00
Barn - 960 sq. ft.	960.00
Allowance - to move corrals and 56 rods of fence.	400.00
Severance damage.	250.00

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

18517 - Adams, I. Dale and Isabell (cont.) (Stuntz)

Amount to be paid owner - chrg to Right of Way $2,735.00

Access controlled - no access allowed

18522 - Davis, A. E. and Ona (Stuntz)
Right of Way
Option expires July 20, 1953

0.25 acre. Lump Sum.	$ 90.00
Allowance - to move chicken house.	50.00
- to build new road.	450.00

Amount to be paid owner - chrg to Right of Way $590.00

Access controlled - no access allowed

18520 - Adams, I. Dale and Isabell (Stuntz)
Right of Way
Option expires July 20, 1953

0.3 acre. Lump Sum.	$15.00
Allowance - to move 15 rods of fence.	75.00

Amount to be paid owner - chrg to Right of Way $90.00

Access controlled - no access allowed

18518 - Adams, I. Dale and Isabell (Stuntz)
Right of Way
Option expires July 20, 1953

0.7 acre. Lump Sum.	$500.00
4.84 acre at $50. per acre.	242.00
Allowance - to move 168 rods of fence.	840.00
Reconstruct private road.	493.00

Amount to be paid owner - chrg to Right of Way $2,075.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

ROSEBURG-MYRTLE CREEK SECTION - PACIFIC HIGHWAY

14765 - Wecks, Oscar E. and Gladys M. (Jones)
Gravel Bar
Option expires July 20, 1953

15.5 acres at $600. per acre. (gravel bar)	$9,300.00
.37 acre ± . Lump Sum. (haul road)	700.00
Amount to be paid owner - chrg to Gravel Site	$10,000.00

THINGS TO BE DONE BY THE STATE:

State to build cement cover around water pipe across haul road, west side of R. R. tracks.

AZALEA-JUMP OFF JOE CREEK SECTION - PACIFIC HIGHWAY

19871 - Guth, Charles G. and Ruth V. (Jones)
Gravel Pit & Haul Road (20 year lease)
Option expires August 3, 1953

Lease for Rock and Gravel at $0.05 per cu. yd. to be paid at completion of each project.

THINGS TO BE DONE BY THE STATE:

Grantor reserves right to sell rock & gravel to other parties.
State to maintain haul road and 2 bridges across Grave Creek during rock production.

WHISKEY CREEK SECTION - MOUNT HOOD HIGHWAY

19810 - Parker, Elva E. (Landon)
Right of Way
Option expires July 19, 1953

3.5 acres at $250. per acre.	$875.00
House.	525.00
Amount to be paid owner - chrg to Right of Way	$1,400.00

Takes all -

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

19238 - Finley, Claude L. and Elizabeth (Witt)
Right of Way
Option expires July 21, 1953

10 sq. ft. of rockery.	$25.00	
Amount to be paid owner - chrg to Right of Way		$25.00

Access controlled - no access allowed

17457 - Saucy, John and Rose E. (Witt)
Right of Way
Option expires July 12, 1953

24,829 sq. ft., at $0.07 per sq. ft.	$1,738.00	
Amount to be paid owner - chrg to Right of Way		$1,738.00

Access controlled - no access allowed

17464 - Klindt, Elva (Witt)
Right of Way
Option expires July 14, 1953

0.35 acre. Lump Sum.	$ 875.00	
House - 700 sq. ft.	3,150.00	
Poultry house - 255 sq. ft.	255.00	
Garage- 280 sq. ft.	420.00	
Amount to be paid owner - chrg to Right of Way		$4,700.00

Access controlled - no access allowed

19947 - Kitto, Pete and Marie (Witt)
Right of Way
Option expires August 4, 1953

18.2 acres at $100 per acre.	$1,820.00	
Allowance - Loss of spring.	150.00	
- 138 rods of fence at $5. per rod.	690.00	
Amount to be paid owner - chrg to Right of Way		$2,660.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

19908 - Bellerive, Charles J. and Vera F. (Witt)
Drainage easement
Easement signed February 4, 1953

0.09 acre for easement. $50.00

Amount to be paid owner - chrg to Right of Way $50.00

Access not controlled -

LA GRANDE-ISLAND CITY SECTION - WALLOWA LAKE HIGHWAY

19668 - Mount Emily Lumber Company (Brainerd)
Lease for Materials Source
Lease expires December 1, 1953

9.5 acres (minus). Gratis

Access not controlled -

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

19558 - Beard, Dorris Cothren and Oliver H. (Byrum)
Right of Way (Fisher Road extension)
Option expires August 5, 1953

0.142 acre. Lump Sum. $125.00

Amount to be paid owner - chrg to Right of Way $125.00

Access not controlled -

Re-negotiated - (line change)

19556 - Clark, Merritt L. and Doris M. (Byrum)
Right of Way (Fisher Road extension)
Option expires August 3, 1953

0.06 acre. Lump Sum. $120.00

Amount to be paid owner - chrg to Right of Way $120.00

Access not controlled -
Re-negotiated - (line change)

(cont.)

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

19554 - Larson, Irving A. and Helen E. (Byrum)
Right of Way (Fisher Road extension)
Deed signed February 3, 1953

0.08 acre. Lump Sum. $136.00

Amount to be paid owner - chrg to Right of Way $136.00

Access not controlled -

Re-negotiated - (line change)

19553 - Woodward, Darrell C. and Emma L. (Byrum)
Right of Way (Fisher Road extension)
Deed signed February 3, 1953

.133 acre. Lump Sum. $184.00

Amount to be paid owner - chrg to Right of Way $184.00

Access not controlled -

Re-negotiated - (line change)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY

19799 - Reinhart, Everett and Lillian (Bennet)
Right of Way
Option expires August 8, 1953

0.32 acre at $500. per acre.	$160.00
Allowance - 30 rods of fence at $4. per rod.	120.00
1 cherry tree.	10.00
Damages.	500.00

Amount to be paid owner - chrg to Right of Way $790.00

THINGS TO BE DONE BY THE STATE:

Reestablish approach at Station 1650+58, 12' wide, south side, for farm and residential use.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19786 - Hayes, Hazel M. (Benner)
Right of Way
Option expires August 2, 1953

650 sq. ft. at $0.025 per sq. ft.	$ 16.25	
Damages.	200.00	
Amount to be paid owner - chrg to Right of Way		$216.25

THINGS TO BE DONE BY THE STATE:

Reestablish access at Station 1577+00, south side, for commercial purposes.

Access controlled -

19787 - Sloan, Lloyd L. and Dorene R. (Benner)
Right of Way
Option expires August 8, 1953

2,780 sq. ft. at $0.025 per sq. ft.	$69.50	
2 large fir trees at $25. each.	50.00	
Amount to be paid owner - chrg to Right of Way		$119.50

THINGS TO BE DONE BY THE STATE:

Reestablish approach at Station 1576+69, to County Road, as frontage road.

Access controlled - no access allowed, except by frontage road.

CANNON-BEACH-ARCADIA SECTION - OREGON COAST HIGHWAY

19402 - Tolovana Park Water Company (Byrum)
Right of Way
Option expires February 19, 1953

0.76 acre	Lump Sum.	$25.00	
Amount to be paid owner - chrg to Right of Way			$25.00

Access controlled -

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY

19901 - Nelson, Nels and Leone (Benner)
Right of Way
Option expires July 18, 1953

0.08 acre, and fencing. Lump Sum. $122.57

Amount to be paid owner - chrg to Right of Way $122.57

THINGS TO BE DONE BY THE STATE:

Reestablish access at Station 1583+75, 25' wide, south side, for residential use.

Access controlled -

19797 - Strouts, Pearl H. and George E. (Benner)
Right of Way
Option expires July 19, 1953

0.135 acre. Lump Sum. $150.00
Allowance - 20 rods of fence and 2 trees 90.00

Amount to be paid owner - chrg to Right of Way $240.00

THINGS TO BE DONE BY THE STATE:

Reestablish 36" culvert at Station 1586+50, if disturbed by construction.
Reestablish accesses at Station 1586+50 and 1588+50, south side, 25' wide, for farm use.
Access granted at Station 1596+20, south side, 25' wide, for farm purposes.

Access controlled -

19794 - McElroy, W. H. and Mattie A. (Benner)
Right of Way
Option expires July 21, 1953

0.038 acre. Lump Sum. $37.13

Amount to be paid owner - chrg to Right of Way $37.13

THINGS TO BE DONE BY THE STATE:

Reestablish access at Station 1584+00, 25' wide, south side for residential purposes only.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19773 - Hutcheson, Benjamin F. and Hazel D. (Landon)
Right of Way
Option expires August 5, 1953

0.046 acre.	Lump Sum.	$23.00
Allowance - 16 rods of fence at $4. per rod.		64.00
Amount to be paid owner - chrg to Right of Way		$87.00

THINGS TO BE DONE BY THE STATE:

Access allowed at Station 1371+50, southwesterly side, for residential use.

Access controlled -

19798 - Nothiger, Ernest D. and Grace E. (Landon)
Right of Way
Option expires August 7, 1953

0.08 acre.	Lump Sum.	$90.00
Allowance - 22 rods of fence at $4. per rod.		88.00
Amount to be paid owner - chrg to Right of Way		$178.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach, north side, at Station 1588+50, for residential and future business use.

Access controlled -

19781- Tapp, Paul and Fern (Landon)
Right of Way
Option expires August 8, 1953

0.012 acre.	Lump Sum.	$25.00
Amount to be paid owner - chrg to Right of Way		$25.00

THINGS TO BE DONE BY THE STATE:

Access granted at or near Station 1488+50, southwesterly side, for residential use.

Access controlled -

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19779 - Cagle, Benjamin S. and Virginia A. (Landon)
Right of Way
Option expires August 5, 1953

0.05 acre.	Lump Sum.	$60.00
Amount to be paid owner - chrg to Right of Way		$60.00

THINGS TO BE DONE BY THE STATE:

State to fell fir tree, at Station 1483+60, west side, and leave for grantor to dispose.

Access controlled - no access allowed

19774 - Horner, W. R. and Lela T. (Landon)
Right of Way
Option expires August 5, 1953

0.41 acre, at $500. per acre.	$ 205.00
Allowance - to move shrubs, flowers and build new lawn.	220.00
- to move garage, 12'x20".	240.00
Plus low bid for moving. (Baumback)	6,354.70
Amount to be paid owner - chrg to Right of Way	$7,029.70

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach, and pave same at Station 1395+45, southwesterly side, for residential use.

Access controlled -

19777 - Zastrow, Delilah (Benner)
Right of Way
Option expires July 22, 1953

0.411 acre at $500. per acre.	$205.50
Allowance - 52 rods of fence at $4. per rod.	208.00
Fruit house - 10 x 10.	25.00
2 trees, and miscellaneous trees and shrubs.	200.00
Plus low bid for moving garage. (Baumback)	500.00
Amount to be paid owner - chrg to Right of Way	$1,138.50

(cont.)

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19773 - Hutcheson, Benjamin F. and Hazel D. (Landon)
Right of Way
Option expires August 5, 1953

0.046 acre.	Lump Sum.	$23.00
Allowance - 16 rods of fence at $4. per rod.		64.00
Amount to be paid owner - chrg to Right of Way		$87.00

THINGS TO BE DONE BY THE STATE:

Access allowed at Station 1371+50, southwesterly side, for residential use.

Access controlled -

19798 - Nothiger, Ernest D. and Grace E. (Landon)
Right of Way
Option expires August 7, 1953

0.08 acre.	Lump Sum.	$90.00
Allowance - 22 rods of fence at $4. per rod.		88.00
Amount to be paid owner - chrg to Right of Way		$178.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach, north side, at Station 1588+50, for residential and future business use.

Access controlled -

19781- Tapp, Paul and Fern (Landon)
Right of Way
Option expires August 8, 1953

0.012 acre.	Lump Sum.	$25.00
Amount to be paid owner - chrg to Right of Way		$25.00

THINGS TO BE DONE BY THE STATE:

Access granted at or near Station 1488+50, southwesterly side, for residential use.

Access controlled -

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19779 - Cagle, Benjamin S. and Virginia A. (Landon)
Right of Way
Option expires August 5, 1953

0.05 acre.	Lump Sum.	$60.00

Amount to be paid owner - chrg to Right of Way $60.00

THINGS TO BE DONE BY THE STATE:

State to fell fir tree, at Station 1483+60, west side, and leave for grantor to dispose.

Access controlled - no access allowed

19774 - Horner, W. R. and Lela T. (Landon)
Right of Way
Option expires August 5, 1953

0.41 acre, at $500. per acre.	$ 205.00
Allowance - to move shrubs, flowers and build new lawn.	220.00
- to move garage, 12'x20".	240.00
Plus low bid for moving. (Baumback)	6,354.70

Amount to be paid owner - chrg to Right of Way $7,029.70

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach, and pave same at Station 1395+45, southwesterly side, for residential use.

Access controlled -

19777 - Zastrow, Delilah (Benner)
Right of Way
Option expires July 22, 1953

0.411 acre at $500. per acre.	$205.50
Allowance - 52 rods of fence at $4. per rod.	208.00
Fruit house - 10 x 10.	25.00
2 trees, and miscellaneous trees and shrubs.	200.00
Plus low bid for moving garage. (Baumback)	500.00

Amount to be paid owner - chrg to Right of Way $1,138.50

(cont.)

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19777 - Zastrow, Delilah (cont.) (Benner)

THINGS TO BE DONE BY THE STATE:

Entrance to be established at Stations 1454+00 and 1455+50, 25' wide, south side, for farm purposes only.

Access controlled -

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY SHADY SECTION - PACIFIC HIGHWAY

19974 - Thornton, Cliff and Naomi (Stuntz)
Right of Way
Option expires August 5, 1953

4.42 acre. Lump Sum. $1,000.00

Amount to be paid owner - chrg to Right of Way $1,000.00

Access controlled - no access allowed

REEDSPORT-COOS COUNTY LINE SECTION - OREGON COAST HIGHWAY

19754 - Ide, Charles G. (Jones)
Right of Way
Option expires August 5, 1953

392 sq. ft. Lump Sum. $100.00

Amount to be paid owner - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE:

State to construct 2 accesses at Station 6+30 and 6+85, west side. (unrestricted)

Access controlled -

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

19924 - Robertson, Chas. A. and Leona R. Peterson (Holt)
Right of Way
Option expires July 10, 1953

650 sq. ft. Lump Sum. $50.00

EXHIBIT "A" (cont.)

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY (cont.)

19924 - Robertson, Chas. A. and Leona R. Peterson (cont.) (Holt)

Amount to be paid owner - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE:

Install a 6" pipe 48' long at Station 5+20.
Construct private approach, north side at Station 4+00.

Access not controlled -

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

19767 - Davis, Gilbert H. and Edith M. (Stuntz)
Drainage easement
Easement signed December 31, 1952

0.05 acre. Gratis

Access controlled -

POKER CREEK-SUMPTER SECTION - SUMPTER VALLEY HIGHWAY

19669 - Baker Dredging Co. (Brainerd)
Quarry and Stockpile Site
Option expires August 8, 1953

12.71 acres at $100. per acre. $1,271.00

Amount to be paid owner - chrg to Quarry Site $1,271.00

LA GRANDE-ISLAND CITY SECTION - WALLOWA LAKE HIGHWAY

19747 - O. W. R. & N. Co. (Porter)
Slope Easement

Allowance - to move telegraph lines. (on time and material basis.) Est. $4,800.00
- to move fence from R/W. Est. 1,230.00

Amount to be paid owner - chrg to Right of Way $6,030.00

THINGS TO BE DONE BY THE STATE:

State not to impair any existing drainage.

Access not controlled -

EXHIBIT "A" (cont.)

MORO UNDERPASS SECTION - SHERMAN HIGHWAY

19898 - Moore, Collis P. and Dorotha (Harrington)
Roscoe E. and Patricia R. Moore
Right of Way
Option expires August 9, 1953

0.76 acre at $100. per acre. $76.00

Amount to be paid owner - chrg to Right of Way $76.00

THINGS TO BE DONE BY THE STATE:

State to re-establish all fences affected.
State to move private telephone line where necessary.
Access at Station 621+68, for farm crossing, 75 feet wide.

Access controlled -

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY

19850 - Payne, Rex and Thelma I. (Brainerd)
Robert A. & Grace Lou Bain
Right of Way
Option expires August 4, 1953

0.81 acre at $250. per acre. $202.50
Allowance - to reestablish 164 rods of fence. 492.00

Amount to be paid owner - chrg to Right of Way $694.50

THINGS TO BE DONE BY THE STATE:

State to protect and re-establish grantor's irrigation system, where disturbed by taking.

Access not controlled -

19864 - Richards, S. D. and Stella M. (Brainerd)
Right of Way
Option expires August 5, 1953

1.05 acres at $250. per acre. $262.50
Allowance - 156 rods of fence at $3. per rod, to be reestablished. 468.00

Amount to be paid owner - chrg to Right of Way $730.50

EXHIBIT "A" (cont.)

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY (cont.)

19864 - Richards, S. D. and Stella M. (cont.) (Brainerd)

THINGS TO BE DONE BY THE STATE:

State to protect and reestablish grantor's irrigation system, where disturbed by taking.
Driveway to be constructed at Station 212+45, north side.

Access not controlled -

19851 - Chris Bue Estate (Brainerd)
Right of Way
Option expires August 5, 1953

0.01 acre at $250. per acre.	$ 2.50	
Allowance - to reestablish 18 rods of fence at $3. per rod.	18.00	
Amount to be paid owner - chrg to Right of Way		$20.50

THINGS TO BE DONE BY THE STATE:

Reestablish driveway at Station 24+80, south side.

Access not controlled -

UNIT #3 - T. H. BANFIELD EXPRESSWAY

19302 - General Casualty Company of America (Johnson)
Right of Way
Option expires August 1, 1953

23,535 sq. ft. at $0.50- per sq. ft.	$11,752.20	
Office Building - 2112 sq. ft.	9,292.80	
North warehouse - 3600 sq. ft.	7,200.00	
East warehouse - 1625 sq. ft.	1,755.00	
Amount to be paid owner - chrg to Right of Way		$30,000.00
State to assume 1952-53 taxes.	$ 319.08	
Plus interest to March 15, 1953.	2.66	
		$30,231.74

GRAND TOTAL - charged to Right of Way

Takes all -

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17463 - Helyer, Wilbur C. and Tula B. (Witt)
Right of Way
Option expires August 12, 1953

64,468 sq. ft. at $0.07 per sq. ft.	$4,512.75	
Allowance - 26 rods of fence at $4. per rod	104.00	
- reestablish corral.	50.00	
- damages in lieu of moving stock barn.	150.00	
- severance damages.	240.00	
Amount to be paid owner - chrg to Right of Way		$5,056.75

Access controlled - no access allowed

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19471 - Chapman, Leslie L. and Mildred (Holt)
Charles O. and Mary Elizabeth Timmons
Right of Way
Option expires August 15, 1953

2 acres at $500. per acre.	$1,000.00	
2.28 acres at $185.+ per acre.	428.00	
Barn - 50 x 70.	100.00	
Allowance - 118 rods of fence at $4. per rod.	472.00	
Amount to be paid owner - chrg to Right of Way		$2,000.00

Access controlled - no access allowed

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY

19782 - Western Oregon Advertiser, Lessee J. N. Moorehead (Landon)
Move bill board
Supplemental Report

Allowance - to move bill board. (Moorehead R/W acquisition)	$52.04	
Amount to be paid Lessee - chrg to Right of Way		$52.04

(cont.)

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19777 - Western Oregon Advertiser, Lessee — Delilah Zastrow (Landon)
Move bill board
Supplemental Report

Allowance - to move bill board. (Zastrow R/W acquisition)	$125.00	
Amount to be paid Lessee - chrg to Right of Way		$125.00

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

10630 - Wuster, Anna B. S. P. and Lona V. Matheny — (Johnson)
Right of Way
Option expires March 25, 1953

7.96 acres at $500. per acre.	$3,980.00	
Less 1 acre, more or less, (to be deeded to Grantors.)	- 245.00	
	3,735.00	
Allowance - 224 rods of fence at $3.50+ per rod.	787.50	
Amount to be paid owner - chrg to Right of Way		$4,522.50

THINGS TO BE DONE BY THE STATE:

Farm crossing granted at Station 681+70.
Private access granted on Easterly and Westerly side of Highway at Station 681+70, 685+00, and 690+00.

Convey to the grantors above that portion of its present right of way lying beyond 100 feet westerly of the surveyed L 6 line and between Engineer's Station approximately 672+30 and 676+72, as an exchange part of the settlement, upon the grounds and for the reason that the said property in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled -

EXHIBIT "B"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Molalla Junction to Marquam Section of the Cascade State Secondary Highway in Clackamas County and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members being present and voting affirmatively as follows:

1. That the survey of the Molalla Junction to Marquam Section of the Cascade State Secondary Highway, beginning at Engineer's Station 127+50 near the junction of the Cascade Secondary Highway with the Woodburn-Estacada Secondary Highway and extending in a southerly direction to Engineer's Station 491+00 near Marquam together with the map which for identification purposes bears Map No. 7B-17-1 and the date of January, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 17th day of February, 1953.

EXHIBIT "C"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes, and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options has the informal approval of the Commission, and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, two members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section		Highway
DOUGLAS	Hinsdale Slough-Luder Creek (Grading and Paving)	Umpqua
CLACKAMAS	Molalla Junction to Marquam (Quarry and Right of Way)	Cascade
LANE	Judkins Point-Goshen Access Points (Frontage Roads and Grade Separations)	Pacific

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby are ratified.

3. That this resolution be entered in the minutes and records of the Commission as of February 17, 1953, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

21321

EXHIBIT "D"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3250, with Sound Construction & Engineering Co., for constructing the Highway Office Building in Salem, Marion County, completed February 2, 1953.

Contract No. 3397, with Tom Lillebo, for constructing the Bybee Bridge on the Table Rock Market Road in Jackson County completed November 15, 1952.

Contract No. 3624, with Tom Lillebo, for constructing the Anlauf Structures on the Pacific Highway in Douglas County, completed December 31, 1952.

Contract No. 3631, with H. & R. Construction Company, for constructing the Second Street Overcrossing in Hood River on the Columbia River Highway in Hood River County, completed November 24, 1952.

Contract No. 3636, with Lockyear & White, Inc., for constructing the Shogren Overcrossing on the Columbia River Highway in Wasco County, completed December 30, 1952.

Contract No. 3642, with N. A. Toole Construction Co., for furnishing crushed material in stockpile on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County, completed December 22, 1952.

Contract No. 3646, with Newport Construction Co., for furnishing crushed materials in stockpiles on the Pendleton Rock Production Project on four State Highways in Umatilla County, completed January 5, 1953.

Contract No. 3661, with N. A. Toole Construction Co., for furnishing crushed materials in stockpiles on the Alkali Lake Section of the Lakeview-Burns Highway in Lake County, completed January 31, 1953.

Contract No. 3689, with Electric Corporation, for installing the Woodburn Traffic Signals in Marion County, completed November 30, 1952.

Contract No. 3782, with Barney B. Helser for furnishing crushed materials in stockpiles on the Maupin Cow Canyon-Shaniko Section of The Dalles California and Sherman Highways in Wasco County, completed January 3, 1953

(cont.)

EXHIBIT "D" (cont.)

THEREFORE BE IT RESOLVED that the work covered by said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

21324

EXHIBIT "E"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, the Commission on the 10th day of July, 1952, fully approved and adopted the final survey of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County, Oregon, and in connection therewith ordered said survey maps, field notes, and other engineering data to be filed and preserved in the records of the Commission at Salem, Oregon; and,

WHEREAS the said section is located on a primary state highway, to-wit: The Oregon Coast Highway; and

WHEREAS, it was the intention and desire of the Commission on July 10, 1952, to not only adopt and approve the above-mentioned survey as such, but in addition to specifically provide that said section survey was to be constructed as a throughway and within the meaning and purpose of Chapter 226, Oregon Laws 1947; and

WHEREAS, the said resolution adopted on July 10, 1952, failed to fully set out the intentions and desires of the Commission with respect to the adoption of the said section survey as a throughway;

NOW THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, a majority of the members being present and voting affirmatively, as follows:

1. That the resolution dated July 10, 1952, approving and adopting the survey of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County, Oregon be and the same hereby is amended so as to include and incorporate therein the following paragraph:

> That the survey of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County, Oregon, has been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the "Throughway Law", and said survey was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948. Therefore, the construction of the said section of the said Oregon Coast Highway shall be accomplished pursuant to the provisions of the said Throughway Law and said November 3, 1948, resolution.

2. That this amending resolution be entered in the minutes and re records of the Commission this 17th day of February, 1953.

EXHIBIT "F"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, the Highway Commission pursuant to and in accordance with Section 4, Chapter 226, Oregon Laws 1947, is authorized and empowered to layout, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways which shall be known as throughways as that term is defined in Section 3, Chapter 226, Oregon Laws 1947; and

WHEREAS, Section 4, Chapter 226, Oregon Laws 1947, also provides that any relocated section of an existing highway and such portions of existing highways which at the time the same are designated as throughways have less than ten commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highways, may be designated and constructed as or converted into a throughway by the Highway Commission; and

WHEREAS, the Highway Commission has directed the Highway Engineer to prepare and file in the offices of the Highway Department at Salem, Oregon, a complete analysis and disclosure of all sections of that part of the Oregon Coast Highway which begins at Coquille and extends therefrom to the California border which sections on the date of this resolution, to-wit on the 17th day of February, 1953, have less than ten commercial businesses abutting thereon in any one mile, catering to the motoring public, and the portions or section of the said part of said highway which have abutting thereon ten or more commercial businesses per mile, catering to the motoring public; and

WHEREAS, the Highway Engineer pursuant to the directions of the Highway Commission has caused such study and examination to be made and has filed in the office of the Highway Department at Salem, Oregon, a complete set of maps on which there is shown all of the portions or sections of the Oregon Coast Highway from Coquille to the California border, and also on which there is shown all of the sections thereon which on the date of the adoption of this resolution have ten or more commercial businesses abutting thereon which cater to the motoring public in any one mile; and

WHEREAS, the Highway Commission has considered the aforesaid studies and investigations and after due deliberation does hereby find and declare that for the purpose of preserving human lives and minimizing property damage, and to facilitate the safe and convenient transportation of persons and property by motor vehicles, and to protect the safety and welfare of the public in general, that the Oregon Coast Highway and all sections thereof, including all relocated sections thereof, between Coquille and the California border, as hereinafter designated shall henceforth be classified, constructed, reconstructed, relocated and maintained as throughways as that term is defined in Section 3, Chapter 226, Oregon Laws 1947.

(cont.)

21325

EXHIBIT "F" (cont.)

Minutes of February 17 and 18, 1953

RESOLUTION

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that part of the Oregon Coast Highway which extends from Coquille to the California border and all sections or portions thereof, including any section or portion thereof hereafter relocated, is hereby selected, designated and established as a throughway as that term is defined in Section 3, Chapter 226, Oregon Laws 1947, except for the portions or sections thereof which have on the date of the adoption of this resolution ten or more commercial businesses abutting thereon that cater to the motoring public in any one mile is hereby specifically excluded as a throughway; and, in connection therewith this Commission does hereby find and declare that four maps which are numbered 167, 168, 169 and 170, respectively, have been prepared under the direction of the State Highway Engineer and the same have been filed in the State Highway Department offices at Salem, Oregon, and on which maps there is shown that part of the Oregon Coast Highway which extends from Coquille to the California border, including those portions or sections thereof which have on the date of the adoption of this resolution ten or more commercial businesses abutting thereon that cater to the motoring public in any one mile. The aforementioned maps are by this reference incorporated herein, and are declared to be a part of this resolution as if fully set forth herein.

2. That this resolution shall be entered in the minutes and records of the Highway Commission as of the 17th day of February 1953.

EXHIBIT "G"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Jacksonville Hill Section of the Medford-Provolt State Secondary Highway in Jackson County and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members being present and affirmatively voting as follows:

1. That the survey of the Jacksonville Hill Section of the Medford-Provolt State Secondary Highway, beginning at Engineer's Station 257+00, approximately $2\frac{1}{2}$ miles south of the town of Jacksonville, and extending in a northerly direction to Engineers Station 322+00, approximately $1\frac{1}{4}$ miles south of the town of Jacksonville, together with the map which for identification purposes bears Map File No. 7B-17-5 and the date of February, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 17th day of February, 1953.

EXHIBIT "H-1"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Falls City	$2,677.88
Halsey	1,218.07
St. Paul	709.50

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 17th day of February, 1953.

EXHIBIT "H-2"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns;

Clatskanie	$2,438.76
Halsey	1,050.21
Prescott	322.10

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 17th day of February, 1953.

21321

EXHIBIT "H-3"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Bay City	$2,522.96
Long Creek	954.81
Rogue River	1,956.04
Sublimity.	1,216.72
Waterloo.	596.76

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 17th day of February, 1953.

EXHIBIT "I"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, that certain State Highway, known as the Corvallis-Newport Highway, as presently constructed through the city of Toledo, Lincoln County, Oregon, is routed over a city street heretofore selected and designated as a street over which to route state highway traffic, particularly Corvallis-Newport Highway traffic within the corporate limits of the said city of Toledo; and,

WHEREAS, it has been demonstrated that the parking of vehicles on said highway within the city of Toledo between its intersection with "A" Street and its intersection with Alder Street in said city constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said highway; and,

WHEREAS, it appears that the Common Council of the City of Toledo on the 5th day of January, 1953, adopted Ordinance No. 598 by which the parking of vehicles on said highway between "A" Street and Alder Street is prohibited; and,

WHEREAS, it is the judgment of this Commission that the State, through its State Highway Commission, should cooperate with the City of Toledo in the accomplishment of the purpose of said ordinance.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of its members being present and affirmatively voting as follows:

1. That the Commission does hereby ratify and approve said Ordinance No. 598 as adopted January 5, 1953 by the Common Council of the City of Toledo and hereby offers the cooperation of the State Highway Department to the end that the full benefit of said ordinance may be accomplished and the convenience and safety of the traveling public thereby advanced.

2. That the State Highway Engineer be and he hereby is instructed to erect "No Parking at Any Time" signs on said highway between its intersection with "A" Street and its intersection with Alder Street, and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purpose of said city ordinance and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be sent to the Toledo City Council for its information and guidance.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 17th day of February, 1953.

21331

EXHIBIT "J"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, the Pacific Highway is one of the major state primary highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and,

WHEREAS, it appears that at the intersection of the 12th Street truck route and the Pacific Highway East, immediately south of Salem, left-turn movements must be made by southbound traffic traveling on said highway in order to enter a section of the old route of the Pacific Highway East at said intersection, which said old route connects with a street known as Albert Drive on which is located numerous residences, and that at said intersection a hazardous condition is created by the parking of vehicles on said old highway route at this point; and,

WHEREAS, the parking of vehicles on the old highway right of way creates a hazard to vehicles entering the same from the new route of said Pacific Highway East, by reason of restricted sight distance, and also creates a hazard to the traveling public on said old highway; and,

WHEREAS, in the opinion of this Commission, public welfare and public safety require that parking should be prohibited within said area.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles on the westerly side of the old route of the Pacific Highway East for a distance of 250 feet northerly from its intersection with the new route of the Pacific Highway East, south of Salem, and that the parking of vehicles on the easterly side of the old route of the Pacific Highway East for a distance of approximately 60 feet, measured from a point 30 feet northerly from said intersection to a point 30 feet southerly therefrom, creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That this Commission does hereby find and declare that the parking of vehicles on the right of way of said highway within said termini should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the actior of the Highway Commission as herein declared, the signs on the westerly side of the old highway to bear in plain, legible letters, the words, "NO PARKING THIS SIDE" and those on the easterly side of said old route to bear

EXHIBIT "J" (cont.)

the words "NO PARKING BETWEEN SIGNS".

4. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

5. That this resolution be entered in the minutes and records of the State Highway Commission as of the 17th day of February, 1953.

21333

EXHIBIT "K"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: REDWOOD HIGHWAY

Highway number: 25 Route number: US 199

Location of Termini		Established Speed
M. P. 40.10 (junction road to Jerome Prairie)	to M. P. 42.34 (junction hwy #261 Williams Secdy Hwy)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

(cont.)

EXHIBIT "K" (cont.)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the records and minutes of the Highway Commission as of the 17th day of February, 1953.

21335

EXHIBIT "L"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, the highways hereafter set forth or described have been duly designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

OREGON COAST Primary Highway No. 9
OCHOCO Primary Highway No. 41
SILETZ Secondary Highway No. 181
KINGS VALLEY Secondary Highway No. 191
ALSEA-DEADWOOD Secondary Highway No. 201
WESTON-ELGIN Secondary Highway No. 330
LITTLE SHEEP CREEK Secondary Highway No. 350
PAULINA Secondary Highway No. 380

and,

WHEREAS, said highways and sections of highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways and sections of highways during the present period of freezing and thawing, and in order to protect said highways and sections of highways against such damage and injury, it is deemed and it is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways that the maximum weights permitted and authorized by law be reduced during such period; and,

WHEREAS, the State Highway Commission has, after due investigation, determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon any of said highways and sections of highways during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission being of the opinion that said highways and sections of highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways and sections of highways that the maximum total weight of load and vehicle which shall be permitted upon any of said highways and sections of highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the fol-

EXHIBIT "L" (cont.)

lowing described highways and sections of highways shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles, nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles.

Name of Highway and No.		County	Section Restricted	Date Effective 1953
Oregon Coast	9	Coos	M. P. 274.36, S. end of Coquille River Bridge, to M. P. 385.00, three miles N. of Brookings	Jan. 24 8:00 a. m.
Ochoco	41	Crook & Wheeler	M. P. 34.8 jct. with old hwy, to M. P. 56.8, jct. with old hwy.	Feb. 19 8:00 a. m.
Siletz	181	Lincoln	M. P. 5.5, E. of Kernville, to M. P. 31.73, jct. with Corvallis-Newport Hwy. at Toledo.	Jan. 24 12:00 noon
Kings Valley	191	Polk & Benton	M. P. 1.01, S. city limits of Dallas, to M. P. 28.17, jct. with Corvallis-Newport Hwy.	Jan. 24 12:00 noon
Alsea-Deadwood (North Section)	201	Benton	M. P. 7.38 at S. end of old section to M. P. 9.69 about 2.31 miles south.	Jan. 24 12:00 noon
Weston-Elgin	330	Umatilla & Union	M. P. 8.0, 8 miles E. of Weston, to M. P. 37.9, Summerville Road.	Feb. 11 8:00 a. m.
Little Sheep Creek	350	Wallowa	M. P. 8.22 at end of oil section near road to Armin, to M. P. 30.42, end of state section at Imnaha.	Feb. 7 8:00 a. m.
Paulina	380	Crook	M. P. 1.0 near jct. with Ochoco Hwy to M. P. 15.0 about 1½ miles W. of jct. with old route.	Feb. 19 8:00 a. m.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 15, Chapter 405, Oregon Laws 1951, shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspi-

cuous manner and place at each end of each of the above highways and at important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED that a certified copy of this order be be furnished to the county clerk of each county affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 17th day of February, 1953.

OREGON STATE HIGHWAY COMMISSION

By Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

Attest
H. B. Glaisyer, Secretary

EXHIBIT "M"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, on the 19th day of February, 1952 and on the 17th day of February, 1953, the Commission adopted resolutions reducing the maximum load limit on various state highways and sections of highways; and,

WHEREAS, subsequent to the effective dates shown in said resolutions, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolutions.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the said resolutions of February 19, 1952 and of February 17, 1953, on various state highways and sections of highways, to-wit:

Name of Highway and No.		County	Section	Date Removed 1953
Oregon Coast	9	Coos	M. P. 274. 36, S. end of Coquille Rv. Br., to M. P. 292. 69, S. city limits of Bandon.	Jan. 30 8:00 a. m.
Oregon Coast	9	Coos & Curry	M. P. 292. 69, S. city limits of Bandon, to M. P. 319. 56, E. city limits of Port Orford.	Feb. 3 8:00 a. m.
Oregon Coast	9	Curry	M. P. 319. 56, E. city limits of Port Orford, to M. P. 323. 5, at Retz Creek.	Feb. 3 8:00 a. m.
Oregon Coast	9	Curry	M. P. 323. 5, at Retz Creek, to M. P. 353. 0, at Hunter Creek.	Feb. 10 8:00 a. m.
Oregon Coast	9	Curry	M. P. 370. 0 near Carpenterville to 385. 0, 3 miles N. of Brookings	Feb. 13 8:00 a. m.
Oregon Coast	9	Curry	M. P. 363. 0, Pistol Rv, to M. P. 370. 0, near Carpenterville.	Feb. 16 8:00 a. m.
Oregon Coast	9	Curry	M. P. 353. 0, at Hunters Creek to M. P. 363. 0, at Pistol River.	Feb. 18 8:00 a. m.
Nehalem	102	Clatsop	Bridge at M. P. 33. 73	Nov. 26, 1952

EXHIBIT "M" (cont.)

Siletz	181	Lincoln	M. P. 5. 5, E. of Kernville, to M. P. 7. 0.	Jan. 30 5:00 p. m.
Kings Valley	191	Polk	M. P. 1. 01, S. city limits of Dallas to M. P. 7. 59, jct. road to Valsetz.	Feb. 4 8:00 a. m.
Kings Valley	191	Polk	M. P. 13. 45, jct. road to Airlie, M. P. 16. 25, jct. Simpson Rd.	Feb. 5 8:00 a. m.

be and the same hereby is rescinded and cancelled insofar as it pertains to the highways and section of highways listed hereinabove. The maximum load limit permissible on such highways and bridges subsequent to the removal dates shown shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and that a like copy be furnished the Superintendent of the Department of State Police for his information.

Dated this 17th day of February, 1953.

OREGON STATE HIGHWAY COMMISSION

By Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer, Secretary

EXHIBIT "N-1"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Santiam Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Noble Slough-Foster Section of the Santiam Highway; and

WHEREAS, said Commission is authorized to take fee simple title to said real property for right of way and other highway purposes; and

WHEREAS, the said Santiam Highway is a major highway of the State and as such carries large volumes of traffic both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement and maintenance of the Noble Slough-Foster Section of the Santiam Highway, the following described real property, to wit:

R-19776
Owner: J. F. McGlothren, et al

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 25, Township 13 South, Range 1 West, W. M., Linn County, Oregon, the said parcel being that portion of said Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) included in a strip of land of variable width, lying on the Southerly side of the center line of the existing Santiam Highway, which center line is described as follows:

(cont.)

EXHIBIT "N-1" (cont.)

Beginning at Engineer's center line Station 1419+13.6, said Station being approximately 1750 feet South and 565 feet East of the West quarter ($W\frac{1}{4}$) corner of said Section 25; thence on a 1925 foot radius curve left (the long chord of which bears South 74° 13' East) 1155.7 feet; thence on a 833.6 foot radius curve left (the long chord of which bears North 77° 59' East) 308.4 feet; thence North 67° 23' East 118.2 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears South 83° 00' East) 1480.8 feet to Engineer's center line Station 1449+76.7, said center line intersecting the West and East lines of said Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) approximately at Stations 1427+50 and 1441+40, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line
West boundary of said Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$)		1429+00	120 feet
1429+00		1439+00	70 feet
1439+00		East boundary of Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$)	40 feet

The parcel of land to which this description applies contains 0.96 acre.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Santiam Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Santiam Highway of a width not to exceed 25 feet on the Southerly side of the said Santiam Highway opposite Highway Engineer's center line Station 1440+80, for ordinary travel for private residential use only, and shall not be used in connection with any commercial activity.

EXHIBIT "N-1" (cont.)

The above said access to the highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said accesses for all purposes in the event of any violation.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of February, 1953.

EXHIBIT "N-2"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Santiam Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Noble Slough-Foster Section of the Santiam Highway; and

WHEREAS, said Commission is authorized to take fee simple title to said real property for right of way and other highway purposes; and

WHEREAS, the said Santiam Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement, and maintenance of the Noble Slough-Foster Section of the Santiam Highway, the following described real property, to wit:

R 19780
Owner: A. L. Weddle, et ux

A parcel of land lying in Lot 10, Block 1, Davis Heights addition to Sweet Home, situated in the Northwest quarter (NW$\frac{1}{4}$) of Section 31, Township 13 South, Range 1 East, W. M., Linn County, Oregon, the said parcel being that portion of said Lot 10 included in a strip of land 50 feet in width, lying on the Southerly side of the center line of the existing Santiam Highway which center line is described as follows:

(cont.)

EXHIBIT "N-2" (cont.)

Beginning at Engineer's center line Station 1485+65.1, said Station being approximately 1585 feet South and 1100 feet East of the Northwest corner of said Section 31; thence on a 2644.6 foot radius curve left (the long chord of which bears South 78° 15' East) 234.9 feet to Engineer's center line Station 1488+00, the Southerly line of said strip of land crossing the Northwesterly and Southeasterly lines of said Lot 10 approximately opposite Stations 1485+90 and 1487+65, respectively.

The parcel of land to which this description applies contains 0.044 acre, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Santiam Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Santiam Highway of a width not to exceed 25 feet on the Southwesterly side of the said Santiam Highway, opposite Highway Engineer's center line Station 1487+20.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of February, 1953.

2134:

EXHIBIT "N-3"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, in connection with the proper establishment, construction and maintenance of the Salem By-Pass Section of the Pacific Highway East, and in connection therewith, the widening and improvement of Fisher Road so that Fisher Road will be a utility or service road to serve properties lying East of the Salem By-Pass Section and thereby form a connection by a system of county roads which will connect with and cross over or under the Salem By-Pass Section of the Pacific Highway East, the following described real property, to wit:

(cont.)

EXHIBIT "N-3" (cont.)

R 19557
Owner: George Bernhardt, et al

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of Section 7, Township 7 South, Range 2 West, W. M., Marion County, Oregon, and being the Easterly 30 feet of that property described in that deed to George Bernhardt, recorded in Book 349, Page 213, of Marion County Records of Deeds, the said property of George Bernhardt being described as follows:

Beginning at a point which is reached by commencing at the Northwest corner of the Donation Land Claim of Towner Savage and wife No. 40, in Township 7 South, Ranges 2 and 3 West of the Willamette Meridian, in Marion County, Oregon; and running South along the claim line, 140 rods; thence East 15.32 chains parallel with the North line of said claim to said beginning point; thence East 4.50 chains to the West line of the lands owned by Lewis Savage; thence South 10.00 chains; thence West 4.50 chains; thence North 10.00 chains to the place of beginning.

The parcel of land to which this description applies contains 0.455 acre.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 17th day of February, 1953.

EXHIBIT "N-4"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Siletz Bay-Newport Section of the Oregon Coast Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed

(cont.)

EXHIBIT "N-4" (cont.)

and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Siletz Bay-Newport Section of the Oregon Coast Highway, the following described real property, to wit:

R 4198
Owner: Milton Stennett, et al

A parcel of land lying in Lot 2, of Section 17, Township 9 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that property described in that deed to Milton Stennett and Marie Stennett, recorded in Book 115, Page 493, of Lincoln County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 474+45.6, said Station being 1745 feet North and 918 feet East of the Southwest corner of said Section 17; thence on a decreasing spiral curve right (the long chord of which bears South 74° 22' West) 400 feet; thence on an increasing spiral curve left (the long chord of which bears South 74° 22' West) 400 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 47° 52' West) 395.9 feet to Station 486+41.5. Said center line crosses the West line of said Lot 2 approximately at Station 484+25.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
477+00	482+45.6	35 feet	150 feet
482+45.6	485+00	30 feet	100 feet

The parcel of land to which this description applies contains 2.53 acres. of which 0.98 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 1.55 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

(cont.)

EXHIBIT "N-4" (cont.)

a. A right of access to the relocated Oregon Coast Highway of a width not to exceed 35 feet on the Northwesterly side of the said relocated highway, opposite Highway Engineer's center line Station 482+50.

b. A right of access to the relocated Oregon Coast Highway of a width not to exceed 35 feet on the Northwesterly side of the said relocated highway, opposite Highway Engineer's center line Station 483+75.

c. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the Southeasterly side of the said relocated highway, opposite Highway Engineer's center line Station 484+10, for ordinary travel for private residential use only and shall not be used in connection with any commercial activity.

The above said accesses to the relocated highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said accesses for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage roads shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

EXHIBIT "N-4" (cont.)

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of February, 1953.

21351

EXHIBIT "N-5"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway to be known as the Forest Boundary-Hauser Section of the Oregon Coast Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain said Forest Boundary-Hauser Section of the Oregon Coast Highway, and in connection therewith, in order to relocate and construct the channel of an unnamed stream, an easement over the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take an easement over the said real property for the above described purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed

(cont.)

EXHIBIT "N-5" (cont.)

and required for the relocation and construction of the channel of an unnamed stream, in connection with the relocation, construction, improvement and maintenance of the Forest Boundary-Hauser Section of the Oregon Coast Highway, an easement over the following described real property, to wit:

R 18234
Owner: Peter Menegat, Jr., et al

A parcel of land lying Westerly of the Southern Pacific Railroad right of way in the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 23, Township 23 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being a strip of land lying Westerly of the Southern Pacific Railroad right of way and lying Easterly of a line which is parallel to and 260 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning on the South line of said Section 23 at Engineer's center line Station 242+71, said Station being approximately 940 feet Easterly of the South quarter ($S\frac{1}{4}$) corner of said Section 23; thence North 17° 30' East 1729 feet to Station 260+00, the Northerly and Southerly limits of the said parcel being at right angles to said center line at Stations 251+50 and 244+50, respectively.

The parcel of land to which this description applies contains 0.96 acre.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best in-

(cont.)

EXHIBIT "N-5" (cont.)

terests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 17th day of February, 1953.

EXHIBIT "N-6"

Minutes of February 17 and 18, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Santiam Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Noble Slough-Foster Section of the Santiam Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes; and

WHEREAS, the said Santiam Highway is a major highway of the state and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the widening, improvement and maintenance of the Noble Slough-Foster Section of the Santiam Highway, the following described real property, located in Linn County, Oregon, to wit:

R 19784
Owner: D. L. Cochran, et al

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 32, Township 13 South, Range 1 East, W. M., Linn County, Oregon, and being a portion of that property conveyed by that deed to D. L. Cochran and Eura F. Cochran, recorded in Book 169, Page 817, of Linn County Records of Deeds, the said parcel being

(cont.)

21355

EXHIBIT "N-6" (cont.)

that portion of said property lying East of that tract of land conveyed by deed to O. O. Andrews and Stella M. Andrews recorded in Book 184, Page 287, Linn County Deed Records, and lying West of a county road and included in a strip of land 50 feet in width, on the Northerly side of the center line of the existing Santiam Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1568+00, said Station being approximately 660 feet South and 1650 feet West of the Northeast corner of said Section 32; thence North 76° 53' East 900 feet to Engineer's center line Station 1577+00, the Northerly line of said strip of land crossing the East line of said Andrews tract and the West line of said county road approximately opposite Stations 1569+32 and 1576+05, respectively.

The parcel of land to which this description applies contains 0.154 acre, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Noble Slough-Foster Section of the Santiam Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Santiam Highway of a width not to exceed 25 feet on the North side of the said Santiam Highway, opposite Highway Engineer's center line Station 1569+50.

b. A right of access to the Santiam Highway of a width not to exceed 25 feet on the North side of the said Santiam Highway, opposite Highway Engineer's center line Station 1571+00.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to

EXHIBIT "N-6" (cont.)

final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 17th day of February, 1953.

MINUTES OF SPECIAL MEETING

March 20, 1953

Upon being advised of the serious illness of H. B. Glaisyer, Secretary of the State Highway Commission, Charles H. Reynolds called a special meeting of the Highway Commission on March 20, 1953, with M. K. McIver, Floyd Query participating, by long distance telephone and the Commission adopted the following Resolution:

RESOLUTION

WHEREAS, H. B. Glaisyer is the duly appointed and qualified Secretary of the State Highway Commission; and

WHEREAS, H. B. Glaisyer by illness is temporarily incapacitated and unable to carry out all of the powers, functions and duties of his office; and

WHEREAS, Floyd Query is qualified in all respects to carry out all of the powers, functions and duties of the Secretary of this Commission authorized by Section 100-127 and Section 91-1004, O. C. L. A.

NOW, THEREFORE, BE IT RESOLVED that this Commission does hereby appoint Floyd Query as Acting Secretary, during the period of the incapacity of H. B. Glaisyer, to carry out and perform all of the powers, functions and duties of Secretary of this Commission which are authorized under said Section 100-127 and Section 91-1004, O. C. L. A.; and

BE IT FURTHER RESOLVED that a copy of this Resolution be certified by Floyd Query and filed with the Secretary of State, together with a sample of his signature.

There being no further business to come before the Commission, the meeting was declared adjourned by Acting Chairman Reynolds.

C. Hart Reynolds
Acting Chairman

State Highway Engineer

M. K. McIver
Commissioner

Floyd Query
Acting Secretary

VOLUME 38

PART I

PART I

OF

VOLUME XXXVIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1953

TO

MAY 31, 1953

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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21358	Apr. 8	Bids received on construction projects.
21363		Parks Supt. reports on following matters:
		Wilhoit Springs. Clackamas County. Proposed acquisition. Purchase rejected.
		Advisory Committee on park matters proposed by Portland Chamber of Commerce to be carefully considered.
		Sodaville State Park. Linn County. Structural improvements to building approved.
		Ochoco State Park. Crook County. Request for soap box derby runway denied. Ski run approved.
21364		Silver Creek Falls Park. Marion County. One year extension of concession lease approved.
		Proposed changes in charges for use of state park facilities approved.
		Report of general park usage for 1952 filed.
		Wallowa Lake State Park. Wallowa County. Purchase of Wiggins property. Action deferred.
		Schooner Creek. Oregon Coast Hwy. Lincoln County. Purchase of area for park purposes denied.
21365		Rooster Rock. Columbia River Hwy. Multnomah County. Proposed beach development to be studied.
		Real property. Acquisition approved. See EXHIBIT "A".
		Wasco County. Columbia River Hwy. Mosier-The Dalles Section. Jacob G. Sherrer property. Elimination of parcel approved.
		Gilliam County. Columbia River Hwy. Arlington. Elimination of retail access to Shell Oil Company authorized.
		Real property. Acquisition of property for which no previous authority had been granted. See EXHIBIT "B".
		Sale of miscellaneous properties confirmed.
21366		Hood River County. Hood River. Settlement of June Haviland's water bill approved.
		Lane County. Eugene. Lease granted to Wheel and Rim Service, Inc. for use of property between 6th and 7th Streets.
		Multnomah County. Pacific Hwy. North Portland. Acquisition of Hunsperger property approved conditionally.
		Coos County. Coos Bay. "Consent to Assignment of Lease" granted Walter J. Brandon on property in West Bunker Hill Addition.
		Clatsop County. Columbia River Hwy. Big Creek Section. Quitclaim deed to county on stockpile site approved.
		Clackamas County. Mt. Hood Hwy. Zigzag-Rhododendron Section. Acquisition of property from County.
21367		Clackamas County. Mt. Hood Hwy. Sandy-Zigzag Section. Engineer to give economic survey report at May meeting.
		Douglas County. Elkton-Sutherlin Hwy. Calapooya-Sutherlin Section. Change of access points to Culver property approved.

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21367	Apr. 8	Gilliam County. Columbia River Hwy. Arlington-Heppner Jct. Section. Change of access to Shane property approved.
		Douglas County. Oregon Coast Hwy. Reedsport-Coos County Line Section. Change of access to Grant property approved.
		Hood River County. Columbia River Hwy. Cascade Locks-Herman Creek Section. Payment to Kendrick for irrigation facilities approved.
		Written offer to be made to Kendrick for 4.61 acres.
21368		Douglas County. Umpqua Hwy. Paradise Creek-Elkton Section. Acquisition of Kaskich land for myrtlewoods preservation area rejected.
		Wasco County. Columbia River Hwy. Shogren-Rowena Unit. Agreement approved with RR and Navigation Company re relinquishment of road easement across Chatfield property. Easement approved with OWR&N Company for roadway outside hwy. r/w.
		Douglas County. Pacific Hwy. Yoncalla Overcrossing. Agreements with SP RR Company re overcrossing approved.
		Umatilla County. Pendleton. Sale of property to the Lees confirmed.
		Multnomah County. Portland. Kern's Addition. Quitclaim deed on Klosternam property approved.
		Condemnation. Authority granted. See EXHIBITS "Q-1" through "Q-14".
21373		Trial cases in court. Report made.
		Tillamook County. Oregon Coast Hwy. Bay City-Tillamook Section. Jerry F. Arthur, re damages approved.
		Multnomah County. Banfield Expressway. Perry A. Jorgensen, re land approved.
		West Portland-Hubbard Hwy. Barbur Boulevard-Marion County Line Section. Howard Ellman, re r/w approved.
		Tillamook County. Oregon Coast Hwy. Little Nestucca River-Neskowin Section. Wm. P. Lord, re title for land approved.
21374		Lincoln County. Corvallis-Newport Hwy. Newport-Toledo Section. Roy E. Olson, re acquisition of land approved.
		Lincoln County. Corvallis-Newport Hwy. Newport-Toledo Section. John A. Moore, re acquisition of land approved.
		Settlement of the following cases:
		Douglas County. Pacific Hwy. Elkhead Road-Rice Hill Section. Darrell Ross, re purchase of land approved.
		West Portland-Hubbard Hwy. Boones Ferry Road-Willamette River Unit. Arthur O. Sasaki, re acquisition of land approved.
		Douglas and Coos Counties. Oregon Coast Hwy. Reedsport-Hauser Section. Alvin Johnson, re acquisition of land approved.
		Douglas County. Pacific Hwy. Winchester-Shady Section. Hugh Harrison, re acquisition of land approved.
		Wallowa County. Wallowa Lake Hwy. Lostine Section. Merton S. Wade, re acquisition of land approved.
21375		Condemnation cases. Settlement out of court.
21376		"Throughway Law". Resolution amending previous resolutions approved. See EXHIBIT "C".
21377		Legislative matters. Report showing status of bills submitted to this legislature.

Page	Date 1953	Subject
21377	Apr. 8	Coos County. Simpson State Park. Easement granted to Al Peirce for roadway across park.
		Linn County. Santiam Hwy. Noble Slough-Foster Creek Section. Removal of frontage road provision approved.
21378		Elmer A. Buckhorn, patent attorney, employed to handle the Wayne E. Murphy claim re patent on IBM processes.
		John W. Shuler. Payment of fee approved for services rendered re issuance of Highway Bonds.
		Clackamas County. Beaverton-Aurora Secdy. Hwy. Wilsonville Ferry. Bruck to move poles, lines, etc.
		~~Douglas~~ and Coos Counties. Oregon Coast Hwy. Reedsport-Hauser Section. Settlement of Cole case approved.
		Clackamas County. Oswego Hwy. Oswego. Request by city for widening hwy. approved.
		Lane County. Territorial Secdy. Hwy. Veneta. Shoulder parking prohibited. See EXHIBIT "H".
21379		Award of contracts. Engineer reports satisfaction of conditions.
21380		Leland W. Post's log hauling permit restored conditionally.
		Engineer's report showing estimates of income and expenditures during 1952 to 1955.
21381		Washington County. Tigard-Tualatin area. Request for new bridge and improvement of ORE 217 denied.
		Permit. Request of Interstate Tractor and Equipment Company, to move Skagit loader approved conditionally.
		Gilliam and Morrow Counties. Old Oregon Trail. John Day River-Heppner Jct. Section. Action deferred re fire protection.
21382		Lane County. Fox Hollow Secdy. Hwy. Eugene south. Completion of hwy. postponed for the present.
		Used equipment and scrap materials. Results of bids on March 26th considered and accepted.
		Special city allotment projects. Engineer's report showing status of $250,000 for 1950-51-52 filed.
		Douglas County. Pacific Hwy. Roseburg. north. Request for access from Housley property to hwy. denied.
		Union County. North Powder. Request for access on city street deferred pending inspection.
21383		Traffic Signals at school crossings. Policy requested. Action deferred for further study.
		Union and Baker Counties. Old Oregon Trail. Ladd Canyon-Rattlesnake Springs Section. Wayside sites considered.
		Contracts. Increases in project authorizations approved.
21384		Tillamook County. Oregon Coast Hwy. Neahkahnie Mt. road. Request for a survey to top of mountain denied.
		Coos County. Oregon Coast Hwy. Riverton. Request by Mr. Newton for installation of cattle pass approved. Requests for other cattle passes in this locality denied.

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21384	Apr. 8	Clatsop County. Astoria. Approved transfer of project funds from ferry terminal to: Benton County. Corvallis-Newport Hwy. Noon Bridge. Tillamook County. Oregon Coast Hwy. Nehalem River Bridge. Polk County. Pacific Hwy. West. Luckiamute River Bridge.
21385		Tillamook County. Oregon Coast Hwy. Rockaway. Request for steel grating over end of culvert denied.
		Klamath County. The Dalles-California Hwy. Crater Lake Jct. north. Transfer of funds to this hwy. approved.
		Jackson County. Medford. Signals. Request for an increase in state's share of cost approved.
		Clatsop County. Federal Aid Secdy. funds. Request to increase the amount allocated to county roads approved.
		Josephine County. Williams Secdy. Hwy. Grants Pass-Murphy Section. $150,000 to be placed in reserve.
21386		Josephine County. Redwood Hwy. Cave Jct.-California State Line Section. Request to oil shoulders approved.
		Yamhill County. Pacific Hwy. West. Newberg. Request from city to improve hwy. approved.
		Grant County. Kimberly-Long Creek Secdy. Hwy. Request for completion of hwy. Action deferred.
		Clackamas County. Oregon City. 7th and Main Streets. Request for traffic signal at intersection approved.
		Baker County. Baker-Homestead Hwy. Halfway Jct.-Robinette Section. Improvements deferred pending dam construction.
21387		Deschutes County. The Dalles-California Hwy. Redmond. Request for widening of 6th Street denied.
		Douglas County. Pacific Hwy. Canyonville north. Luminaire units at intersection of old and new alignments approved.
		Yamhill County. Pacific Hwy. West. McMinnville north. Request for illumination at intersection denied.
		Jefferson County. Madras south. Request for illumination of jct. of US 97 and US 26 denied.
21388		Lane County. Junction City-Eugene Secdy. Hwy. Eugene-Maxwell Road Section. Request for sidewalk denied.
		Curry County. Oregon Coast Hwy. Floras Creek Bridge. Request for sidewalk on one side of bridge denied.
		Douglas County. Pacific Hwy. Roseburg. Location of underpass changed to original diagonal crossing.
		Umatilla County. Weston-Elgin Secdy. Hwy. Weston. Request for widening one block of hwy. within city denied.
21389		Wallowa County. Little Sheep Creek Secdy. Hwy. Bids to be received for project at May meeting.
		Clackamas County. Cascade Secdy. Hwy. Molalla Jct.-Marquam Section. Resurfacing project to be shortened.
		Linn County. Albany. Survey of traffic needs requested. State forces to do work on 50-50 basis.

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21389	Apr. 8	Klamath County. Klamath Falls. Construction of maintenance building. Transfer of funds approved.
		Washington County. Forest Grove. Request for 3 traffic signals. Signal at Main Street intersection approved.
		Umatilla County. Milton-Freewater. Request for traffic signals denied. Installation of "School Crossing" signs approved.
21390		Washington County. Hillsboro. Request for construction of new hwy. east to Sunset Hwy. Action deferred.
21391		Clatsop County. Sunset Hwy. Cannon Beach. Illumination and channelization request approved.
		Surveys approved. See EXHIBITS "N-1", "N-2",
		Curry County. Oregon Coast Hwy. Rinehart Creek-Frankport Section.
		Umatilla County. Old Oregon Trail. Pendleton-Deadman's Pass Section, East Unit.
		Polk County. Pacific Hwy. West. Rickreall-Monmouth Section. Orr Corners to Rickreall Unit.
		State Tax Street Funds. Plans approved. See EXHIBITS "D-1", "D-2", "D-3", and "D-4".
21392		Extensions of time to complete contracts granted.
21396		Contracts completed and accepted. See EXHIBIT "E".
		Douglas County. North Umpqua County Road. Lone Rock Bridge Section. Agreement with county approved.
		Coos County. Coquille. 10th Street. Request for traffic signal denied. School boy patrol recommended.
		Jackson County. Pacific Hwy. Medford. Request for traffic signals at 2 intersections approved.
21397		Marion County. Pacific Hwy. East. Brooks intersection. Luminaire units and speed zone approved. See EXHIBIT "I".
		Marion County. Pacific Hwy. East. Woodburn north. Request for illumination at entrance to School for Boys denied.
		Coos County. Oregon Coast Hwy. China Camp Marsh. Completion of fill approved in 1953 and 1954.
		Award of contracts publicly announced.
21400		Multnomah County. Canyon Road-Sylvan intersection. Traffic lights, pavement widening and channelization approved.
21401		Lane County. Pacific Hwy. Judkins Point section. Sign reflectors to be installed.
		Multnomah County. Portland. Proposed Interstate Bridge. Letter of protest re bridge toll ordered filed.
		Motor Vehicle Analysis from PUC and Secretary of State's records. Additional funds authorized.
		Malheur County. Vale south. Agreement with Idaho Power Company for electrical service to radio tower approved.
		Umatilla County. McNary Dam. Revised agreement with US Government relocating Hwys. US730 and US395 approved.

Page	Date 1953	Subject
21402	Apr. 8	Lane County. Willamette Hwy. Dexter Dam section. Three changes in hwy. construction agreement with US Army Engineers approved.
		Hood River County. Cascade Locks east. Settlement of Pacific Tel. and Tel. damage claim to toll line authorized.
		Lincoln County. Corvallis-Newport Hwy. Toledo east. "No parking on shoulders" signs approved. See EXHIBIT "J".
		Lane County. Pacific Hwy. Creswell. Prohibition of parking on shoulders approved conditionally.
		Benton County. Corvallis-Eastside Secdy. Hwy. Corvallis. Two block extension of hwy. approved. See EXHIBIT "F".
21403		Commission Road Trip. Preparation of itinerary authorized.
		Marion County. North Santiam Secdy. Hwy. Detroit-Dry Creek Section. Abandonment of old section approved. See EXHIBIT "G-1".
		Clatsop County. Columbia River Hwy. Big Creek Section. Abandonment of old section approved. See EXHIBIT "G-2".
		Lane County. Pacific Hwy. Judkins Point-Goshen Section. Abandonment of old section approved. See EXHIBIT "G-3".
21404		Harney County. Rome-Princeton Secdy. Hwy. Princeton-Follyfarm Section. Abandonment of old section approved. See EXHIBIT "G-4".
		Clackamas County. Clackamas Secdy. Hwy. Eagle Creek Section. Abandonment of old section approved. See EXHIBIT "G-5".
		Coos County. Oregon Coast Hwy. Douglas County Line-Glasgow Section. Abandonment agreement with County approved.
		Jackson County. Sams Valley Secdy. Hwy. Reclassification of hwy. to Group II approved.
		Load Limits. Posting of reduced limits approved. See EXHIBIT "O".
21405		Load Limits. Removal of reduced limits confirmed. See EXHIBIT "P".
		Lincoln County. Delake. Markers signifying "D" River as shortest river in the world approved.
		Lincoln County. Oregon Coast Hwy. Gleneden Beach. Letter protesting proposed relocation of hwy. filed.
		R. H. Baldock trip to Boise and Malad, Idaho, May 7 and 8, approved.
		W. W. Stiffler trip to Boise and Malad, Idaho, May 7 and 8, approved.
		F. B. Crandall, two assistant traffic engineers and Forrest Cooper to Seattle, May 21 and 22, approved.
		Frank I. Towle to Seattle, April 10 and 11, approved.
		Speed Zones. Placing of reduced speed zones approved. See EXHIBITS "K-1", "K-2", "K-3", "K-4", and "K-5".
21406		Personnel. Recommendations re retirement approved.
		Lake County. Fremont Hwy. Fort Rock. Erection of textboard re early inhabitants of region approved.
		Multnomah County. Columbia River Hwy. Sauvie Island. Erection of textboard re early history approved.

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21407	Apr. 8	M. K. McIver reappointed as Commissioner.
		August Moser. La Grande Shops. Claim for additional compensation denied.
		Lane County. Pacific Hwy. Saginaw. Request for no parking and speed zone approved. See EXHIBITS "L" and "M".
		Clatsop County. Fishhawk Falls Secdy. Hwy. Request from Forestry Dept. for permit to use r/w for logging road approved.
21408		Secretary's and acting secretary's report on papers signed approved.
		Unfinished business matters considered.
		Pacific Hwy. West. McMinnville. Proposed rerouting of hwy.
		North Portland. Proposed connection between Swift Avenue and Denver Avenue approved.
		Hat Rock State Park. Agreement with Army Engineers re use of area approved.
		Old Oregon Trail. Ladd Canyon-Rattlesnake Springs Section. Proposed wayside area considered.
		Oswego Hwy. Oswego. Request for hwy. improvements through city.
		Corvallis-Newport Hwy. Newport-Toledo Section. Proposed settlement with Edenfields for slide damage approved.
21409		Umatilla. Proposed agreement for exchange of sand and gravel with Columbia Sand and Gravel Company approved.
		Columbia River Hwy. Hood River. Koberg Beach. Engineer's report on car parking problem not ready.
		Clackamas County. Engineer's report on economic survey of four improvement projects to be ready for May meeting.
		Lane County. Fox Hollow Secdy. Hwy. Eugene south. Hwy. construction postponed.
		Commission meeting date set for May 18 and 19, 1953.
		Clackamas County. Mt. Hood Hwy. Government Camp. Report re additional parking area accepted.
21410		Benton County. Pacific Hwy. West. Corvallis. Mr. Wood's request for rerouting of hwy. denied.
		Engineer's request to recast the 5-year construction program approved.
		Jackson County. Medford-Provolt Secdy. Hwy. Jacksonville Grade Unit. Abandonment agreement signed.
		Delegations problems discussed with Engineer.
		Union County. Wallowa Lake Hwy. La Grande-Island City Section. Replacement of sidewalk in plans ordered.
		Marion County. North Santiam Hwy. Stayton. Request for public hearing re routing of hwy. Action deferred.
		Meeting adjourned at 5:00 p.m.

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21411	Apr. 9	Bids received on construction projects.
21417		Gilliam and Morrow Counties. Old Oregon Trail. John Day River-Heppner Jct. Section. Burning operation on r/w approved conditionally.
		Washington County. Hwy. 217. Tualatin-Tigard Section. New bridge and hwy. improvements. Action deferred.
21418		Multnomah County. Sylvan. Further investigation to be made re solution to traffic congestion.
21419		Parks. Portland Chamber of Commerce urges Advisory Committee. Action deferred.
21420		Multnomah County. Sylvan intersection. Engineer to re-examine the traffic problem and report later.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Clackamas County. Mt. Hood Hwy. Sandy-Zigzag Section. Delegation requests improvements. Economic survey authorized.
		Douglas County. Pacific Hwy. Roseburg north. Request for access to the Housley property denied.
21421		Multnomah County. Columbia River Hwy. Rooster Rock. Development of beach facilities and access road to be studied.
		Sherman and Gilliam Counties. Wasco-Heppner Secdy. Hwy. Wasco-Condon Section. Request for improvements to be considered.
21422		Wallowa County. Little Sheep Creek Secdy. Hwy. US Forest Service requests survey and surfacing. Engineer to investigate.
		Proposed Ukiah-Starkey route. Engineer to make investigation with BPR re location of route.
		Log Hauling. Mr. MacDonald of US Forest Service denied that overloads are permitted on Forest Service Roads.
		Request for information to secure permit to move a house.
		Crook County. Paulina Secdy. Hwy. Eagle Creek-Paulina Section. Improvements in tentative program. Survey not completed.
		Interstate Tractor and Equipment Company requests permit to move Skagit loader. Referred to Engineer.
21423		Wasco County. The Dalles Bridge. Judge Webber's request for construction of road between Three Mile Creek and Five Mile Creek denied.
21424		Hood River County. Columbia River Hwy. (old route). Viento Park-Cascade Locks Section. Cascade Locks Lumber Company's request to haul logs referred to Engineer.
		Salem-Portland Expressway. West Portland-Harbor Drive Section. Acquisition of r/w discussed.
		Award of contracts publicly announced.
21427		Chairman Chandler, speaking for Commission, complimented employees for fine work done.
		Curry County. Gold Beach. Request by city for state to oil streets approved conditionally.
		Lincoln County. Oregon Coast Hwy. Otter Crest. Badley property. Condemnation authorized if no agreement reached.
21428		Commission approved minutes of January 21-22, February 17-18, and March 20, 1953.
		Agreements and other papers signed.

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21476		EXHIBIT "B". R/w options.
21478		EXHIBIT "C". Amended Throughway Law.
21479		EXHIBIT "D-1" through "D-4". State Tax Street Funds.
21484		EXHIBIT "E". Contracts completed and accepted.
21486		EXHIBIT "F". Extension of Corvallis-Eastside Secdy. Hwy.
21487		EXHIBIT "G-1. North Santiam Hwy. Detroit-Dry Creek Sec. Abandonment.
21489		EXHIBIT "G-2". Columbia River Hwy. Big Creek Sec. Abandonment.
21491		EXHIBIT "G-3". Pacific Hwy. Judkins Point-Goshen. Abandonment.
21494		EXHIBIT "G-4". Rome-Princeton Hwy. Princeton-Folly Farm. Abandonment.
21496		EXHIBIT "G-5". Clackamas Secdy. Hwy. Eagle Creek. Abandonment.
21499		EXHIBIT "H". No Parking on Highway Shoulders. Veneta. Territorial Secdy. Hwy.
21501		EXHIBIT "I". Speed Limit Resolution. Brooks. Pacific Hwy. E.
21503		EXHIBIT "J". No Parking or Highway Shoulders. Toledo.Corvallis-Newport Hwy.
21505		EXHIBIT "K-1". Speed Limit. Amity. Pacific Hwy. West.
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21517		EXHIBIT "M". No Parking. Saginaw. Pacific Hwy.
21519		EXHIBITS "N-1", "N-2" Adoption of Surveys
21523		EXHIBIT "O". Reduced Load Limits.
21525		EXHIBIT "P" Lifting Reduced Load Limits.
21527		EXHIBIT "Q-1" through "Q-14". Condemnations
21572	May 18	Parks Supt. reports on following matters:
		Silver Falls State Park. Marion County. Improvement of 3 CCC buildings approved.
		Champoeg State Park. Marion County. Construction of DAR caretaker's cottage approved.
		Ochoco Lake. Prineville east. Crook County. Proposed development for state park. Action deferred.
21573		Real property. Acquisition approved. See EXHIBIT "A".
		Gilliam County. Arlington. Access to Shell property now restricted to petroleum products.
		Timber. Salvage value secured for timber on hwy. r/w.
		Real property. Acquisition of property for which no previous authority had been granted. See EXHIBIT "B".
		Sales of miscellaneous properties confirmed.
		Gilliam County. Columbia River Hwy. Arlington-Heppner Jct. Section. Change of access for Kreb's property approved.
		Clackamas County. West Portland-Hubbard Hwy. Willamette River-Marion County Line Section. "Lease and Sale of Road Materials" agreement with Roy L. Houck & Son approved.
		Lane County. Eugene. 6th and 7th Street connection. Lease to Richfield Oil Company on parcel of land approved.

Page	Date 1953	Subject
21574	May 18	Sale of properties not needed for hwy. purposes approved.
		Douglas County. Coos Bay-Roseburg. Hwy. Camas Valley-Pacific Hwy. Section. Release of access restriction on Nichols' property. Approved.
		Douglas County. Roseburg. Sale of parcel of land to J. F. and Velma Dillard approved.
		Condemnation. Authority granted. See EXHIBITS "N-1" through "N-7".
21576		Bids received on construction projects.
21580		Meeting recessed at 12:15 p.m. to reconvene at 2:15 p.m.
		Trial cases in court. Report made.
21581		Josephine County. Redwood Hwy. Hayes Hill Section. Delorsa Livina Beck, re acquisition of land approved.
		Multnomah County. T. H. Banfield Expressway. Unit No. 2 R.K.D. Company, re purchase of land for r/w approved.
		Curry County. Oregon Coast Hwy. Brushes Creek-Rinehart Creek Section. Nellie L. Fromm, re purchase of land for r/w approved.
		Curry County. Oregon Coast Hwy. Brookings. Beaver State Lodge. August De Phillips, re damages approved.
21582		Washington County. Pacific Hwy. West. Tigard-Newberg Section. Tigard Grange #148, re acquisition of land for r/w approved.
		Clackamas County. Pacific Hwy. East. 17720 McLoughlin Blvd. Francis G. Murray, re removal of trees approved.
		Settlement of the following cases:
		Douglas County. Oregon Coast Hwy. Reedsport-Coos County Line Section. Charles J. Marks, property settlement. Approved.
		Multnomah County. T. H. Banfield Expressway. G. N. Tenney, re acquisition of land for r/w approved.
		Jackson County. Pacific Hwy. Medford-County Farm Section. John Wm. Stewart, re option for land approved.
		Linn County. Santiam Hwy. Noble Slough-Foster Section. First National Bank, re acquisition of land approved
		Douglas County. Pacific Hwy. Elkhead Road-Rice Hill Section. Earl Brant, re acquisition of land approved conditionally.
		Multnomah County. T. H. Banfield Expressway. Wm. E. Tegart, re acquisition of land approved conditionally.
21583		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser Section. Peter Menegat, Jr., re easement approved.
		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser Section. Wm. L. McDonald, re purchase of land approved.
		Clackamas County. West Portland-Hubbard Hwy. Barbur Blvd.-Tualatin River Section. Gariel Mourens, re purchase of land approved.
		Washington County. Sunset Hwy. Alice S. Friday, re acquisition of land approved.
		Clackamas County. West Portland-Hubbard Hwy. Boones Ferry Road-Marion County Line Section. James E. Langdon, re acquisition of land approved.
21584		Condemnation cases. Offers for property approved.

Page	Date 1953	Subject
21585	May 18	Claim. Linn County. Halsey-Sweethome Secdy. Hwy. The McArthur's claim for damages approved.
		Douglas County. Pacific Hwy. Divide-Rice Hill Section. Sale of land to Scotts Valley School District deferred.
		Trial of condemnation cases. Use of local counsel. No action.
		Washington County. Pacific Hwy. West. Tigard-Newberg Section. Wm. I. Fisher. Condemnation authorized. See EXHIBIT "O".
21586		Jackson County. Pacific Hwy. Talent. Quitclaim deed to Otto King and wife approved.
		Marion County. Pacific Hwy. East. Salem By-Pass. Quitclaim deed granted to Ralph and Virginia Thomas.
		Curry County. County Court's request for $20,000 for road repairs approved. See EXHIBIT "C".
		Personnel. Job analysis and salary study for attorneys. Co-operation with Attorney General approved.
21587		Lincoln County. Oregon Coast Hwy. Otter Crest. Badley property. Property not to be used for commercial purposes.
		Multnomah County. T. H. Banfield Expressway. Halsey Street. Settlement with J. C. Burns for borrow pit approved.
		Clackamas County. Request for improvements on State highways: 82nd Avenue - Portland-Oregon City Section. Action deferred. Willamette River Bridge between Oregon City and West Linn Action deferred. Pacific Hwy. East. New Era-Hubbard Section. Request for widening denied. Mt. Hood Hwy. Sandy-Rhododendron Section. Action deferred.
		Klamath County. Klamath Falls. Delegation requests additional hwy. projects in city. Action deferred.
21588		Award of contracts. Engineer reports satisfaction of conditions.
21589		Douglas County. Umpqua Hwy. Scottsburg-Reedsport Section. Commercial access granted.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Imnaha Section. Additional surfacing approved.
		Curry County. Oregon Coast Hwy. Prehistoric Gardens. Commercial access requested. Action deferred.
21590		Douglas County. Umpqua Hwy. Reedsport-Scottsburg Section. Telephone line location. Action deferred.
		Multnomah County. Pacific Hwy. West. Sylvan. Elimination of traffic hazards deferred for further study.
		Multnomah County. Columbia River Hwy. Rooster Rock Park. Development to be considered for 1954.
		Wheeler County. Shaniko-Fossil Secdy. Hwy. Request for additional grading and surfacing pending.
21591		Polk County. Independence. Ash Creek Bridge. Assistance in construction of bridge approved.
		Baker County. Baker-Unity Hwy. Unity Reservoir. Sportsmen's Club requests improved facilities. Action deferred.
		Douglas County. Pacific Hwy. (old). Drain-Anlauf Section. Umpqua Hwy. Association's request for improvement deferred.
		Lincoln County. Eddyville-Nashville Secdy. Hwy. Nashville-US20 Jct. Section. Request for paving deferred.

Page	Date 1953	Subject
21592	May 18	Baker County. Huntington. Request for construction of sidewalk in city denied.
		Lane County. Springfield, South "A" Street. Request for construction of second Willamette River bridge. No action.
		Umatilla County. County Road. Vansycle-Umatilla County Line. Engineer to confer with Washington State officials.
21593		Hood River County. Mt. Hood Hwy. Hood River Bridge. Improvement of bridge approach denied.
		Wheeler County. Heppner-Spray Secdy. Hwy. Request for oiling denied.
		Baker County. Sumpter Valley Secdy. Hwy. Petition protesting placing of gravel surfacing denied.
		Surveys approved. See EXHIBIT "M".
		Benton County. Pacific Hwy. West. Monroe Section
		Douglas County. Oregon Coast Hwy. Elbow Lake-Gardiner Section.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section.
		Lane County. Pacific Hwy. Goshen-Divide Section.
		Curry County. Oregon Coast Hwy. Frankport-Euchre Creek Section.
21594		Condemnation. Authority granted. See EXHIBIT"N-8".
		Tillamook County. Oregon Coast Hwy. Neahkahnie-Brighton Section. Reconnaissance survey authorized.
21595		Josephine County. Pacific Hwy. Wolf Creek culverts. Request for construction of bridge deferred pending inspection.
		Curry County. Oregon Coast Hwy. Brushes Creek Section. Change in construction plans proposed. Deferred pending inspection.
		County road projects approved and signed.
		Josephine County. Williams Secdy. Hwy. Grants Pass-Murphy Section. Improvement approved.
21596		Multnomah County. Portland. Barbur Blvd.-Harbor Drive Jct. Additional widening approved on 50-50 basis.
		Federal Aid Primary, Urban and Secondary Funds programming. No action. Further consideration to be given on trip.
		Washington County. Pacific Hwy. West. Tigard east. Agreement with Interstate Theater Equipment Company re entrance of outdoor theater approved.
		Lane County. Eugene. Replacement of old type signals at 4 intersections approved on 50-50 basis.
21597		WASHO's Test Road. Malad City, Idaho. Additional expenditure of $10,000 approved as State's share.
		Multnomah County. T. H. Banfield Expressway at 39th Street Overcrossing. Agreement with city authorized.
		Contract No. 3756. E. L. Kennard declared in default. Counsel to take necessary action.
		Hood River County. Hood River. Jaymar Road. Agreement with City approved re paving and sawdust
21598		Umatilla County. Havana-Helix Secdy. Hwy.-Oregon Washington Hwy. new connection. No action pending inspection.
		Contracts completed and accepted. See EXHIBIT "D".
		State Tax Street Funds. Plans approved. See EXHIBITS "E-1, "E-2, and "E-3".

Page	Date 1953	Subject
21599	May 18	Washington County. Forest Grove west. Tualatin Valley Hwy. Widening and markers at Pacific Avenue approved.
		Wasco County. Wapinitia Hwy.-The Dalles-California Hwy. Jct. Reversal of stop sign installation approved. See EXHIBIT "F".
		Lincoln County. Oregon Coast Hwy. Agate Beach. Pedestrian crossing lane denied. Speed zone established. See EXHIBIT "G".
21600		Coos County. Oregon Coast Hwy. Coos Bay-Coquille Section. Speed zone established. See EXHIBIT "H".
		Coos County. Oregon Coast Hwy. Coos Bay-Coos River Hwy. Jct. Section. Speed zone established. See EXHIBIT "I".
		Coos County. Empire-Coos Bay Secdy. Hwy. Empire. Speed zone established. See EXHIBIT "J-1".
		Yamhill County. Three Mile Lane Secdy. Hwy. Dayton. Speed zone established. See EXHIBIT "J-2".
21601		Linn County. Albany. Waverly Lake Park. Albany Timber Carnival use of park on July 2, 3, and 4, 1953, approved.
		Multnomah County. Portland. New Interstate Bridge. Engineer to apply to US War Department for construction permit.
		Curry County. Port Orford. Engineer to investigate for location of truck scale in County.
		W. C. Williams to Chicago, May 27, 1953, for AASHO meeting.
		William F. Lieske to Seattle, Washington, May 13-14, 1953 for Association of Police Communication Officers meeting.
		F. B. Crandall to Washington, D.C., June 8-12, 1953 for AASHO meeting and board meeting.
		C. W. Enfield and Forrest Cooper to Sacramento, California, June 20, 1953 for Right of Way Association meeting.
21602		Proposed itinerary for trip through SW Oregon May 20-23,1953 approved.
		Clatsop County. Nehalem Secdy. Hwy. Old Nehalem River Bridge to be given to County.
		Lincoln County. Alsea Hwy. Old Fall Creek Bridge to be given to US Army Engineers.
		Clackamas County. Cascade Secdy. Hwy. Molalla Jct.-Marquam Section. Abandonment agreement approved.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Joseph-Sheep Creek Hill Section. Abandonment agreement approved.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Abandonment agreement with County and City of Clatskanie approved.
21603		Union County. Starkey Secdy. Hwy. Request for reclassification of hwy. to Group I approved.
		Load Limits. Removal of reduced limits approved. See EXHIBIT "K".
		Lane County. Willamette Hwy. Lookout Point Dam. Army Engineers' construction of parking area approved.
		Acting Secretary's report on papers signed approved.
		Unfinished business matters considered.
		US Hwy. 30. Koberg Beach near Hood River. Car parking problem. Engineer's report not ready.
		Clackamas County. Delegation's request for improvements on various projects. Report made earlier in meeting.

Page	Date 1953	Subject
21604	May 18	Wallowa Lake Park. Proposed additional parking area deferred pending inspection.
		Rooster Rock Park. Columbia Hwy. Proposed development considered earlier in meeting.
		North Powder. Commercial access granted for service station and motel.
		School Crossing Signals. Policy re installation. To be presented as and when they arise.
		Marion County. North Santiam Hwy. Stayton. Proposed hearing re route of hwy. Engineer's report not complete.
		Multnomah County. Canyon Road. Sylvan. Proposed traffic improvements taken up earlier in meeting.
		Little Sheep Creek Secdy. Hwy. Straightening and widening of hwy. reported on earlier in meeting.
		Columbia River Hwy. Viento Park-Cascade Locks Section. Request of August Uehlinger to haul logs to be reported on next day.
		Commission meeting dates set for: June 25-26, 1953, regular session July 22, 1953, special session re bond sale August 6-7, 1953, regular session
21605		Multnomah County. Portland. US99-Union Avenue Section. Prohibition of parking on Union Avenue approved. See EXHIBIT "L".
		Award of contracts publicly announced.
21607		Adjournment of meeting at 5:00 p.m.
21608	May 19	Bids received on construction projects.
21612		Clatsop County. Oregon Coast Hwy. Seaside. Delegation requests traffic relief in city. Survey not complete.
		Multnomah County. Portland-Salem Expressway. West Portland-Harbor Drive Section. Starrett property. Review to be made.
21613		Douglas County. Umpqua Hwy. Reedsport-Scottsburg Section. West Coast Tel. Company's request to install line along r/w. Joint inspection to be made.
		Columbia River Hwy. Log hauling permits. Issuance to be on same basis as for other hwys.
21614		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Wasco County. Shaniko-Fossil Secdy. Hwy. Request for improvements denied.
		Klamath County. Klamath Falls. Requested hwy. improvements within City to be inspected further.
21615		Douglas County. Territorial Secdy. Hwy. Douglas County Line-Anlauf Section. Request to haul logs. Action deferred.
21616		Award of contracts publicly announced.
21618		Linn County. Quitclaim deed granted to South Santiam River Water Control District for land near Sanderson Bridge.
		Douglas County. Pacific Hwy. North Dillard Bridge. Equipment from U of California to be brought to Oregon.
21619		Morrow and Umatilla Counties. Heppner Hwy. Lena-Nye Section. Letter of appreciation from Judge Barrett.
		Union County. La Grande. Adams Avenue. Traffic hazard on portion of Avenue. Referred to Engineer.

Page	Date 1953	Subject
21619	May 19	Gilliam County. Condon. Cooperation requested on construction of wall along city park. Engineer to reinvestigate.
		Wallowa County. Wallowa Park. Informational sign and booklets for tourists discussed. Parks Supt. to investigate.
		Construction Project Signs. Wording discussed. No action taken.
		Mr. W. M. Strohmeyer, Safety Engineer of Highway Department, commended by insurance companies for his work.
		Malheur County. Old Oregon Trail. Ontario north. Survey not completed.
21620		Deschutes County. The Dalles-California Hwy. Lapine. Access rights discussed. Action deferred pending inspection.
		Floyd Query appointed Assistant Secretary
		Agreement and other papers signed.
21622		Meeting adjourned at 4:15 p.m.
21623		EXHIBIT "A". Acquisition of r/w.
21683		EXHIBIT "B". Real property options.
21684		EXHIBIT "C". Funds alloted Curry County.
21686		EXHIBIT "D". Contracts completed and accepted.
21688		EXHIBITS "E-1", "E-2" and "E-3". State Tax Street Funds.
21692		EXHIBIT "F". Stop Sign Resolution. Wapinitia-The Dalles-California Hwys.
21694		EXHIBIT "G". Speed Limit. Agate Beach. Oregon Coast Hwy.
21696		EXHIBIT "H". Speed Limit. China Camp March, Oregon Coast Hwy.
21698		EXHIBIT "I". Speed Limit. Coos Bay. Oregon Coast Hwy.
21700		EXHIBIT "J-1". Speed Limit. Empire. Empire-Coos Bay Secdy. Hwy.
21702		EXHIBIT "J-2". Speed Limit. Dayton. Three Mile Lane Secdy. Hwy.
21704		EXHIBIT "K". Reduced Load Limit.
21706		EXHIBIT "L". No Parking Hwy. Shoulders. Union Ave., N.E. Vancouver Ave., Pacific Hwy. East.
21708		EXHIBIT "M". Surveys
21711		EXHIBITS "N-1" through "N-7". Condemnations
21737		EXHIBIT "N-8". Condemnation. Elbow Lake-Gardiner Sec. Oregon Coast Hwy.
21740		EXHIBIT "O". Condemnation. Tigard-Tualatin Sec. Pacific Hwy. West.

Portland, Oregon
April 8, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Crystal Room of the Benson Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
Floyd Query, Acting Secretary

Bids, as follows, for highway construction were opened and read aloud by the Acting Secretary pursuant to previously published notice, at the conclusion of which it was announced that the awards of contracts would be made at 4:00 p.m. in the same room:

BAKER COUNTY
RICHLAND MAINTENANCE BUILDING

Loree Building Service, La Grande	$ 12,766.88
C. K. Olson, Nyssa	13,989.50
Witham Brothers, Baker	14,105.00
American Construction Company, Beaverton	14,701.00
Jensen & Mayes, Haynes	14,958.31
Bechtel Brothers, Elgin	15,460.00

CLACKAMAS COUNTY
CANBY GRADING AND PAVING PROJECT

and

MARION COUNTY
HUBBARD GRADING AND PAVING PROJECT

See tabulation of bids on the following page.

Canby and Hubbard Grading and Paving Projects (cont.)

Bidder	Canby Project	Hubbard Project	Lump Sum Reduction	Total Combined Bids
Warren Northwest Inc. Portland	$10,620.00	$4,983.50	------	$15,603.50
Western Paving & Constr. Co., Albany	11,190.00	4,591.00	------	15,781.00*
Oregon Asphalt Paving Co., Portland	12,096.50	5,206.50	------	17,303.00
Portland Road & Driveway Co., Portland	12,836.00	4,882.00	$350.00	17,368.00* **

* Bidder will accept Canby Project only in combination with Hubbard Paving Project.

** Bidder will make lump sum reduction of $350.00 if awarded both projects.

CLATSOP COUNTY
NEHALEM RIVER BRIDGE

Larson Construction Co., Astoria	$141,398.00
H. G. Palmberg, Astoria	143,356.00
Tom Lillebo, Reedsport	150,120.00
Geo. E. Berry & John R. Saxton, Beaverton	154,447.00
Lindstrom Brothers, Astoria	161,214.00
General Construction Co., Portland	161,652.20
Murray-Stanfield & Murray Brothers, Bend	165,050.00
Valley Construction Co., Portland	168,540.00
Natt McDougall Co., Portland	169,871.00
C. J. Eldon, Portland	170,439.50
Schrader Construction Co., Portland	189,501.00

COOS COUNTY
COOS BAY TRAFFIC SIGNALS

Trowbridge & Flynn, Medford	$ 3,640.00
W. R. Grasle, Portland	3,848.00

DESCHUTES, HARNEY AND OTHER COUNTIES
DIVISION NO. 4 REOILING PROJECT

Babler Brothers, Inc., Portland	$139,643.00
J. C. Compton Co., McMinnville	147,644.40
D-H Paving Co., Vancouver, Washington	153,614.50
Doolittle Construction Co., Seattle, Washington	164,386.00
Harr & Horton, Portland	168,211.70

April 8, 1953

DOUGLAS COUNTY
GRADING AND PAVING OREGON COAST HIGHWAY

Coos Bay Dredging Co., Coos Bay	$593,135.00
Fred H. Slate Co. Oreg. Ltd., Portland	595,436.50
Cosmo Gilo, Lowell	595,772.00
J. N. Conley, Portland	647,934.00
Natt McDougall Co., Portland	691,268.00
J. W. Briggs & Associates, Bend	725,345.00
Gibbons & Reed Co., Salt Lake City, Utah	738,523.00
Peter Kiewit Sons' Co., Longview, Washington	747,325.00

DOUGLAS COUNTY
WILBUR OVERCROSSING

Tom Lillebo, Reedsport	$ 58,380.00
Orlando C. Bennard, Portland	59,810.00
Hamilton & Thoms, Eugene	60,170.00
Lindstrom Brothers, Portland	60,850.00
Todd Building Co., Roseburg	61,640.00
Glen Snook, Eugene	62,490.00
Babler Brothers, Inc., Portland	62,720.00
General Construction Co., Portland	65,000.00
Valley Construction Co., Portland	68,155.00

DOUGLAS COUNTY
REMOVAL OF OLD COMSTOCK OVERCROSSING

Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., Portland	$ 9,800.00
Hamilton & Thoms, Eugene	13,000.00
Glen Ousley, Eugene	13,616.00
Babler Brothers, Inc., Portland	14,800.00
George E. Berry, Beaverton	17,777.00
American Construction Co., Beaverton	17,932.00
Tom Lillebo, Reedsport	21,500.00
Schrader Construction Co., Portland	21,500.00
John A. Logan, Portland	26,000.00
Gaylord Construction Co., Portland	32,246.00

DOUGLAS COUNTY
VETERANS ADMINISTRATION FENCING PROJECT

San Jose Steel Co., Inc., Portland	$ 7,968.60

DOUGLAS AND JACKSON COUNTIES
TILLER-DEADHORSE CREEK ROCK PRODUCTION PROJECT

See next sheet.

April 8, 1953

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Tiller-Deadhorse Creek Rock Production Project (cont.)

M. C. Lininger & Sons, Medford	$ 27,525.00
Acme Construction Co., Eugene	28,772.00
J. G. Watts Construction Co., Portland	33,600.00
E. C. Hall Co., Portland	40,375.00

JACKSON COUNTY
CENTRAL POINT TRAFFIC SIGNALS

PROJECT WITHDRAWN FROM LETTING

JACKSON COUNTY
GRADING AND PAVING MEDFORD-PROVOLT HIGHWAY

Central Heating Co. & F. L. Somers, Eugene	$155,315.00
Acme Construction Co., Eugene	162,889.50
J. M. Arenz, Portland	168,213.00
Fred H. Slate Co. Oreg. Ltd., Portland	185,662.50
George E. Berry & John R. Saxton, Beaverton	185,675.00
E. C. Hall Co., Portland	189,099.00
Diamond Tractor & Equipment Co., Portland	192,942.70

KLAMATH COUNTY
RESURFACING THE DALLES-CALIFORNIA HIGHWAY

Warren Northwest, Inc., Portland	$199,880.00
Acme Construction Co., Eugene	208,304.20
Peter Kiewit Sons' Co., Longview, Washington	208,610.00
Babler Brothers and Rogers Construction Co., Portland	218,290.00
E. C. Hall Co. and J. C. Compton Co., Portland	239,730.00
Parker-Schram Co., Portland	243,735.00
Morrison & Lamping, Walla Walla, Washington	247,164.00
D-H Paving Co., Vancouver, Washington	250,515.00

KLAMATH AND LAKE COUNTIES
KLAMATH FALLS-BOOTH PARK ROCK PRODUCTION

Rogers Construction, Inc., Portland	$ 88,300.00
F. H. McEwen, Eugene	90,200.00
E. C. Hall Co., Portland	97,032.00
Newport Construction Co., Portland	99,701.50
Peter Kiewit Sons' Co., Longview, Washington	101,500.00

LANE COUNTY

See next page.

LANE COUNTY
CROW-DOUGLAS COUNTY LINE ROCK PRODUCTION PROJECT

L. P. Stubblefield, Eugene	$ 28,930.00
E. C. Hall Co., Portland	46,750.00

LINCOLN COUNTY
SILETZ PAVING PROJECT

Warren Northwest, Inc., Portland	$ 14,775.00
Central Heating Co., Eugene	18,076.50

MALHEUR COUNTY
JUNTURA-VALE REOILING PROJECT

Babler Brothers, Inc., Portland	$ 79,482.00
J. C. Compton Co., McMinnville	86,407.60
Doolittle Construction Co., Seattle, Washington	87,614.00
D-H Paving Co., Vancouver, Washington	88,263.00
Harr & Horton, Portland	96,353.00

MULTNOMAH COUNTY
INTERSTATE BRIDGE PAINTING

C. H. Savage Co., Portland	$ 76,800.00
Tri-State Painting Co., Portland	79,000.00
O & S Painters and Geo. A. Macom, Tigard	87,400.00
Saxon Painting Co., Tacoma, Washington	102,000.00

MULTNOMAH COUNTY
GRESHAM TRAFFIC SIGNALS

W. R. Grasle Co., Portland	$ 6,122.00

TILLAMOOK COUNTY
CAPE LOOKOUT PARK FACILITIES

Popham Construction Co., Portland	$ 49,927.47
Enoch I. Maerz, Salem	52,617.06
Gilbert Roberts, Hood River	53,395.00
Lloyd G. Sperling, Tillamook	55,390.00
J. E. Jeremiah, Portland	55,946.77
Schrader Construction Co., Portland	62,717.00

WASHINGTON COUNTY
BEAVERTON PAVING PROJECT

Porter W. Yett, Portland	$ 9,678.00
Warren Northwest, Inc., Portland	9,888.00

April 8, 1953

CLATSOP COUNTY
ASTORIA-MEGLER FERRY SERVICE

Astoria Navigation Co., Astoria	$169,937.35
Arrow Transportation Co., Astoria	185,700.00
Babbidge & Holt, Portland	201,176.48

The Parks Superintendent reported on the following park matters:

1. Proposed acquisition of Wilhoit Springs area for a state park: The Parks Superintendent stated that the owners of the property, Mr. and Mrs. Albert Schoen[illegible]n, had again requested that the property be purchased; also inquiries had been received from Mr. Neal A. Butterfield, representative of the National Park Service at Portland, and from Mr. Murley M. Larimer, concerning acquisition of the area. He also advised that the property is now offered at $28,000 and that there are no changes in the conditions affecting the area. The Commission rejected the purchase.

2. Proposal regarding the appointment of an advisory committee on state park matters: The Parks Superintendent stated that from his standpoint he would have no objection to the committee if their activities were properly handled. The matter was discussed briefly, and it was pointed out that such a committee might entail a measure of divided authority in the handling of state parks and that there appeared to be few off-setting advantages. The Commission decided to reserve judgment on the matter until the appearance of a delegation on the following day. (Upon appearance of the Recreational and Natural Resources Committee of the Portland Chamber of Commerce, the Commission heard their plea and advised them that they would give careful consideration to their request. See paragraph ahead.)

3. Improvements to building in Sodaville State Park: The Parks Superintendent recalled that in December of last year use of the building had been granted to the Sodaville Women's Club and other small groups. Since that time, it was found four other groups were using the building regularly as well as intermittent groups who held annual reunions and picnics in the area. The building has been examined for safety by the Bridge Department and also by the State Fire Marshall relative to the fire hazard. To make the building structurally safe and to provide a second exit to the upper floor as requested by the Fire Marshall, he recommended an expenditure of approximately $350. The Commission approved the recommendation.

4. Request of Mr. M. W. Rarey, Prineville, to purchase or lease an area at Ochoco State Park for a soap box derby and winter ski area: The Parks Superintendent reported that the area Mr. Rarey wishes to use is a part of the Ochoco State Park and that construction of a soap box derby runway would place a bad scar upon the hillside. Insofar as the ski run is concerned, he felt that it could be constructed without material damage to the scenery, and he therefore recommended that the request for the soap box derby course be denied and use of the ski

run be approved on a route to be selected by the Parks Department. The Commission accepted the recommendation.

5. Extension of a lease with Roland Nohlgren to operate the Silver Creek Falls Park concession: The Parks Superintendent reported that these operators have had the concession during the past three years and now wish to extend the lease for one year. They have asked the State to haul the garbage from the premises, and they, in turn, will take care of clean-up of the area between the walks and the building. They also requested the installation of an additional doorway. It was his thought that the hauling of the garbage would cause no extra expense as garbage disposal is now required in other areas in the park, and that the installation of the additional door would cost about $75. He recommended, and the Commission approved, the extension of the lease for one year with the changes as outlined.

6. Proposed changes in charges for use of state park facilities: The Parks Superintendent explained that the cost of operating the parks has increased, and to keep pace with rising costs, it is necessary to make some increase in charges in order to pay the cost of the services furnished. He mentioned a number of the proposed rate changes, including campers'-weekly and overnight, bathing facilities at Honeyman Park, and other services which were discussed briefly. Following the discussion, he recommended that the changes as shown in his letter of April 1, 1953 be approved. The Commission approved the recommendation. (For further details, see the Parks Superintendent's letter in General Files.)

7. Report of general park usage for the year 1952: The Parks Superintendent stated that this report had been submitted to the Commission in writing as of April 2. The Commission took no action other than to order the report filed.

8. Proposed enlargement of Wallowa Lake State Park: The Parks Superintendent recalled that the Commission had previously asked him to investigate the merits of using the Wiggins property consisting of 34 acres, for expansion purposes, or the possibilities of extending the county road south about a mile to the Pacific Power and Light Company plant where an area could be obtained on a 99-year lease from the power company. The cost of development for this latter area, including construction of the necessary roadway, he estimated at $45,000. Mrs. Wiggins, he stated, has reduced her asking price for the 34 acres to $39,000 plus $11,000 for the property owned by her son. After some further discussion, the Commission deferred action on the matter pending a visit by the Commission on one of their trips this coming summer.

9. Proposed state park at Schooner Creek, four miles north of Yaquina Bay on the Oregon Coast Highway: The Parks Superintendent explained that Miss Helen P. Smith of Portland had requested that the state purchase from her approximately five acres to be used as a state park. Investigation disclosed, he stated, that the state has areas for park use at Yaquina Bay, at Spencer Creek, as well as farther north at Otter Creek, Boiler Bay, and Rocky Creek. In view of this, he recommended, and the Commission

approved, that the request be denied.

10. Proposed beach development at Rooster Rock on the Columbia River Highway: The Parks Superintendent exhibited a map and outlined the possibilities of development, pointing out that the area is an excellent one for swimming and would be very popular with Portland and nearby residents. In the discussion of the development of this area, it was pointed out that the biggest problem would be construction of facilities to get traffic off and on the Columbia River Highway. The Parks Superintendent estimated that development of park facilities on Rooster Rock would cost about $50,000. The Commission instructed the Engineer to prepare an estimate of costs for getting traffic on and off the highway and deferred further action pending the appearance of a delegation on this matter the following day. (The delegation was informed that no immediate improvement is planned but the matter is being given careful study. See paragraph ahead.)

The Right of Way Engineer presented for the Commission's approval options obtained for the acquisition of real property needed as right of way or for other purposes in connection with State Highway construction. After careful consideration, the Commission approved the options as reported and authorized the Right of Way Engineer to close them in accordance with the prices mentioned therein. The attached resolution, relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

Rowena-The Dalles Unit - Mosier-The Dalles Section, The Columbia River Highway, Jacob G. Sherrer, File No. 17804: In connection with the option for this property, the Right of Way Engineer explained that there are some people who wish to buy a parcel which is not needed for right of way purposes. The parcel concerned consists of 0.84 acre for a total of $2,646.00 and is landlocked by reason of the taking. He recommended that this item be eliminated from the option provided the arrangement is agreeable with the owner, Mr. Sherrer, and provided that it be clearly understood that the property, if sold, is to be without access to the highway. The Commission approved the recommendation.

The Commission also discussed the acquisition of property, payment for moving, and the matter of access for the Shell Oil Company's plant in Arlington on the Columbia River Highway, Right of Way File No. 19505. The Commission instructed the Right of Way Engineer to negotiate with the Shell Oil Company for the elimination of the right of retail access to the plant, confining their access to wholesale operations, and to advise the Commission as to whether the Shell Oil Company is agreeable. The option was withdrawn from the list presented.

The Right of Way Engineer requested authority to negotiate for acquisition of property needed for right of way on sectio[illegible]r which no previous authority had been granted. The Commission approved the [illegible]quest unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission unanimously confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For a list of the properties sold, see

copy of report prepared by Mr. C. W. Parker, Property Manager, dated April 8, 1953 on file in the Secretary's office under the heading "Miscellaneous Sales".)

The Commission considered the matter of paying a bill for water furnished to Mrs. June Haviland, Hood River. The Right of Way Engineer explained that Mrs. Haviland's water line crossed state property on which contract work was being performed, and the line had somehow or other been broken and water had been seeping into the ground. The bill as of the forepart of April amounted to $273.20. The Engineer pointed out that the right of way option contained a clause that the State is to protect and re-establish all water lines. He recommended, therefore, that the bill in the amount of $273.20 be paid and that reimbursement from the contractor be sought if it can be proved that he is liable. The Commission approved the recommendation.

The Commission considered and approved granting of a lease to the Wheel and Rim Service, Inc., for the use of property between 6th and 7th Streets in Eugene. The Right of Way Engineer explained that the lease covers the period from March 1, 1953 to February 28, 1957 with a six-months cancellation clause, and the consideration is to be $3,000 payable at $750 per year. (The lease was signed by the Commission on the following day.)

Consideration was given by the Commission to the purchase of the Hunsperger property at the intersection of Denver and Union Avenues on the Pacific Highway in North Portland. The Right of Way Engineer explained that appraisals have been secured on the property ranging from $16,500 to $25,000. The owners, he stated, have said they will accept $23,000. He explained that although only a small sliver of property is necessary at this time for construction, it would be desirable to acquire the property to prevent the erection of signs and business establishments which might create a hazard to highway traffic. He recommended, and the Commission approved, acquisition of the property if it can be purchased for $20,000.

The Commission considered and approved a "Consent to Assignment of Lease" whereby Walter J. Brandon and Evangeline M. Brandon are granted permission to assign to the Assembly of God Church of Bunker Hill in Coos Bay their lease rights on Lots 3 and 4 and a portion of Lot 2 in Block 12, West Bunker Hill Addition to the City of Coos Bay. This property lies adjacent to the Oregon Coast Highway. (On the following day, the Commission signed the assignment of lease.)

The Commission approved a quitclaim deed to Clatsop County transferring to the County an old stockpile site containing 0.87 acre on the Big Creek Section of the Columbia River Highway in Clatsop County. The Right of Way Engineer explained that the State has no further use for this property and that it will be of some value to the County. (The deed was signed on the following day.)

In connection with property to be acquired from Clackamas County on the Zigzag-Rhododendron Section of the Mt. Hood Highway in Clackamas County,

the Right of Way Engineer reported that the County so far has not been willing to grant restriction of access on property to be acquired from them. He requested that the Commission reject options secured from the County, and that he be authorized to again contact the county officials in an attempt to negotiate for the property on a basis of restricted access. The Commission approved the request.

In the discussion of the property to be acquired from Clackamas County, Commissioner McIver inquired as to the progress being made on the economic survey on the section from Sandy to Zigzag. The Engineer replied that the survey is underway and that he expected to have a report for the May meeting.

The Right of Way Engineer recommended, and the Commission approved, two changes in access points to the property of J. W. and Maude Culver on the Calapooya-Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County. He explained that these are changes in location only and do not give the property owners any access which they did not have previously. (The indentures of access were signed by the Commission on the following day.)

The Commission also approved an indenture of access granting a change in point of access to the property of George W. and Lillian Shane on the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County. The change in access, the Right of Way Engineer stated, involves a change in the location and the installation by the State of a three-quarter-inch galvanized iron pipe to be placed within a four-inch concrete pipe at Highway Engineer's Station 243+58. (The indenture was signed by the Commission on the following day.)

Upon recommendation by the Right of Way Engineer, the Commission also approved an indenture of access changing the access point to the property of Andrew and Maurine Grant on the Reedsport-Coos County Line Section of the Oregon Coast Highway in Douglas County. These changes, he advised, involve a change in location and a change in width from 25 to 30 feet. (The indenture was signed by the Commission on the following day.)

The Right of Way Engineer presented for the Commission's consideration the matter of compensating a Mr. Kendrick in the sum of $287.23 for expenses incurred by Mr. Kendrick in providing irrigation facilities. He explained that in the construction work on the Cascade Locks-Herman Creek Section of the Columbia River Highway, it had been necessary to move Mr. Kendrick's irrigation pump. In reinstalling the pump, Mr. Kendrick had been put to additional expense, principally in securing a new transformer in order to provide power. He recommended that he be compensated in the sum of $287.23. The Commission approved the recommendation.

The Right of Way Engineer requested that the Commission grant approval to make an offer in writing of $230.50 for 4.61 acres owned by Mr. Kendrick on the Cascade Locks-Herman Creek Section of the Columbia River Highway in Hood River County. The area is needed for slide control purposes. He explained that Mr. Kendrick has refused to negotiate with the State Right of Way Agent on the acquisition, and it is desired to make him a bonafide offer in writing so that the State's position may be clear in case at some future time Mr. Kendrick might institute inverse con-

demnation proceedings. The Commission approved the request.

The Commission considered the matter of acquiring from Mrs. Kaskich a parcel of land on the Paradise Creek-Elkton Section of the Umpqua Highway in Douglas County as a myrtlewoods preservation area. The Right of Way Engineer explained that the Myrtlewoods Organization had previously agreed to pay one-half the cost of this property, amounting to $500, but so far the State has not been able to secure an option; however, the Myrtlewoods group have indicated that they would request that certain restrictions be placed in the deed limiting the use of the area for the preservation of myrtlewood only and not permitting any use of the right of way for highway construction purposes. After discussion, the Commission decided not to accept a deed containing restrictions as outlined.

The Commission considered and approved an agreement with the Oregon-Washington Railroad and Navigation Company relating to relinquishment of the Railroad's original road easement across the Chatfield property on the Shogren-Rowena Unit of the Columbia River Highway in Wasco County. The Commission also approved an easement with the O. W. R. & N Company for a roadway outside the highway right of way and the right to maintain and use a private roadway within the right of way boundaries. (The Commission signed the agreements on the following day.)

The Commission also gave consideration to and approved a construction agreement and an easement agreement with the Southern Pacific Railroad Company concerning the Yoncalla Overcrossing on the Pacific Highway in Douglas County. The Engineer explained that these agreements are necessary in connection with the contract on which bids are being received at this letting. (The Commission signed both agreements on the following day.)

The Right of Way Engineer presented, and the Commission confirmed, the sale of Lot 3 and a part of Lot 4 in Block 1 of South Pendleton to Sheow Nom Lee and Eng Shee Lee for the sum of $750. This property, he advised, has no value to the State for right of way purposes.

The Right of Way Engineer also presented for the Commission's approval the disposal of a five-foot easement secured from Thomas K. Klosternam on Lots 3 and 4, Block J, Kern's Addition to East Portland. This easement, he explained, is no longer necessary, and he recommended that it be removed by quitclaim deed to all rights and easements to construct, maintain, repair, and have free access to all cuts or fills on the property described. The Commission approved the recommendation.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties needed for public purposes in connection with various highway improvements and to make offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway

	Recommended offer
R 19863 - Lawrence Estes Right of Way (Wallowa) 11.81 acres	*

82nd Avenue-Halsey Street Connection of Unit No. 4 of the T. H. Banfield Expressway

R 20006 - Gordon C. Dudley Right of Way (Multnomah) 4,500 square feet	*
R 20008 - Cecil E. Ruef Right of Way (Multnomah) 8,568 square feet	*
R 20011 - James Hopkins 10,000 square feet Right of Way (Multnomah)	*
R 20069 - George A. Baker Right of Way (Multnomah) 450 square feet	*
R 20070 - S. P. Nagler Right of Way (Multnomah) 3,187 square feet	*

Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Highway

R 20222 - Sidney Leiken Outfall ditch for a culvert (Douglas) 0.083 acre	*
R 20223 - Kenneth J. Briscoe Outfall ditch for a culvert (Douglas) 0.083 acre	*

Barbur Blvd.-Marion County Line Section of the West Portland-Hubbard Highway

R 20226 - Lewis Keil Right of Way (Clackamas) 2.11 acres	*
R 19565 - Halberstadt, Jennie Right of Way (Washington) 1.153 acres	*
R 19658 - Leslie M. Erickson Right of Way (Clackamas) 0.033 acre	*

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Barbur Blvd. -Marion County Line Section of the West Portland-Hubbard Highway

	Recommended offer
R 19659 - Nate Cozey Right of Way (Washington) 0.126 acre	*
R 19660 - Daisy Hunsacker Right of Way (Washington) 0.099 acre	*
R 19662 - Carl Johnson Right of Way (Clackamas) 0.63 acre	*
R 19814 - Frank Harvey Anderson Right of Way (Clackamas) 0.03 acre	*
R 19883 - Clarke T. Wheelbarger Right of Way (Washington) 0.096 acre	*
R 19885 - Arthur E. Lauer Right of Way (Washington) 1.728 acre	*
R 19887 - Ivan Jones Hermsen Right of Way (Washington) 3.86 acres	*

South Unit of the Elbow Lake-Gardiner Section of the Oregon Coast Highway

R 19652 - Crown Zellerbach Corporation Right of Way (Douglas) Parcel No. 1: 1.4 acres Parcel No. 2: 3.6 acres	*
R 19653 - Margaret B. Sparrow Right of Way (Douglas) 75.5 acres	*
R 19654 - Coos Bay Pulp Corporation Right of Way (Douglas) 10.41 acres	*
R 19655 - Gardiner Lumber Company Right of Way (Douglas) Parcel No. 1: 9.35 acres Parcel No. 2: 9.78 acres	*

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Garden Valley Road-2nd Crossing South Umpqua River Unit of the Deady-Shady Section of the Pacific Highway

		Recommended Offer
R 18519 - Frank A. Smith Right of Way (Douglas) 2.4 acres at $500	$1,200.00	$1,200.00

Jacksonville Grade Unit of the Provolt-Jacksonville Section of the Medford-Provolt Highway

R 19962 - G. A. Kimball
Right of Way (Jackson)
3.40 acres *

Crow-Lane County Line Section of the Territorial Highway

R 20057 - Harold L. Pulley
(Lane)
Parcel No. 1: 12.64 acres for Quarry Site
Parcel No. 2: 1.28 acres for an Easement for a Haul Road *

Winchester-Garden Valley Road Section of the Pacific Highway

R 17836 - J. M. Housley
Right of Way (Douglas)
13.17 acres *

County Farm-Ashland Section of the Pacific Highway

R 19273 - Marcel Klimek
Gravel Bar (Jackson)
1.5 acres *

Kaylor Corner-Marion County Line Unit of the Marquam-Molalla Junction Section of the Cascade Secondary Highway

R 19929 - August N. Damm
Quarry Site (Clackamas)
4.241 acres *

Tigard-Tualatin River Section of the Pacific Highway West

R 18478 - Rose Mary Fredericks
Right of Way (Washington)
1.34 acres *

North Corvallis Section of the Pacific Highway West

R 14612 - Union Bond & Trust Co.
Right of Way (Benton)
Parcel No. 1: 0.23 acre
Parcel No. 2: 0.92 acre
Parcel No. 3: 0.31 acre *

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Hunter Creek Unit of the Gold Beach-Pistol River Section of the Oregon Coast Highway

	Recommended offer
R 14003 - George A. Beaumont (Curry) Parcel No. 1: 9.95 acres for Gravel Pit Parcel No. 2: 0.32 acre for Easement	*
R 14002 - S. O. Newhouse Gravel Pit (Curry) 0.5 acre	*
R 20225 - Thomas W. Remy Gravel Pit (Curry) 0.1 acre	*
R 20224 - Patricia Parks Reeve Gravel Pit (Curry) 0.5 acre	*
R 14990 - Joyce Tinley Flynn Haul Road (Curry) 0.5 acre	*

Boones Ferry Road-Marion County Line Unit of the Barbur Blvd. -White School Section of the West Portland-Hubbard Highway

R 19888 - John M. Worth Right of Way (Washington) Parcel No. 1: 0.064 acre Parcel No. 2: 0.048 acre Parcel No. 3: 0.102 acre	*
R 19970 - James P. Carney Right of Way (Clackamas) 3.232 acres	*
R 19971 - Michael H. Shaghnessy Right of Way (Clackamas) 1.0 acre	*

Tiller-Dead Horse Creek Section of the Tiller-Trail Highway

R 20302 - Eunice Milhoan Quarry (Douglas) 1.0 acre	*

Hood River-Mosier Section of the Columbia River Highway

L 1767 - James C. Fulton, et ux.
New description for additional property - new resolution needed

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Union Avenue-Swift Road Junction Section of the Pacific Highway West

L 1843-A - Kernan Livestock Farms, Inc., et al — Recommended offer
New description required - new resolution needed *

Salem By-Pass Section of the Pacific Highway East

L 1812 - D. B. Murphy, et al
Change in access provisions - new resolution needed *

Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway

R 19852 - Margaret Pooler
Right of Way (Wallowa)
0.42 acre *

R 19854, R 19855 - E. E. Barton
Right of Way (Wallowa)
Parcel No. 1: 0.32 acre
Parcel No. 2: 0.26 acre *

The Commission unanimously approved the request by adoption of the attached resolutions relative thereto, marked EXHIBIT "Q-1" through "Q-14", inclusive, which resolutions by this reference are made parts hereof with like effect as though set forth in full herein.

The Commission considered and approved a report from the Chief Counsel concerning the trial of cases since the last Commission meeting as follows:

(1) State vs Jerry F. Arthur, et ux, L 1792: This case involves property on the Bay City-Tillamook Section of the Oregon Coast Highway. The jury returned a verdict in favor of the State assessing damages in the sum of $1,500 plus interest thereon at 6 percent from September 5, 1952. An offer had been made to this party in the sum of $2,000.

(2) State vs Perry A. Jorgensen, et al, L 1741: This case involves land on the T. H. Banfield Expressway. The jury returned a verdict in the amount of $475, whereas an offer had been made in the amount of $900.

(3) Howard Ellman, et ux vs State, L 1896: This case concerns land required for right of way on the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and the suit was filed alleging misrepresentations concerning access to the West Portland-Hubbard Highway. The Court held there was no evidence of fraud nor evidence of mutual mistake.

(4) William P. Lord, et al vs State, L 1382: This case involves suit to quiet title for land in Tillamook County, which land was acquired by the State for right of way of the Little Nestucca River-Neskowin Section of the Oregon Coast Highway. The Judge dismissed the case as the State had not consented to be sued in this type of action.

(5) State vs Roy E. Olson, et al, L 1847: This case involves acquisition of land for the Newport-Toledo Section of the Corvallis-Newport Highway. This jury returned a verdict assessing damages to be paid to the defendants in the sum of $10,000. Previously the State had offered to pay $11,175.

(6) State vs John A. Moore, et ux, L 1850: This case involves acquisition of land on the relocated Newport-Toledo Section of the Corvallis-Newport Highway, with complete restriction of access. The jury returned a verdict assessing damages to be paid the defendants in the amount of $2,500. Prior to commencement of this case, the State had made an offer of $2,175 for this property.

(For details see copy of Chief Counsel's report dated April 4, 1953 in the General Files.)

The Commission also considered and approved a written report from the Chief Counsel concerning settlement of the following cases:

(1) State vs Darrell Ross, et al, L 1964: This case involves purchase of 5.62 acres of land on the Elkhead Road-Rice Hill Section of the Pacific Highway plus 31.2 acres of land that will be landlocked by reason of acquisition and access control. The owner demanded $11,346 for the property but has agreed to accept the sum of $7,500 which is $144 in excess of the State's offer of $7,356.

(2) State vs Arthur O. Sasaki, et al, L 1823: This case involves acquisition of 15.02 acres of land on the Boones Ferry Road-Willamette River Unit of the Barbur Boulevard Section of the West Portland-Hubbard Highway plus 29.98 acres of excess property landlocked by reason of access control. The owners originally demanded $25,500 for all the property sought but have now agreed to accept the sum of $8,500 for the right of way only.

(3) State vs Alvin Johnston, et ux, L 1899: This case concerns acquisition of 5.24 acres of land and control of access on the relocated section of the Reedsport-Hauser Section of the Oregon Coast Highway. The State originally offered $16,500 for the property, whereas the owners demanded $50,000. The owners of the property have agreed to accept the sum of $19,000.

(5) State vs Hugh Harrison, et al, L 1959: This complaint involves the acquisition of 12.34 acres of land on the Winchester-Shady Section of the Pacific Highway and complete restriction of access from the defendants' remaining land. Prior to filing of the complaint, the State had offered to pay $55,000, but the owners demanded $75,000 plus the cost of moving two residences and garage building. A settlement was effected on the basis of paying $55,000 plus the cost of moving--a total of $71,732.

(6) State vs Merton S. Wade, et al, L 1885: This complaint concerns the acquisition of 5.7 acres of land on the Lostine Section of the Wallowa Lake Highway. The State originally offered to pay $3,500 for the property

plus construction of a stock pass and the re-establishment of irrigation facilities and road approaches. An agreement was effected whereby the State, in addition to constructing the fence already built, would construct approaches to the several access points and pay to the defendants the sum of $5,400. This settlement would relieve the State of all responsibility for re-establishment of the irrigation system and for construction of a stock pass.

The Chief Counsel recommended, and the Commission approved, the settlements as presented. (For more complete details, see copy of the Chief Counsel's report dated April 4, 1953 in the General Files.)

The Commission considered and confirmed offers reported by the Chief Counsel for the acquisition of real property needed for various public purposes, which offers were tendered to the owners prior to the commencement of condemnation proceedings and in conformity with authority granted him by the Commission in its resolution adopted December 20, 1951, as follows:

Unit No. 4 of the T. H. Banfield Expressway

R 14839 - Owner: Howard-Cooper Corporation. 1.16 acres for right of way. Amount of offer $115,187.00. Authorized by Commissioner Reynolds on March 9, 1953.

Willamette River-White School Junction Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway

R 19538 - Owner: Marie Schodde, et vir. 0.679 acre for right of way. Amount of offer $1,500.00. Authorized by Commissioner Reynolds on March 9, 1953.

R 19540 - Owner: Gabriel Mourens, et ux. 0.37 acre for right of way. Amount of offer $750.00. Authorized by Commissioner Reynolds on March 9, 1953.

Salem By-Pass Section of the Pacific Highway East

R 19557 - Owner: George Bernhardt, et al. 0.455 acre for right of way. Amount of offer $603.00. Authorized by Chairman Chandler on April 1, 1953.

Elk Head Road-Rice Hill Section of the Pacific Highway

R 19469 - Owner: Mamie Lake, et al. 9.7 acres for right of way and 3.7 acres for excess taking. Amount of offer $13,400.00. Authorized by Commissioner Reynolds on March 9, 1953.

R 19958 - Owner: G. C. Long, et ux. 35.76 acres for quarry site and 0.43 acre for easement for haul road. Amount of offer $6,372.00. Authorized by Commissioner Reynolds on February 25, 1953.

Noble Slough-Foster Section of the Santiam Highway

R 19780 - Owner: A. L. Weddle, et ux. 0.044 acre for right of way. Amount of offer $150.00. Authorized by Commissioner Reynolds on March 9, 1953.

R 19776 - Owner: J. F. McGlothren, et al. 0.89 acre for right of way. Amount of offer $168.00. Authorized by Mr. Reynolds on March 9, 1953.

R 19784 - Owner: The First National Bank of Portland, Executor of the Estate of D. L. Cochran, Deceased. 0.154 acre for right of way. Amount of offer $245.00. Authorized by Commissioner Reynolds on March 9, 1953.

Siletz Bay-Newport Section of the Oregon Coast Highway

R 4198 - Owner: Milton E. Stennett, et al. 1.55 acres for right of way. Amount of offer $4,500.00. Authorized by Chairman Chandler on April 1, 1953.

Forest Boundary-Hauser Section of the Oregon Coast Highway

R 18234 - Owner: Peter Menegat, Jr., et al. 0.96 acre for easement for channel change. Amount of offer $175.00. Authorized by Commissioner Reynolds on March 9, 1953.

Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway

R 3257 - Owner: Nellie L. Fromm, et al. 16.68 acres for right of way. Amount of offer $9,200.00 plus obligation of State to construct 670 rods of fence. Authorized by Commissioner Reynolds on February 27, 1953.

R 19453 - Owner: Stephen J. Spoerl, et ux. 34.8 acres for right of way, and 4.7 acres for quarry site. Amount of offer $6,450.00. Authorized by Commissioner Reynolds on February 25, 1953.

North Corvallis Section of the Pacific Highway West

R 17987 - Owner: T. J. Starker, et ux. 40,080 square feet for right of way. Amount of offer $8,035.00. Authorized by Commissioner Reynolds on March 9, 1953.

R 17978 - Owner: J. A. Gallagher, et ux. 1,326 square feet for right of way, and 0.2 acre for right of way. Amount of offer $2,150.00. Authorized by Chairman Chandler on November 6, 1952.

The Chief Counsel presented for the Commission's consideration a resolution amending resolutions previously adopted on November 3, 1948 and November 7, 1949 regarding correct reference to the throughway law. He pointed out that the amended resolution corrects a reference to Chapter 4, Oregon Laws, whereas the reference should have been Chapter 226. He recom-

mended that the resolution be adopted. The Commission accepted the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and approved a report submitted by the Chief Counsel showing the status as of April 3, 1953, of all bills submitted by the Highway Commission in this session of the legislature. In connection with legislation, the Engineer stated that Mr. Elmo Smith, Chairman of the Senate Highway Committee, had recommended that, in the future, the Highway Interim Committee introduce bills having to do with highway matters rather than the Highway Commission. He pointed out that he also had sent a report to the Commission concerning the status of highway legislation. The Commission discussed briefly amendments that had been made to Senate Bill No. 37 and they also gave consideration to House Bill No. 609 concerning the weighmasters. It was their opinion that this latter bill should not be passed. They also considered the provisions of Senate Bill No. 25 which has to do with condemnation proceedings and the acquisition of highway rights of way. The Commission felt that inasmuch as this bill could be very detrimental to highway construction that a letter should be composed and forwarded to the legislature stating the Commission's position. Also discussed was a bill which would provide that the State Highway Department remove debris cast up by the ocean in creek channels which are crossed by State highways. It was felt that this obligation was not properly a function to be financed by gas tax money and that the bill should be opposed.

The Chief Counsel presented the matter of granting an easement to Al Peirce for a roadway across Simpson Park in Coos County. He recalled that this conveyance had been made in conjunction with a settlement of a condemnation case against Al and Hilda Peirce, and, as a part of the consideration, the State had agreed to grant an easement across Simpson Park at North Bend which would provide access between the Oregon Coast Highway and the bay frontage in the vicinity of the bridge across Coos Bay. He pointed out that the instrument by which the State secured the land from the City of North Bend had contained a statement to the effect that the land was to be used for a state park. An attempt was made to secure a release from the City of North Bend upon the location which had been agreed on. This location would provide a roadway in the northerly portion of the park in the general vicinity of the stockpile site now existing. The City, he said, objected but stated that it would give a release for a roadway farther south leaving the old Oregon Coast Highway in the vicinity of the loop road which now passes under the southern end of the bridge. In the discussion on this matter, it was pointed out that the only purpose of the park area was to beautify the entrance to the City and that there were no plans for development as the area is within the City. Chairman Chandler suggested that, to settle the objections raised by Mr. Peirce, he be granted the roadway that the City has agreed to release. Commissioners Reynolds and McIver concurred,and it was so ordered.

The Commission confirmed authority to remove frontage road provisions, when deemed necessary, from deeds and complaints in the acquisition of right of way for the Noble Slough-Foster Creek Section of the Santiam Highway previously authorized by Commissioner Reynolds on March 25, 1953.

The Commission confirmed authority requested by the Chief Counsel to employ Mr. Elmer A. Buckhorn, patent attorney, to review the demand made by Mr. Wayne E. Murphy that the State enter into a contract with him for the use of IBM cards and computations made by a process to which Mr. Murphy claims a patent right. He explained that Mr. Buckhorn had advised that the State has not violated any copyright of Mr. Murphy's and that the process was not patentable, and for his services made a charge of $15. The Commission confirmed the authority to employ the attorney and approved the payment of his fee.

The Commission considered and approved payment of a fee in the amount of $4,000 to Mr. John W. Shuler for services rendered and for his opinion in connection with issuance of 1953 Series A. Highway Bonds in the amount of $10,000,000.

The Chief Counsel presented for confirmation the action of the Engineer directing Mr. T. E. Bruck to remove poles, wires, cables, guys, and other appurtenances from the right of way of the Beaverton-Aurora State Secondary Highway at the Wilsonville Ferry crossing of the Willamette River. He also requested authority to prosecute any litigation necessary to effect such removal. The Commission unanimously confirmed the action and granted the authority as requested.

The Commission considered an agreement for the settlement of the case of State vs Roland M. Cole as approved by the Commission on January 21, 1953 and further agreed to provide the owners with commercial access to the Reedsport-Hauser Section of the relocated Oregon Coast Highway if, in the future, the Commission should change its policy and grant commercial access to other properties on this section, which properties did not formerly utilize commercial access to the existing highway in connection with the commercial businesses on the owners' properties. The Chief Counsel recommended that the agreement be approved as outlined. The Commission approved the recommendation. (The agreement was signed by the Commission on the following day.)

The Engineer presented his report concerning a request made by the City of Oswego for widening the Oswego Highway through the city. He recalled that, in a report made on February 20, he had advised that the cost of widening the highway to sixty feet between curbs, including the construction of curbs, drainage facilities, etc, would be about $60,000. Since that time, he stated, he has made a personal inspection of the project, and he found that a lesser improvement could be effected which would solve the condition at a lesser cost. It was his thought that a satisfactory job could be performed by widening the present eighteen-foot pavement to forty feet without curbs, etc. at a cost of about $11,000. He recommended the expenditure of $11,000 for work as outlined contingent upon the City's adopting the necessary parking regulations to provide for the proper movement of four lanes of traffic on the widened highway. The Commission approved the recommendation.

The Commission considered a report presented by the Engineer concerning a suggestion made by Mr. Robert M. Brown pertaining to shoulder park-

ing conditions on the Territorial Secondary Highway in the community of Veneta. The Engineer reported that subsequent to the receipt of Mr. Brown's letter an investigation had been made by the Traffic Engineer. The investigation disclosed that most of the accidents in the vicinity are caused by cars parked along the shoulders of the right of way in the vicinity of the O. W. L. Hall. At the nearby Veneta grade school there is a large parking lot which could be used when social activities are held in the hall. As there have been five reported accidents during the period from January 1, 1947 to November 30, 1952, he recommended that shoulder parking be prohibited on both sides of the highway between M. P. 19.91 and M. P. 20.07. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved a report from the Engineer advising that the conditions governing the awards of the following state highway contracts for which bids were received by the Commission on January 21 and 22 and February 18, 1953 have been satisfied and that contract and bond forms have been sent to the respective contractors for execution pursuant to the Commission's instructions:

(1) Construction of two reinforced concrete viaducts on the Elkhead Road-Rice Hill Unit of the Pacific Highway in Douglas County. Bids received January 21, 1953. Conditions of award satisfied March 3, 1953. Hannan Brothers Company, contractor.

(2) Rock base, grading and paving, and construction of one timber bridge on the Arlington-Heppner Junction Section of Columbia River Highway in Gilliam County. Bids received January 22, 1953. Conditions of award satisfied March 4, 1953. Goodfellow Brothers, Inc., contractor.

(3) Grading on the Brush Creek-Rinehart Creek Unit of the Rock Point-Gold Beach Section of the Oregon Coast Highway in Curry County. Bids received January 22, 1953. Conditions of award satisfied March 3, 1953. Fred H. Slate Co. Oregon Limited and E. C. Hall Company, contractors.

(4) Grading on Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County. Bids received January 21, 1953. Conditions of award satisfied March 3, 1953. R. A. Heintz Construction Co., contractor.

(5) Grading and paving the Lapine-Forest Boundary Unit, Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath and Deschutes Counties. Bids received January 21, 1953. Conditions of award satisfied March 2, 1953. Rogers Construction Company, contractor.

(6) Construction of eleven reinforced concrete structures and grading and paving approximately 0.67 mile roadway at intersections of T. H. Banfield Expressway with 148th, 162d, Rockwood Road, and Birdsdale Avenue in Multnomah County. Bids received January 21, 1953. Conditions of award satisfied February 26, 1953. Parker-Johnson Company, contractor.

(7) Construction of twin reinforced concrete viaducts over Union Pacific Railroad Company tracks on T. H. Banfield Expressway in Multnomah County. Bids received January 22, 1953. Conditions of award satisfied February 26, 1953. Carl M. Halvorson, Inc., contractor.

(8) Grading and surfacing on South Umpqua River-Fairgrounds Unit, Deady-Shady Section of the Pacific Highway in Douglas County. Bids received January 21, 1953. Conditions of award satisfied February 25, 1953. Funderburk Construction Company, contractor.

(9) Grading and selected roadbed topping on Turner Road-Battle Creek Junction Unit of Salem By-pass Section of Pacific Highway East in Marion County. Bids received January 22, 1953. Conditions of award satisfied February 20, 1953. Roy L. Houck & Son, contractor.

(10) Grading on Deady-Winchester Unit, Deady-Shady Section of the Pacific Highway in Douglas County. Bids received January 22, 1953. Conditions of award satisfied February 20, 1953. White Brothers Company, contractor.

(11) Grading and oil mat surfacing the East Unit, Deschutes County Line-Prineville Section of the O'Neil Secondary Highway in Crook County. Bids received January 22, 1953. Conditions of award satisfied February 19, 1953. Durbin Brothers, contractors.

(12) Construction of a reinforced concrete viaduct to carry Columbia River Highway traffic over the Heppner Branch tracks of the Union Pacific Railroad Company in Gilliam County. Bids received February 18, 1953. Conditions of award satisfied March 19, 1953. R. H. Jones, contractor.

The Engineer presented a letter signed by a Mr. Leland W. Post in which Mr. Post made an appeal for the restoration of his hauling permit cancelled by the Public Utilities Commissioner at the request of the Highway Commission on November 10, 1952. Mr. Post, he stated, has agreed in writing to conduct his log hauling operations in a lawful manner. He recommended that his permit be restored. The Commission approved the recommendation with the stipulation that Mr. Post be specifically warned that his log hauling operations must be such as will not damage the highways and be strictly within the law.

The Engineer presented his report showing estimates of income and expenditures during the years 1952 to 1955, including the additional expenditures made possible by the recently authorized $32,000,000 bond issue. He pointed out that the report brings to light the fact that current revenues are being overtaxed in meeting extra right of way costs, extra survey costs, and extra debt service costs occasioned by the bond program. Also it appears there will be little or no money for state construction projects until 1956 or 1957. The Commission accepted the report. (For further details, see the Engineer's letter dated March 17, 1953 in the General Files.)

The Commission considered a petition submitted by citizens and organizations in the Tigard-Tualatin area concerning construction of a new bridge across the Tualatin River at Tualatin, and for improvement of ORE 217 between the towns of Tualatin and Tigard. The Engineer reported that an investigation had been made on the request disclosing that improvement of the section requested, while only three and one-quarter miles in length, is extremely expensive. The total cost, he estimated, would be about $870,000 including a new bridge across the Tualatin River, a new overhead crossing of the Oregon Electric Railroad, reconstruction of a portion of the Southern Pacific Railroad trestle to permit an overcrossing, a $1\frac{1}{4}$-mile section of completely new construction, and two miles of widening the existing highway. The traffic between Tualatin and Tigard, he stated, averages slightly in excess of 1,000 vehicles per day, and he recommended in view of the light traffic that the road be retained in its present location. He also pointed out that expressions from other people in the area had been received opposing the relocation. The Commission approved the recommendation. (A delegation appeared before the Commission on this subject the following day. See paragraph ahead.)

The Commission considered a request made by the Interstate Tractor and Equipment Company, Portland, for special permission to move a piece of equipment known as the "Skagit" Loader and Mobile Yarder under its own power over Oregon highways. The Engineer explained that the equipment has a width of nine feet, a height of thirteen feet 2 inches, and a gross weight, including booms and lines, of 69,300 pounds, of which 31,100 pounds are on the front axle and 38,200 pounds on the tandem axle. This axle loading is excessive on structures and pavements designed for axle loadings of 18,000 pounds. He recommended that their request to move the equipment under its own power be denied due to excessive weight, but he explained that the equipment could be moved on a five-axle lowboy semitrailer combination by removing the booms and lines and provided the weight of the hauling equipment does not exceed approximately 27,000 pounds. However, in moving on the trailer, he pointed out that the load would require vertical clearance of about sixteen feet and consequently would not go under any of the underpasses in the state without further dismantling. He recommended also that permits be granted for the movement of this equipment when climatic conditions are satisfactory, when there is no likelihood of damage to the roads and bridges, and when there are no underpasses involved, also provided further that the equipment be moved on a lowboy semitrailer combination so that the total weight does not exceed 84,000 pounds and the axle weights do not exceed 19,000 pounds on any single axle and 38,000 pounds on any tandem axle. The Commission approved the recommendations. (A delegation appeared before the Commission on the following day. See paragraph ahead.)

Consideration was given by the Commission to a request submitted by John Krebs, Arlington, for fire protection along US 30 between the John Day River and Heppner Junction in Gilliam and Moro Counties. The Engineer reported that an investigation had been made concerning the request and that with the equipment available about six miles of highway right of way could be burned per day, thus completing the burning within a period of six days or one week. The cost of a week's operation, including equipment, labor, and supplies, he estimated would be $6,000 or approximately $170 per mile. He recommended that the work be performed provided Mr. Krebs or some other interested farmer would assume the responsibility of obtaining releases from all the property owners, relieving the Highway Commission and its employees from any claims for damage which might result from the burning operation.

and provided further that the ranchers agree to assist in performing the work. The Commission deferred their decision in this matter pending the appearance of the delegation on the following day. (See additional paragraph ahead.)

The Commission considered the Engineer's report on a request submitted by a Lane County Delegation at the February 18 meeting for completion of a two and three-quarter mile gap in the Fox Hollow Secondary Highway south of Eugene. The Engineer stated that as instructed by the Commission, he had made an investigation to determine the feasibility and cost of the construction. The project, he stated, was found to be a meritorious one, but the cost to complete the section would be approximately $87,000. As there are no available secondary funds in this division, and it does not appear feasible to transfer funds from other projects, he recommended that the project be given a high priority rating when critical sections of the Springfield-Creswell and Territorial Secondary Highways in Lane County have been taken care of. The Commission approved the recommendation.

Results on the receiving of bids in Salem on March 26, 1953 for the purchase of used equipment and scrap materials at the State Highway Shops in Salem were considered by the Commission. The Engineer pointed out that the estimate of value for the 84 items to be sold is $13,829 while the high bids received for the same items amounted to $16,338. He recommended that the 84 items be awarded to the high bidders, but that bid items No. 2, 3, 5, 6, 34, 35, 57, and 70 be rejected as being too low. The recommendation was approved by the Commission.

The Commission accepted and ordered filed a report submitted by the Engineer consisting of a tabulation showing the status of $250,000 special city allotment projects as approved by the Commission for the years 1950, 1951, and 1952. (For details, see Engineer's report, dated April 2, 1953, in the General Files.)

The Commission considered a request submitted by Mr. Dwight L. Schwab in behalf of his client, J. M. Housley, for access from the Housley property to the Pacific Highway at the north edge of Roseburg. The Engineer stated that Mr. Housley owns a tract of approximately 280 acres on the outskirts of North Roseburg, which at present is mostly undeveloped. The proposed US 99 freeway runs through a portion of his property, and Mr. Housley has requested access to the new freeway on each side so that he might construct service stations and other commercial facilities on either side of the highway. The State, he added, has been unable to negotiate settlement for the right of way, and preparations are being made to file condemnation proceedings. He pointed out that the granting of access as demanded for the Housley property would throw wide open the matter of access control throughout the State. If access were granted north of Roseburg, then there would be no basis for refusal of access at any other point on US 99 which has been made a freeway. He recommended that the request be denied. The Commission approved the recommendation. (Mr. Schwab appeared before the Commission on the following day. See paragraph ahead.)

The Commission gave consideration to the possibility of granting access from the state secondary highway between North Powder and the new route of the

Old Oregon Trail to permit construction of a service station and a motel--one on each side of the secondary highway. The Engineer exhibited a map showing the location of the properties involved and expressed the feeling that the granting of access anywhere within the limits where access rights had been purchased would be an extremely dangerous precedent. Commissioner Reynolds expressed the thought that the situation in North Powder is not entirely comparable as the location involved is a city street and that adjoining businesses have access. After some further discussion on the matter, the Commission deferred action pending a personal inspection by the Commission on one of their road trips this summer.

The Engineer presented for the Commission's consideration the adoption of a policy concerning the installation of traffic signals at school crossings. He stated that many requests are being received for these crossings. It was his thought that the policy should conform to nationally accepted warrants for such signals, and he recommended that when school crossing traffic meets the accepted warrant for a pedestrian signal, the Highway Commission enter into an agreement with the School Board and/or the City, where such crossings are within corporate city limits, providing for a fifty-fifty sharing of the cost between the State and the City or School Board. In rural areas it might be advisable for the State to pay all the cost as is now done for traffic signals in suburban areas. Action on this matter was deferred by the Commission for further study.

A report on the development of a proposed wayside area between Ladd Canyon and Rattlesnake Springs on the Old Oregon Trail was considered by the Commission. The Engineer recalled that as instructed at the meeting of February 18, he had caused an extensive investigation to be made as to possible wayside sites between Ladd Canyon and Rattlesnake Springs. The only site offering possibilities to warrant serious consideration, he added, is located about 0.7 mile north of Haines. He estimated the cost of development at $5,500. Commissioner Reynolds pointed out that it was desired to have a wayside area south of Baker, and if such site could not be found, he suggested that the development as proposed should be abandoned as it is too close to Ladd Canyon. Commissioner McIver and Chairman Chandler concurred in Commissioner Reynolds' suggestion.

The Engineer requested authority for increases in project authorizations for the following contracts:

(1) Contract No. 3623 on the Lone Creek Bridge-Rock Creek Section of the North Umpqua Federal Aid County Road in Douglas County. Increase of $43,000 requested due primarily to extra excavation caused by slides.

(2) Contract No. 3660 on the Modoc Point-Barclay Springs Section of The Dalles-California Highway in Klamath County. Increase of $27,000 requested due primarily to extra excavation to flatten high talus slopes and construction of dry rubble masonry.

(3) Contract No. 3514 on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County. Increase of $107,000 requested due primarily to unanticipated construction difficulties necessitating changes in alignment and resulting in a material overrun in excavation, crushed material in base, and the construction of a considerable amount of guard fence.

In connection with these overruns, the Engineer pointed out that for the year 1952 the contract underruns had been far greater than the overruns. The Commission approved the increases as requested.

The Commission considered a request from the Nehalem Bay Expansion Association for engineering assistance in surveying a route for a road leading to the top of Neahkahnie Mountain on the Oregon Coast Highway in Tillamook County. The Engineer recalled that requests for development of a road to the top of the mountain had been denied twice previously by the Commission. Conditions have not changed since that time and as the roadway is not favored by the Parks Superintendent nor is there engineering personnel to do the work, he recommended that the request be denied. The Commission approved the recommendation.

A request from Mr. W. S. Newton, a Bandon dairyman, was considered by the Commission for installation of a cattle pass under the Oregon Coast Highway near Riverton between Bandon and Coquille. The Engineer reported that the request had been thoroughly investigated, and, based upon the findings as to sight-distance, prevailing speeds, and the accident experience ratio, it was found that installation of a cattle pass is warranted. He pointed out particularly that the sight-distance at this location is bad. He recommended, and the Commission approved, the installation of a corrugated, galvanized iron cattle pass at an estimated cost of $2,500 as a minor betterment project.

Consideration also was given by the Commission to the request of Wendelin Fetch, Richard Danielson, and John P. Devereux for the installation of cattle passes near Riverton between Bandon and Coquille on the Oregon Coast Highway. The Engineer reported that these requests had been carefully investigated by the Traffic Engineer, and from the facts determined as to sight- distance, prevailing speed, and the accident experience ratio, it was found that installation of cattle passes could not be justified. He pointed out particularly that the sight-distance involved in each of these requests is very good. In view of these findings he recommended, and the Commission approved, that both of these requests be denied.

The Engineer recommended transfer of $225,000 from a project for construction of a ferry terminal at Astoria to the following bridge replacement jobs:

(1) The Noon Bridge crossing Marys River on the Corvallis-Newport Highway immediately west of Philomath.

(2) Replacement of the badly decayed timber approach spans to the draw-bridge crossing the Nehalem River on the Oregon Coast Highway in Nehalem.

(3) Complete replacement of the bridge crossing the Luckiamute River on US 99W, five miles south of Monmouth.

He stated that these bridge replacements are urgently needed. The Commission approved the recommendation.

The Commission gave consideration to a request submitted by Mr. Albert Sosnick, Portland, to place a steel grating over the end of a culvert under the Oregon Coast Highway near Rockaway in Tillamook County to prevent clogging with sand and drift during ocean storms. The Engineer reported that the request had been investigated disclosing that there is a small railroad trestle at the edge of the highway, and it was feared that placing a grate would cause a worse clogging of sand and drift than now exists. He therefore recommended, and the Commission approved, that the request be denied.

The Engineer requested authority to transfer $200,000 from construction projects in Division 4 which can be temporarily deferred to allow paving a section of The Dalles-California Highway in Klamath County, extending from Crater Lake Junction north twelve miles. He explained that this section has shown distress under traffic during the past three years and should be covered with three inches of asphaltic concrete pavement. No grading is required and the shoulders are of adequate width. He exhibited a list of projects for state construction in the 1953 budget for Division 4 which, in his opinion, can be eliminated. He recommended that the funds available from these projects, totaling $201,900 be transferred to the section on The Dalles-California Highway. The Commission approved the recommendation. (See the Engineer's letter of March 2 in the General Files listing projects to be transferred.)

The Engineer requested approval of an increase in the state's share of the cost to install wait-walk signals at two highway intersections in Medford in the amount of $250. He explained that the Commission had previously authorized an expenditure of $1,000 for the installation of these signals, $500 to be paid by the State and $500 to be paid by the city. Due to additional wiring and necessary controls, the cost of the signals was found to be $1,500 resulting in a cost of $750 each to the State and city. The city, he stated, has paid its share. The Commission approved the increase as requested.

The Engineer also requested authority to increase the amount of the 1954 Federal Aid Secondary funds allocated to county roads in Clatsop County from $75,000 to $99,000. He explained that at the last Commission meeting final programming had been approved with the exception of $27,000 allocated to Wheeler County. The county, he stated, has now advised that it wishes to carry the $27,000 for 1954 to the year 1955. In order to complete the program for 1954, he recommended that the Clatsop County project be increased from $75,000 to $99,000 which is the estimated cost to improve the 3.8-mile section of Federal Aid Secondary county road which has been given top priority by that county. By so doing, all of the 1954 funds will be taken up with the exception of $3,000. The Commission approved the recommendation.

The Commission considered the Engineer's request for withdrawal of $150,000 allocated to the Grants Pass-Murphy Section of the Williams Secondary Highway in Josephine County. The Engineer explained that it was originally intended to use this money in the construction of an asphaltic concrete pavement on the existing oiled surface; however, it has now developed that a considerable portion of the right of way is only 40 feet in width, which does not meet standards of the Bureau of Public Roads. To acquire sufficient right of way to widen the road to accepted standards, he estimated would cost approximately $100,000 as there are a

great number of residences along the highway. The total cost of improvement, he estimated at $390,000 including right of way, additional base rock and surfacing. The existing roadway, he stated, could be maintained without too much difficulty and at some future date it might be possible to improve the existing roadway as a state project not requiring the acquisition of expensive right of way. He therefore recommended that the $150,000 allotment be placed in reserve in Division 3. The Commission approved the recommendation.

The request of State Representative Haynes from Josephine County to oil the shoulders on the Redwood Highway was considered by the Commission. The Engineer reported that prior to the submission of Mr. Haynes request, the matter of oiling the shoulders had been investigated and the need determined. He pointed out that California, on the adjoining section, had recently reconstructed their portion and put in a 28-foot oiled surface. He recommended, and the Commission approved, the oiling of the shoulders with an O-11 specification between the California state line and Cave Junction, a distance of 12½ miles at an estimated cost of $25,000.

The Commission considered a request from the City of Newberg and the Newberg Chamber of Commerce for improvements to the surface of the Pacific Highway West in that city. The Engineer reported that the asphalt surface for a distance of about eight feet out from the curbs had been softened by drippings of oil and gasoline and had become somewhat uneven, and that the matter would be corrected as a routine maintenance operation as soon as the crew is in the vicinity. The Commission approved the report.

The Commission gave consideration to the petition submitted by residents of Long Creek recommending construction of the uncompleted section of the Kimberly-Long Creek Secondary Highway between Long Creek and Hamilton. The Engineer estimated the cost of completing this 8.09-mile section to secondary highway standards with an oil mat surfacing at $420,000. The average traffic, he pointed out, is approximately 125 vehicles a day. As there are no funds available and as the traffic does not justify an oiled road as requested, he recommended that the construction be deferred. The Commission approved the recommendation.

The Commission considered the installation of a traffic signal at the intersection of 7th and Main Streets in Oregon City as one of the features to relieve traffic congestion at the east end of the Oregon City-West Linn Bridge. The Engineer explained that the traffic congestion is not due to the narrowness of the bridge, but to the congested condition of the street at the end of the bridge. The City, he stated, has agreed to prohibit parking on certain sections of the street and to perform certain other functions necessary to obtain increased street capacity at the bridge head on a 90-day trial period. As a part of this plan, he recommended the installation of a traffic signal at 7th and Main at a total estimated cost of $3,200 with the provision that the City pay one-half the cost of the installation and all the cost of the maintenance and power necessary for operation. The Commission approved the recommendation.

Requests from R. L. Steenson and R. C. Carrithers, Robinette, for improvements to the four-mile section of the Baker-Homestead Highway between

Halfway Junction and Robinette, were considered by the Commission. The Engineer recalled that a similar request had been considered at the January meeting and at that time the Commission had declined to make the improvement due in part to the fact that after Hells Canyon Dam is constructed, this section would be flooded out, also that it might be flooded out even if the low dam of the Idaho Power Company is constructed. As the facts have not changed materially since that time, he recommended that construction of this section of highway be deferred until such time as the status of either dam is definitely known. In the meantime, the existing road will be maintained as well as possible considering the standard of construction. The Commission approved the recommendation.

The Commission also considered a request from the City of Redmond for the widening of a portion of Sixth Street, which is the southbound route of The Dalles-California Highway in the northerly part of the City. The Engineer advised that the City had made the same request in 1951 and again in 1952 and in each instance had been denied. The cost he estimated at $20,500. As there are many other cities where pavement widening is more necessary and as the state has completed an approximate $170,000 improvement in Redmond during 1951, he recommended and the Commission approved that the request be again denied.

The Engineer requested authority for the installation of six mercury vapor luminaire units at the intersection of the new and old alignments of the Pacific Highway north of Canyonville. He explained that a hazardous condition exists during the hours of darkness at this location due basically to poor illumination. He recommended the expenditure of $2,000 for the lighting units to be financed as a minor betterment project. The Commission approved the recommendation.

Consideration was given to the request of Mrs. Paul Youngman for illumination at the intersection of Evans Street and the Pacific Highway West north of the city limits of McMinnville. The Engineer reported that this intersection has been the subject of several investigations in the past few years and as a result the location of the stop signs have been changed and a 40-mile per hour speed zone has been adopted. Although there have been several accidents at this intersection, none occurred during the hours of darkness. In view of these facts, coupled with the relatively low traffic volume on Evans Street, he recommended that the request be denied. The Commission approved the recommendation.

Also considered was the request of Joe D. Thomison, Manager, Prineville-Crook County Chamber of Commerce regarding the illumination of the junction of US 97 and US 26 south of Madras. The Engineer reported that the request had been carefully investigated and that of the four accidents at this intersection from April 1, 1950 to December 31, 1952, all of them occurred during daylight hours and involved property damage only. He pointed out that this is a rural intersection with excellent alignment and that there is no indication that drivers are having difficulty at the intersection after dark. The Commission approved the Engineer's recommendation that the request forillumination be denied.

A petition from residents of School District No. 4 in Lane County was considered by the Commission. These people requested construction of a walkway along the easterly side of the Junction City-Eugene Secondary Highway from the north limits of Eugene to the Maxwell Road, a distance of 1.87 miles. The petition pointed out that the River Road School is located on the westerly side of the highway which necessitates crossing of the highway by pupils and patrons of the school. The Engineer recalled that in the latter part of 1950 and early part of 1951, the State constructed a three-foot paved footpath on the westerly side of the highway along the same section at a cost of $7,000. To construct a walkway on the easterly side, he estimated would cost about $12,000 as the necessary right of way would probably be quite expensive. As the district is now served by an adequate walk, he recommended that the request be denied. The Commission approved the recommendation.

The Commission also considered a petition from residents of Floras Creek and Denmark Districts for construction of a sidewalk on one side of the Floras Creek Bridge on the Oregon Coast Highway south of Langlois. The Engineer reported that the request had been carefully investigated and a sixteen-hour traffic count was taken on the bridge March 18 and 19, 1953. During this period, one pedestrian and 1,292 vehicles crossed the bridge. Conversations with Mr. D. J. Sage, District Maintenance Superintendent, revealed that Mr. Sage had no memory of ever seeing a pedestrian on the bridge. In view of these facts and the fact that there was no record of any accident involving a pedestrian on the bridge, the Engineer recommended, and the Commission approved, that the request be denied.

A protest made by Mr. Ray B. Compton, Roseburg attorney, was considered by the Commission. Mr. Compton had made vigorous protests concerning the location of an underpass on the proposed new location of the Pacific Highway in Roseburg. The Engineer reported that following the protests of Mr. Compton, Mr. Williams and Mr. Stiffler, Assistant Highway Engineers, had made an investigation on the ground and had discussed with Mr. Compton all features of the proposed underpass. As a result of these discussions, it was determined that apparently too much emphasis had been placed on the cost factor of the underpass structure without sufficient emphasis on the safety factor. He explained that the original plan had proposed a diagonal crossing, but it was later determined that a right-angle crossing would reduce the cost from about $55,000 to $36,000 and the decision was made to go ahead on the right-angle crossing. It was this right-angle crossing to which Mr. Compton objected. In view of these findings, the Engineer recommended that the original plan for the diagonal crossing be used at an estimated cost of $55,000. The Commission accepted his recommendation.

The Commission considered a request submitted by the City of Weston for widening of a one-block section of the Weston-Elgin Secondary Highway within the city. The Engineer reported that the approximate cost of the widening including curbs and sidewalks would be approximately $4,300. The investigation conducted, he stated, could determine no immediate need for the widening other than to allow diagonal parking. He also pointed out that there is a possibility of a change of routing within the city and as there is no apparent need for the widening, he recommended, and the Commission concurred, that the request be denied.

The Commission discussed with the Engineer the proposed project on the Little Sheep Creek Secondary Highway. The Engineer pointed out that as certain difficulties had been removed in the acquisition of right of way, it was proposed to receive bids for this job at the May meeting. He also called attention to the fact that there is an apparent surplus of somewhat over $100,000 for this job, but he suggested that before any commitment is made that bids be received and a disposition made of the balance afterward. The Commission approved the suggestion.

The Commission confirmed telephone approval previously given on the action taken by the Engineer in reducing by 1½ miles the length of the Molalla Junction-Marquam Section resurfacing project on the Cascade Secondary Highway. The Engineer explained that in order to conform to Federal Aid secondary standards, it would be necessary to realign 1.7 miles of the original job which would raise the cost to approximately $238,000. As this amount is considerably in excess of funds available, it appeared desirable to shorten the project on the south end a distance of 1½ miles, thus bringing the cost of the project down to about $200,000.

Consideration was given by the Commission to a request from the City of Albany for a survey of its minimum traffic needs. The Engineer pointed out that approximately half of the work would be on State Highway routes and half on city streets. The cost he estimated at approximately $2,000 and recommended that the work be done with state forces provided the city would pay half the cost. The Commission approved making a study on the basis as recommended.

The Commission approved the Engineer's request to transfer $19,000 from funds set up for construction of a standard masonry block building at Lakeview to construction of the same type of building at Klamath Falls as the structure at Klamath Falls is more urgently needed.

Consideration was given to a request submitted by a number of residents of Forest Grove for traffic signals at three intersections in Forest Grove, namely Main and Pacific, College and Pacific, and Cedar and Pacific. Pacific Street is the route of the Tualatin Valley Highway as well as the temporary route of the Wilson River Highway. The Engineer stated that for several years similar requests have been made for these signals. Investigations were conducted and in the past the requests had been denied as the vehicular and pedestrian traffic did not meet the minimum warrant for traffic signal installations. Due to the many letters received, another investigation was recently made, the results this time disclosing that the pedestrian and traffic volume at the Main Street intersection was sufficient to warrant the installation of a signal however the traffic at the intersections with Cedar Street and College Street was found to be insufficient. He recommended that a signal be installed at the Main Street intersection at an estimated cost of $6,000 provided the city will pay half the cost and agree to maintain the signal after its installation and provide the electrical energy to operate it. The Commission approved the installation with funds to be transferred from the Redmond signals which will not be needed this year.

The Commission also considered the request of Mr. R. L. Brunton, City Manager of Milton-Freewater for traffic signals on Main Street at S. E. 14th Street

and S. E. 3d Street and a re-examination of the location of school crossings. The Engineer stated that the request had been investigated by the Traffic Engineer who, in the course of the investigation had also talked the situation over with the City Manager, Chief of Police, School Board, and the Parent Teacher Association. There are, he stated, three school crossings on the State Highway in the city of Milton-Freewater. These are at N. W. Eighth Avenue just east of Perkins Street, at the intersection of Main Street and Columbia Street, and at the intersection of Main Street and S. E. 14th Street. Traffic volume counts were taken at the intersection of Main and 3d Streets and Main and 14th Streets disclosing that there was insufficient vehicular and pedestrian volume to meet the minimum acceptable warrants for the installation of signals. It was also disclosed that all of the accidents occurring at these locations involved property damage only and were not of the type that could have been prevented by traffic signals. In addition to not meeting the standard warrants for complete signalization, the crossings did not meet the minimum warrant for the installation of school crossing signals. As a result of this investigation he made the following recommendations:

1. That the request for traffic signals at the intersection of Main Street with S. E. 14th and S. E. 3d Streets be denied.

2. That 42-inch "SCHOOL CROSSING" signs be installed at the intersection of Main Street and Columbia Street and that the present schoolboy patrol operation be continued.

3. That 42-inch "SCHOOL CROSSING" signs be installed on Main Street on either side of S. E. 3d Street. It is further recommended that school authorities provide adult supervision at this crossing. The children crossing the highway at this point are too young to successfully operate a school boy patrol.

4. The school crossing on N. E. 8th Avenue in the vicinity of Perkins Street is placed in the optimum position at the present time. It is recommended that this crossing be continued.

The Commission approved the recommendations.

A written request from the Washington County Planning Commission was considered concerning the location and construction of a new highway from the Tualatin Valley Highway in Hillsboro in an easterly direction to a junction with the Sunset Highway. The Engineer reviewed the status of this request, pointing out that in 1950 a delegation had appeared requesting the same construction and that the Commission had authorized a reconnaissance survey. The survey data revealed that the project would cost $832,400 including a traffic interchange with the Sunset Highway, and the benefit ratio for the new route would be 1.82. This investigation also indicated that not enough traffic would be diverted to the new road to eliminate the need of widening the existing road to four lanes. The result of these studies, he stated, indicated that consideration of construction of the new route east from Hillsboro to the Sunset Highway should be deferred until the highway between Beaverton and Reedsville is widened to four lanes. In view of the above facts, he could see no reason to

make any change in the decision arrived at in 1950, which was to defer construction of a new highway until the existing highway had been four-laned at least to Reedsville, which he estimated would cost $535,000. He recommended that the petitioners be so advised. The Commission approved the recommendation.

The Engineer requested approval of illumination of the Sunset Boulevard traffic interchange in Cannon Beach and illumination at the junctions north and south of Cannon Beach together with some channelization work. The cost of illuminating the traffic interchange and the two intersections, he estimated at $3,825 and recommended that the work be done with betterment funds in the 1953 budget. The Commission approved the work as requested.

The Engineer reported that surveys had been completed on three sections of state highways as follows:

(1) The Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County between Engineer's Station 595+00 and 720+00.

(2) East Unit, Pendleton-Deadman's Pass Section of the Old Oregon Trail in Umatilla County, from Engineer's Station 75+00 to Station 1150+00.

(3) Orr Corner to Rickreall Unit of the Rickreall-Monmouth Section of the Pacific Highway West in Polk County, from Engineer's Station 724+00 to Station 790+00.

He exhibited maps showing the proposed location of each survey and explained details. He recommended that these three surveys be adopted and that authority be granted to acquire the necessary rights of way. Upon a motion made by Commissioner Reynolds, seconded by Commissioner McIver, and declared unanimous by Chairman Chandler, the Commission approved the three surveys by adopting the attached resolutions relative thereto marked EXHIBITS "N-1" and "N-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer reported that the following cities have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds accrued to them during the second six-month period of 1952: Adams, Antelope, Aumsville, Aurora, Canyonville, Corvallis, Cove, Culver, DeLake, Eagle Point, Echo, Gates, Halsey, Huntington, Imbler, Lexington, Lonerock, Malin, Metolius Moro, Oakridge, Powers, Prescott, Riddle, Siletz, Sisters, Taft, Troutdale, Turner, Wheeler and Yamhill.

He also advised that the following cities have satisfied legal requirements with respect to the expenditure of State Tax Street Funds accrued to them during the first six-month period of 1952: Harrisburg, Oakridge, Powers, and Riddle.

He also stated that the following cities and towns have satisfied legal requirements with respect to the expenditure of State Tax Street Funds during the second six-month period of 1951: Harrisburg, Oakridge, Powers, Riddle, and Tualatin.

The City of Powers, he stated, has satisfied the legal requirements with respect to the expenditure of State Tax Street funds accrued to them during the first six-months period of 1951.

The plans of the projects proposed to be financed with the funds available have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission accepted the recommendation and thereupon adopted the attached resolutions relative thereto, marked EXHIBITS "D-1", "D-2", "D-3", and "D-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to the following requests for extensions of time within which to complete certain highway contracts:

1. K. F. Jacobsen & Company, Inc., and J. M. Arenz, Contract No. 3582 for construction of structures, grading, and paving on the Fairview-Sundial Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time of 213 days, from November 30, 1952 to July 1, 1953, within which to complete this job. The contractor stated that originally it was planned to obtain the base rock from the road excavation, however, since there was no suitable rock available, it was necessary to obtain the rock from an outside source. They also stated that the quantity of this base rock considerably overran the original estimates which necessitated additional truck haul and labor. In addition to this, they added, that due to weather conditions, the State Highway Department ordered the paving shut down for the winter which would make it impossible to complete this job until early in the summer of 1953. The Engineer advised that the reasons given by the contractor for overrunning the time limit are correct and that these causes were not the fault of the contractor. He, therefore, recommended that the extension of time as requested by granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. E. C. Swaggart Company, Contract No. 3622 for Hunters Creek-Lone Ranch Creek Rock Production on the Oregon Coast Highway in Curry County, requested an additional extension of time of 7 days, from October 31, 1952 to November 6, 1952, within which to complete this contract. They attributed their failure to complete the project within the specified time limit to failure of bearings in their roll-type crusher which made it necessary to transport parts of the crusher to Portland, 326 miles, for repairs, resulting in a six-day overrun of time. The Engineer advised that the reasons given by the contractor for overrunning the time limit are correct. In view of the fact that the overrun did not cause any inconvenience to the public or to the Highway Department, he recommended the extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. C & S Electric, Contract No. 3776 for installation of traffic signal system on the Pacific Highway in Eugene, Lane County, requested an extension of time of 60 days, from December 31, 1952 to March 1,

1953, within which to complete this contract. They alleged that the reason for not completing the contract within the specified time limit was because cast iron boxes for poles were not available. The Engineer advised that the project was put in operation prior to the contract completion date by the installation of galvanized metal junction boxes in place of the specified cast iron boxes. The cast iron boxes have now been received, he said, and the project was completed on February 20, 1953. Due to the fact that the delay was not the fault of the contractor, he recommended that the extension of time be granted to the completion date without penalty. The Commission approved the recommendation.

4. Acme Construction Company, Contract No. 3647 for grading and paving on the Suicide Creek-Pacific Highway Section of the Coos Bay-Roseburg Highway in Douglas County, requested an extension of time of 10 days, from September 30, 1952 to October 9, 1952, within which to complete this project. They gave as reasons for overrunning the time limit extra work on the Pacific Highway and extra work by Force Account on fence. The Engineer advised that all work on this contract was completed by the specified contract date with the exception of some fencing and some improvement work at the connection to the Pacific Highway which was done by Force Account. He added that there was no inconvenience to the public or additional expense incurred because of the overrun. In view of these facts, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

5. Electric Corporation, Contract No. 3811 for traffic signal installation at Chemeketa Street-Vista Avenue Section of the Pacific Highway East in Salem, Marion County, requested an extension of time of 28 days, from January 31, 1953 to February 28, 1953, within which to complete this job. They stated that the City of Salem requested them not to work during the Christmas holidays, thus delaying their work schedule. The Engineer advised that the City of Salem requested a postponement of any work that would interfere with traffic during the Christmas holiday rush. He further advised that the project was completed on February 20, 1953. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. Lindstrom Brothers, Inc., Contract No. 3438 for construction of a bridge on the Payette (Snake River) Section of the Old Oregon Trail Highway in Malheur County, requested an additional extension of time of 243 days, from November 30, 1952 to July 31, 1953, within which to complete this contract. They gave the following reasons for overrunning the time limit: "Due to the shortage of structural steel (the last steel was delivered to the job May 28, 1952) the completion of the erection of the steel was not completed until September 23, 1952. At this time we immediately started work on the deck, curbs, and handrail. Due to weather conditions at this time of the year, it is impossible to finish the painting and concrete finishing at this time." The Engineer advised that the delay was primarily due to the shortage of structural steel and the delay in delivery of this material to the project. He added that the contractor went ahead as rapidly as could be expected after the steel was delivered. He recommended therefore that the extension of time as requested be granted without penalty. A

letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

7. Hamilton and Thoms, Contract No. 3786 for construction of the Comstock grade separation on the Pacific Highway in Douglas County, requested an extension of time of 59 days, from January 31, 1953 to March 31, 1953, within which to complete this contract. They alleged they were delayed in starting this job due to the grading contractor's failure to complete the roadway excavation in time, and because of inclement weather. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He pointed out that the contractor has done his work with reasonable speed; therefore since no additional engineering expense has been incurred by the delay and there has been no inconvenience to the public, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

8. Bechtel Brothers, Contract No. 3487 for construction of a maintenance building at Meacham in Umatilla County, requested an extension of time of 531 days, from August 31, 1951 to February 13, 1953, within which to complete this job. They stated that the delay in the completion was due to the fact that adjustments on overhead doors were not made satisfactorily until February 1, 1953 by Overhead Door Company of Portland, Oregon.. The Engineer advised that the structure has been occupied by State forces since last fall and the delay in acceptance of the contract has been due to poor adjustments on the overhead doors which required some work by the door manufacturer. The adjustments have now been made. In view of these circumstances, he recommended the extension of time as requested be granted without penalty. The Commission approved the recommendation.

9. R. H. Jones, Contract No. 3619 for bridge construction on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County, requested an extension of time of 180 days from March 31, 1953 to September 27, 1953, within which to complete this job. He gave the following as his reasons for overrunning the time limit: (1) Additional work in driving foundation piles; (2) the load limit on the highways leading into the construction area; (3) unseasonable weather; and (4) labor shortage. The Engineer advised that the delay from these causes was not serious. He added that the structure which is being replaced could not be closed until the grading contractor had completed a section of the adjacent highway. Since this will not be done until about April 1, work on the last structure cannot commence until that time. In view thereof, he recommended that the extension of time to July 31, 1953 be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. Parker-Johnson Company, Contract No. 3766 for construction of a heavy equipment shopbuilding at Salem in Marion County, requested

an extension of 30 days, from March 31, 1953 to April 30, 1953, within which to complete this work. They gave as a reason for overrunning the specified time limit the excessive wet weather during the months of December, 1952 and January, 1953 which made it impossible to roof the building and to keep the interior dry enough to complete the interior finishing. The Engineer advised that the structure has a composition roof laid on concrete slabs, which requires dry weather to successfully apply the roofing, and the interior finish could not be done until the roof was in place. The bad weather materially delayed the contractor, he said, and he has pushed the job with all practical speed when circumstances were such that he could. Therefore, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

11. Hamilton and Thoms, Contract No. 3409 for construction of the Jasper Bridge over Middle Fork of the Willamette River on the Springfield-Creswell Highway in Lane County, requested an additional extension of time of 108 days, from September 30, 1952 to January 16, 1953, within which to complete this work. They alleged that because of the delay in delivery of structural steel they were unable to complete this job within the specified time limit. The Engineer advised that previously this contract was extended to and including September 30, 1952, without penalty, due to the delay in the delivery of structural steel. He added that the delay was longer than was anticipated; however, the bridge was opened to traffic on September 10, 1952 with the work performed after that date principally consisting of removal of the old structure. In view of the fact that there was no inconvenience to traffic nor were there any engineering costs during the period subsequent to the expiration of the first time extension, the Engineer recommended that the extension of the time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

12. Trowbridge & Flynn Electric Company, Contract No. 3825 for installation of the Twelfth Street Connection traffic signals in Salem, Marion County, requested an extension of time of 47 days, from March 31, 1953 to May 16, 1953, within which to complete this project. They gave the following reasons for overrunning the specified time limit: "Since the G. E. Luminaires are not of the type desired by the Highway Department, we have ordered the Westinghouse O. V.-20 and must await their arrival before installation can be made." The Engineer advised that the luminaires the contractor used in the lighting were not the type specified in the contract, and did not have the approval of the Highway Department which necessitated the contractor to replace these luminaires with the specific type called for in the contract. He added, however, that these are not in stock locally, and have been ordered from the factory. The work, he said, is complete except for these fixtures. Because of these circumstances, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

13. Teller Construction Company, Contract No. 3827-A for construction of the Cereghino Haul Road Bridge on the T. H. Banfield Expressway in Multnomah County, requested an extension of time of 77 days, from February 28, 1953 to May 15, 1953, within which to complete this work. The contractor stated that

because of the delay in awarding the contract to them and due to the difficulty of obtaining insurance coverage satisfactory to the Union Pacific Railroad Company, they were unable to complete this job within the specified time limit. The Engineer advised that although the bids were received on this project on November 24, 1952, the low bidder defaulted, and it was re-awarded on January 6, 1953 to the second low bidder, Teller Construction Company. He also said that the requirements of the Union Pacific Railroad Company regarding a satisfactory insurance policy are so stringent that considerable delay and negotiation were necessary before an adequate policy could be provided. In view of these conditions, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that contracts Nos. 3295, 3409, 3487, 3512, 3562, 3622, 3632, 3647, 3681, 3691, 3774, 3776, 3777, 3796, 3801, 3811, and 3823 for construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and approved an agreement with Douglas County covering participation by the County in the cost of constructing the Lone Rock Bridge Section on the North Umpqua Douglas County Road on which bids are to be received on April 9.

The Commission considered a request from Mrs. Ralph Flannery, Chairman of the Safety Committee of the Coquille Business and Professional Women's Club, for a traffic signal crossing at 10th Street in Coquille. Following receipt of the request, the Engineer advised that a traffic investigation had been made disclosing that there was not enough traffic, according to nationally accepted standards, to warrant installation of a traffic signal. In view of these findings, he recommended the request be denied, but suggested the local school board be advised to consider the matter of a school boy patrol which should improve the condition at this intersection. The Commission approved the recommendation.

A request also was considered from the City of Medford for a survey to determine the need for traffic signals at the intersections of McAndrews Road

with Court Street and Riverside Avenue. Court Street and Riverside Avenue are one-way routings of the Pacific Highway through Medford. An investigation was made by the Traffic Engineering Department, which investigation, the Engineer reported, disclosed that both intersections handle enough traffic, according to nationally accepted standards, to warrant the installation of signals. He therefore recommended signals be installed at each intersection at a total estimated cost of $6,200, provided the City would pay one-half of the cost and agree to maintain the signals and furnish electrical energy. The Commission approved the recommendation.

The Commission considered a request from citizens of Brooks on the Pacific Highway north of Salem, for better traffic control at a heavily traveled county road intersection of the highway at Brooks. The Engineer stated that a traffic engineering investigation had been conducted showing there is much roadside culture in the community of Brooks and that high speeds prevail; also, during the past seven years there have been 72 accidents in the 0.62-mile section in which 2 persons were killed and 41 were injured. To alleviate the hazards, he recommended that mercury vapor luminaires be installed at an estimated cost of $800 and that a 45-mile per hour speed zone be established between M. P. 42.55 and M. P. 43.17. The Commission approved the recommendations and thereupon adopted the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from Roy H. Mills, Secretary of the Oregon State Board of Control, for illumination of an allegedly dangerous intersection on the Pacific Highway East at the entrance to MacLaren School for Boys, north of Woodburn, was considered. The Engineer advised that a traffic engineering investigation had been conducted disclosing that there was only one accident of record during the hours of darkness in the five-year period from January 1, 1948, to December 31, 1952. The volume of traffic on the road to the Boys School, he stated, is quite low, and he recommended that the request for illumination be denied and that sight posts with reflectors be installed to identify the ditch line and the access to the school at an estimated cost of $100. The recommendation was approved by the Commission.

The Engineer requested authority to place a fill across the China Camp Marsh on the Oregon Coast Highway in Coos County. He explained that the bridge over the China Camp Marsh is narrow, and there have been a number of accidents lately due to the unsatisfactory condition of the bridge. A portion of the fill has been completed, and the balance should be completed in two stages. The next stage, which it is desirable to perform in 1953, would consist of the construction of a box culvert and the additional placement of fill material. The final stage which should be performed in 1954, he stated, would provide for the completion of the fill and paving of the roadway making a total expenditure of approximately $100,000. The Commission approved the request for $100,000 to perform the work, the money to be obtained by transferring bond funds from another section on this highway.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project, as fol-

lows, the Commission's action being by unanimous vote:

"Construction of a masonry block maintenance building on Highway Department property in Richland, Baker County: Six bids were received for this project, the low one being that of Loree Building Service, La Grande, at $12,766.88. The contract has been awarded to the low bidder at its bid price.

"Grading and paving project on South 4th Avenue in Canby, Clackamas County, and grading and paving "D" Street in Hubbard, Marion County: Warren Northwest, Inc., Portland, submitted the low combination for these two jobs in the total amount of $15,603.50. Three higher bids were received. The Commission has awarded both contracts to the low bidder on their combination bid.

"Construction of a reinforced concrete bridge on the Nehalem Highway over the Nehalem River in Clatsop County: The Commission received eleven bids for this project, the low one being that of Larson Construction Company, Astoria, at $141,398.00. The contract has been awarded to the low bidder at its bid price.

"Construction of fixed time traffic signal installation at the intersection of Fourth Street and Central Avenue on the Empire-Coos Bay Highway in Coos Bay, Coos County: Only two bids were received for this project. Trowbridge & Flynn, Medford, submitted the low bid of $3,640.00. The other bid was submitted by W. R. Grasle, Portland, at $3,848.00. The Commission has awarded the contract to Trowbridge & Flynn, at its bid price.

"Division No. 4 Reoiling Project on seven highways in Central Oregon, Deschutes, Harney, and other counties: Five bids were received for this work, the low one being that of Babler Brothers, Inc., Portland, at $139,643.00. The contract has been awarded to the low bidder at their bid price.

"Grading and paving the South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway north from Gardiner, Douglas County: The Commission received eight bids for this work, the low one being that of Coos Bay Dredging Company, Coos Bay, at $593,135.00. The bid of Coos Bay Dredging Company in the sum of $593,135.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Construction of a reinforced concrete viaduct, known as the Wilbur Overcrossing, on the Pacific Highway over the Southern Pacific Company tracks in Douglas County: Tom Lillebo, Reedsport, submitted the low bid for this job in the amount of $58,380.00. Eight higher bids were received. The contract has been awarded to the low bidder at his bid price.

"Removal of the old reinforced concrete overcrossing and timber trestle approach on the old Pacific Highway near Comstock Station, Douglas County: Of the ten bids received, Fred H. Slate Company Oregon Ltd., and E. C. Hall Company, Portland, submitted the low bid at $9,800.00. The low bidders have been awarded the contract at their bid price.

"Installation of 3,420 lin. ft. of chain link wire mesh fence on metal posts set in concrete footings at Veterans Hospital near Roseburg, Douglas County: Only one bid was received for this job, being that of San Jose Steel Company, Inc., Portland, at $7,968.60. The contract has been awarded to the low bidder at its bid price.

"Tiller-Deadhorse Creek Rock Production Project on the Tiller-Trail Highway south from Tiller, Douglas and Jackson Counties: The Commission received four bids on this project, the low one being that of M. C. Lininger & Sons, Medford, at $27,525.00. The bid of M. C. Lininger & Sons in the sum of $27,525.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Installation of traffic signals in Central Point, Jackson County: All bids on this project were returned unopened as the project was withdrawn from the letting.

"Grading and paving the Jacksonville Grade Unit, Provolt-Jacksonville Section of the Medford-Provolt Highway west of Jacksonville, Jackson County: Central Heating Company and F. L. Somers, Eugene, submitted the low bid on this project, in the amount of $155,315.00. Six higher bids were received. The bid of Central Heating Company and F. L. Somers in the sum of $155,315.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Twelve miles of pavement resurfacing on the Spring Creek Hill-Lobert Section of The Dalles-California Highway north of Klamath Falls, Klamath County: Of the eight bids received for this job, Warren Northwest, Inc., Portland, submitted the low one at $199,880.00. The low bidder has been awarded the contract at its bid price.

"Klamath Falls-Booth Park Rock Production on the Klamath Falls-Lakeview Highway between Klamath Falls and Lakeview, Klamath and Lake Counties: Rogers Construction, Inc., Portland, submitted the low bid for this work at $88,300.00. Four higher bids were received. The Commission has awarded the contract to the low bidder at its bid price.

"Crow-Douglas County Line Rock Production Project on the Territorial Highway south from the town of Crow, southwest of Eugene, Lane County: Only two bids were received for this work, L. P. Stubblefield, Eugene, having submitted the low one at $28,930.00. The bid of L. P. Stubblefield in the sum of $28,930.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Paving Buford Avenue in Siletz, Lincoln County: Of the two bids received, Warren Northwest, Inc., Portland, submitted the low bid at $14,775.00. The bid of Warren Northwest, Inc., in the sum of $14,775.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Siletz and provision has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Reoiling Project on the Central Oregon and Vale-West Highways between Juntura and Vale, Malheur County: The Commission received five bids for this work. Babler Brothers, Inc., Portland, submitted the low bid at $79,482.00. The contract has been awarded to the low bidder at its bid price.

"Cleaning and painting all structural steel including handrails in the south ten trusses of the Interstate Bridge over the Columbia River on the Pacific Highway near Portland, Multnomah County: C. H. Savage Company, Portland, submitted the low bid for this project in the amount of $76,800.00. Three higher bids were received. The contract has been awarded to the low bidder at its bid price.

"Installation of traffic signals at intersections of Powell Boulevard with Main Street and S. E. Roberts Street on the Mt. Hood Highway in Gresham, Multnomah County: The only bid received for this project was that of W. R. Grasle Company, Portland, in the amount of $6,122.00. The bid of W. R. Grasle Company is accepted subject to the City of Gresham paying one-half of the cost of the project.

"Construction of park facilities at Cape Lookout Park, Tillamook County: Six bids were received for this job, the low one being that of Popham Construction Company, Portland, at $49,927.47. The Commission has awarded the contract to the Popham Construction Company at its bid price.

"Paving 0.17 mile on East Broadway Avenue in Beaverton, Washington County: Only two bids were received on this project. Porter W. Yett, Portland, submitted the low one at $9,678.00. The low bidder, Porter W. Yett, has been awarded the contract at his bid price.

"Furnishing ferry service at the Astoria-Megler Crossing of the Columbia River in Clatsop County: Three bids were received for this work, the low one being that of Astoria Navigation Company, Astoria, at $169,937.35. The contract has been awarded to the low bidder at its bid price.

"Furnishing insurance to cover the Astoria-Megler Ferry operation at Astoria, Clatsop County: Ship Service Company, Astoria, submitted the low bid for this work at $11,089.81 on Alternate "A". Six higher bids were received. The Commission has awarded the contract to the low bidder at its bid price."

A petition was presented from residents of Sylvan requesting some remedy to alleviate traffic congestion at the intersection of Canyon Road at Sylvan with the Skyline Boulevard on the northerly side, and Scholls Ferry Road and S. W. Hewitt Boulevard on the southerly side. The Engineer reported that subsequent to receiving the petition, an investigation had been made to determine possible remedies. He recalled that the Commission had previously authorized purchase of right of way so that eventually Canyon Road in this section could be widened to six lanes of traffic and an interchange constructed at Sylvan. However no schedule has been set up for construction. The widening project is estimated to cost about one million dollars, and there is no money available at this time; however, a survey has been made to provide some means of eliminating the existing hazard and congestion. He exhibited a map showing a proposed solution

"Installation of 3,420 lin. ft. of chain link wire mesh fence on metal posts set in concrete footings at Veterans Hospital near Roseburg, Douglas County: Only one bid was received for this job, being that of San Jose Steel Company, Inc., Portland, at $7,968.60. The contract has been awarded to the low bidder at its bid price.

"Tiller-Deadhorse Creek Rock Production Project on the Tiller-Trail Highway south from Tiller, Douglas and Jackson Counties: The Commission received four bids on this project, the low one being that of M. C. Lininger & Sons, Medford, at $27,525.00. The bid of M. C. Lininger & Sons in the sum of $27,525.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Installation of traffic signals in Central Point, Jackson County: All bids on this project were returned unopened as the project was withdrawn from the letting.

"Grading and paving the Jacksonville Grade Unit, Provolt-Jacksonville Section of the Medford-Provolt Highway west of Jacksonville, Jackson County: Central Heating Company and F. L. Somers, Eugene, submitted the low bid on this project, in the amount of $155,315.00. Six higher bids were received. The bid of Central Heating Company and F. L. Somers in the sum of $155,315.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Twelve miles of pavement resurfacing on the Spring Creek Hill-Lobert Section of The Dalles-California Highway north of Klamath Falls, Klamath County: Of the eight bids received for this job, Warren Northwest, Inc., Portland, submitted the low one at $199,880.00. The low bidder has been awarded the contract at its bid price.

"Klamath Falls-Booth Park Rock Production on the Klamath Falls-Lakeview Highway between Klamath Falls and Lakeview, Klamath and Lake Counties: Rogers Construction, Inc., Portland, submitted the low bid for this work at $88,300.00. Four higher bids were received. The Commission has awarded the contract to the low bidder at its bid price.

"Crow-Douglas County Line Rock Production Project on the Territorial Highway south from the town of Crow, southwest of Eugene, Lane County: Only two bids were received for this work, L. P. Stubblefield, Eugene, having submitted the low one at $28,930.00. The bid of L. P. Stubblefield in the sum of $28,930.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Paving Buford Avenue in Siletz, Lincoln County: Of the two bids received, Warren Northwest, Inc., Portland, submitted the low bid at $14,775.00. The bid of Warren Northwest, Inc., in the sum of $14,775.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Siletz and provision has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Reoiling Project on the Central Oregon and Vale-West Highways between Juntura and Vale, Malheur County: The Commission received five bids for this work. Babler Brothers, Inc., Portland, submitted the low bid at $79,482.00. The contract has been awarded to the low bidder at its bid price.

"Cleaning and painting all structural steel including handrails in the south ten trusses of the Interstate Bridge over the Columbia River on the Pacific Highway near Portland, Multnomah County: C. H. Savage Company, Portland, submitted the low bid for this project in the amount of $76,800.00. Three higher bids were received. The contract has been awarded to the low bidder at its bid price.

"Installation of traffic signals at intersections of Powell Boulevard with Main Street and S. E. Roberts Street on the Mt. Hood Highway in Gresham, Multnomah County: The only bid received for this project was that of W. R. Grasle Company, Portland, in the amount of $6,122.00. The bid of W. R. Grasle Company is accepted subject to the City of Gresham paying one-half of the cost of the project.

"Construction of park facilities at Cape Lookout Park, Tillamook County: Six bids were received for this job, the low one being that of Popham Construction Company, Portland, at $49,927.47. The Commission has awarded the contract to the Popham Construction Company at its bid price.

"Paving 0.17 mile on East Broadway Avenue in Beaverton, Washington County Only two bids were received on this project. Porter W. Yett, Portland, submitted the low one at $9,678.00. The low bidder, Porter W. Yett, has been awarded the contract at his bid price.

"Furnishing ferry service at the Astoria-Megler Crossing of the Columbia River in Clatsop County: Three bids were received for this work, the low one being that of Astoria Navigation Company, Astoria, at $169,937.35. The contract has been awarded to the low bidder at its bid price.

"Furnishing insurance to cover the Astoria-Megler Ferry operation at Astoria, Clatsop County: Ship Service Company, Astoria, submitted the low bid for this work at $11,089.81 on Alternate "A". Six higher bids were received. The Commission has awarded the contract to the low bidder at its bid price."

A petition was presented from residents of Sylvan requesting some remedy to alleviate traffic congestion at the intersection of Canyon Road at Sylvan with the Skyline Boulevard on the northerly side, and Scholls Ferry Road and S. W. Hewitt Boulevard on the southerly side. The Engineer reported that subsequent to receiving the petition, an investigation had been made to determine possible remedies. He recalled that the Commission had previously authorized purchase of right of way so that eventually Canyon Road in this section could be widened to six lanes of traffic and an interchange constructed at Sylvan. However no schedule has been set up for construction. The widening project is estimated to cost about one million dollars, and there is no money available at this time; however, a survey has been made to provide some means of eliminating the existing hazard and congestion. He exhibited a map showing a proposed solution

of this problem and explained that changing the present five-way intersection to a four-way intersection and making provision for left-turn refuges with traffic lights would provide for through highway traffic movement, left-turn movement, and cross-street movement, and furnish a reasonable solution to the problem at an estimated cost of $15,000. This plan would also include some pavement widening and channelization. He recommended that the improvements be installed. The Commission accepted the recommendation. (See paragraph ahead on April 9 where delegation appeared on this subject.)

The Engineer requested authority to install advance reflectorized span-mounted signs and four luminaire units at an estimated cost of $1,600 at the junction between the new Pacific Highway and the old highway leading to Springfield. He explained that southbound traffic on the Pacific Highway turns off the Eugene-Springfield Highway at Judkins Point, and many motorists are trapped in the inside lane when they desire to turn right onto the Pacific Highway. It was his thought that the installation of signs would advise motorists of the proper lane for traffic on US 99 and US 126, and he recommended that the installation be approved. The Commission approved the installation.

The Commission considered and ordered filed a letter from Mr. M. J. Maynard, Vancouver, Washington, protesting the placing of a toll on the proposed bridge between Vancouver and Portland on the Pacific Highway.

The Engineer brought up for discussion the continuance of the assemblying of analytical data on motor vehicles from records of the Public Utilities Commissioner and the Secretary of State. He recalled that, at the request of the Legislative Interim Committee on Highways, in January, 1952, the Commission had authorized an expenditure of $50,000 for the purpose of obtaining this analytical data. At the time the expenditure was authorized, it was thought that by February of 1953 the Public Utilities Commissioner would be equipped to perform this work. It is now apparent that his office will not be able to take over the work until about October 1, 1953. The $50,000 previously authorized, he stated, will be expended about April 30 of this year, and to continue the work to October 1 will require an additional authorization of $20,000. The work being performed, he stated, appears to be of sufficient concern to the Highway Department to warrant carrying on the work, and he recommended, therefore, that the work be continued and that it be financed by an additional authorization of $20,000. The Commission approved the recommendation.

The Commission considered, and upon the Engineer's recommendation, approved a five-year agreement with the Idaho Power Company to furnish electrical service to the Highway Department's remote-controlled radio tower south of Vale. The agreement provides, the Engineer stated, that the State is to pay the Power Company $10 per month for a period of five years. The payment, he felt, was justified by reason of the capital investment required by the Power Company in constructing nine-tenths of a mile of power line to provide the service. (The agreement was signed by the Commission on the following day.)

The Commission considered a supplemental agreement with the United States Government concerning reimbursement for inspection service on relocated State Highways US 730 and US 395 around McNary Dam. The Engineer explained that under the terms of the old agreement the Government paid a certain amount each month for in-

spection service; however, due to the large amount of inspection required, the monthly amount established in the contract was exceeded, and the Government has now prepared a new contract whereby it will reimburse the State for the actual total rather than on the monthly basis. He recommended that the revised agreement be approved. The Commission accepted the recommendation. (The Commission signed the agreement on the following day.)

Upon the Engineer's favorable recommendation, the Commission approved three minor revisions requested by the U. S. Army Engineers in their agreement with the State covering the building of a new section of the Willamette Highway around Dexter Regulating Dam on the Willamette River. (On the following day the Commission initialed the changes.)

The Commission considered a claim presented by the Pacific Telephone and Telegraph Company for damages to its toll telephone line on the Columbia River Highway east of Cascade Locks. The Engineer stated that an investigation disclosed that on January 21 a slide occurred near the Columbia Gorge Ranger Station. Some of the rocks in the slide, he reported, were of such size that it was necessary to blast them before they could be moved. It was further determined that flying rock from the blasting struck the telephone cable causing some damage and temporarily disrupting the full use of the cable. It was his thought that the Telephone Company's claim was just, and he recommended that it be paid. The Commission authorized payment in the approximate sum of $200 as recommended.

The Engineer reported that it had been called to his attention that the operations of the Lincoln Auto Wreckers, just east of the City of Toledo on the Corvallis-Newport Highway, are creating a hazard. As a result of this, the Traffic Engineer has conducted a field investigation to determine the facts. It was found that the twenty-one foot asphalt pavement has an average six-foot shoulder on the north side and a nine-foot shoulder on the south side. The Auto Wreckers are located at the intersection of two descending grades of approximately four percent. At the time of the investigation, four cars were found parked on the shoulders on the south side of the highway. In view of these facts, he recommended that "NO PARKING ON HIGHWAY SHOULDERS" signs be installed on both sides of the highway from M. P. 9.03 to M. P. 9.18. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also commented that considerable difficulty had been experienced with traffic parking on the narrow shoulders of the Pacific Highway immediately north of the railroad grade crossing in the City of Creswell. The promiscuous parking by employees of a sawmill and patrons of a restaurant is reaching a point where it constitutes a traffic hazard. He recommended, therefore, and the Commission approved, the prohibition of parking on the shoulders on both sides of the highway between M. P. 135.65 and M. P. 135.95 subject to concurrent action on the part of the City by adopting an ordinance relative thereto, as the entire distance is within the corporate limits of the City of Creswell.

Extension of the Corvallis-Eastside Highway, a distance of two blocks,

from Second Street to Fourth Street and across the one-way street couplet in Corvallis was considered. The Engineer pointed out that since the one-way street system had been put into effect on Third and Fourth Street, the Corvallis, Eastside Highway does not connect with the Albany-Corvallis Highway. The extension, he stated, is desired by the City of Corvallis, and he recommended that a resolution extending the highway be adopted. The Commission accepted the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer the itinerary for the first trip to be made by the Highway Commission in the spring and summer of 1953. The Engineer presented an outline for the trip, pointing out that the people of Coos County have arranged a program for "Ben R. Chandler Day" on Friday, May 22, with a luncheon to be held at Coquille on that day and dinner in Coos Bay that evening. He outlined an itinerary to meet this day, starting from Portland on May 20, staying in Roseburg that night, from there to Brookings on May 21, Brookings to Coos Bay on May 22, and from Coos Bay to Portland on Saturday, May 23. The Commission approved the itinerary and authorized the necessary arrangements to be made for the trip.

The Engineer reported that the Detroit-Dry Creek relocated section of the North Santiam Secondary Highway has been completed and traffic is now routed over it. The old section of this highway, he stated, is no longer needed as a highway route, and he recommended that the Commission abandon the old right of way. The Commission accepted the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the relocated portion of the Columbia River Highway, known as the Big Creek Section, in Clatsop County, has been completed and traffic is now routed over it. The old section of highway, he stated, is no longer needed for state highway purposes, and he recommended that the Commission abandon the old section. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the relocated portion of the Pacific Highway in Lane County, known as the Judkins Point-Goshen Section, has been completed and is now opened for traffic. According to the agreement with Lane County, dated September 12, 1951, Unit "A", from Engineer's Station 181+96.94 easterly along the old highway to the intersection of the old highway and the McKenzie Highway, is to remain under the jurisdiction and control of the State as a primary state highway and will be maintained as an extension or part of the McKenzie Highway; Unit "B", beginning at the intersection of the old route of the Pacific Highway with the present McKenzie Highway at Springfield Junction southerly to its intersection with the new route of the Pacific Highway No. 1 at Station 304+73.7, is also to remain as a state highway and shall henceforth be known and designated as the McVay Secondary Highway No. 225; Unit "C", beginning at the intersection of the relocated Pacific Highway with the old highway and opposite Engineer's Station 304+73.7 southerly over the

old route of the Pacific Highway to Engineer's Station 236+26.89, is to be transferred to the jurisdiction and control of Lane County. The Engineer recommended that the Commission adopt a resolution abandoning the sections as outlined above. The Commission accepted the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "G-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer advised that a portion of the Rome-Princeton Secondary Highway, known as the North Unit, Princeton-Follyfarm Section, in Harney County has been completed and is now opened to traffic. The old section of the highway, he stated, is no longer needed as a state highway route, and he recommended that it be abandoned to Harney County. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that a portion of the Clackamas Secondary Highway, known as the Eagle Creek Section, in Clackamas County has been completed,and traffic is now routed over it. The old section of highway, he stated, is no longer needed as a state highway route, and he recommended that it be abandoned to Clackamas County. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and approved an agreement with Coos County relative to the relocation of a section of the Oregon Coast Highway, known as the Douglas County Line-Glasgow Section. The Engineer explained that under the terms of the agreement the County agrees to take over certain portions of the old section of highway when the relocated section is completed and opened to travel. (The Commission signed the agreement on the following day.)

The Engineer requested that the Sams Valley Secondary Highway be classified as a Group II highway from its junction with the Pacific Highway at Gold Hill to its junction with the Crater Lake Highway. He explained that the only previous restriction to this classification was a substandard bridge over the Rogue River restricted to a fifteen-ton load limit. This bridge, he added, was destroyed by a truck and has subsequently been replaced with a standard structure. The Commission approved the request.

The Engineer reported that in conformity with authority previously granted him he had placed reduced load limits on the following state highways: Alsea-Deadwood Secondary Highway No. 201, Medical Springs Secondary Highway No. 340, and Crater Lake Highway No. 22. It was necessary, he stated, to place these reduced load limits in order to save the highways from undue damage caused by freezing and thawing conditions. The Commission approved the Engineer's action by adopting the attached resolution relative thereto, marked EXHIBIT "O", which resolution by this reference is made a part hereof with

from Second Street to Fourth Street and across the one-way street couplet in Corvallis was considered. The Engineer pointed out that since the one-way street system had been put into effect on Third and Fourth Street, the Corvallis, Eastside Highway does not connect with the Albany-Corvallis Highway. The extension, he stated, is desired by the City of Corvallis, and he recommended that a resolution extending the highway be adopted. The Commission accepted the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

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The Engineer reported that in conformity with authority previously granted him he had placed reduced load limits on the following state highways: Alsea-Deadwood Secondary Highway No. 201, Medical Springs Secondary Highway No. 340, and Crater Lake Highway No. 22. It was necessary, he stated, to place these reduced load limits in order to save the highways from undue damage caused by freezing and thawing conditions. The Commission approved the Engineer's action by adopting the attached resolution relative thereto, marked EXHIBIT "O", which resolution by this reference is made a part hereof with

like effect as though extended in full herein.

The Engineer also reported that reduced load limits had been removed from a number of highways as follows: Siletz Secondary Highway No. 181, Kings Valley Secondary Highway No. 191, Alsea-Deadwood Secondary Highway No. 201, Little Sheep Creek Secondary Highway No. 350, Medical Springs Secondary Highway No. 340, and Paulina Secondary Highway No. 380. The removal of the reduced load limits, he stated, was due to the fact that conditions had changed so that the highways could safely withstand legal loads. The Commission confirmed the Engineer's action by adopting the attached resolution relative thereto, marked EXHIBIT "P", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A written request from Mr. Arnold H. Earnshaw, Delake, that appropriate markers be erected pointing out that the "D" River crossing the Oregon Coast Highway near Delake is the shortest river in the world was considered. The Engineer recalled that at a previous meeting a similar request had been received and denied due to the fact that it could not be definitely determined that the "D" River was the shortest river in the world. Since that time, he stated, Mr. Earnshaw and others interested in the matter had submitted considerable data emphasizing the fact that the "D" River was as, as far as could be determined, the shortest river in the world. As no evidence could be found to the contrary, he recommended that the request be approved. The Commission concurred in the recommendation.

A protesting letter from Mr. J. C. Ofelt of Gleneden Beach was considered. Mr. Ofelt objected to the proposed revision of the Oregon Coast Highway through Gleneden Beach. In the discussion of this matter, it was pointed out that the location of the highway at this point has been protested several times in the past, and in each instance the location had been reaffirmed by the Commission. As there were no new facts in Mr. Ofelt's letter, the Commission ordered that it be filed.

The Commission considered and approved out-of-state travel expense for the following state highway employees:

1. R. H. Baldock, State Highway Engineer, and W. W. Stiffler, Assistant State Highway Engineer, to attend a meeting of the AASHO in Boise and Malad, Idaho, on May 7 and 8, , 1953. Estimated cost $197.00.

2. F. B. Crandall, Traffic Engineer, two assistant traffic engineers, and Forrest Cooper, Assistant Construction Engineer, to attend the 6th Northwest Traffic Engineering Conference at the University of Washington, at Seattle, on May 21 and 22, 1953. Estimated cost $215.00.

3. Frank I. Towle, Engineering Investigator, to attend a conference with the Coast Guard in Seattle, Washington, on April 10 and 11, 1953, concerning the case of the State vs. Yaquina Bay Dock and Dredge Company and the Port of Astoria. Estimated cost $40.35.

The Engineer recalled that at meetings held in January and February, 1953 the Commission had approved the placing of reduced speed zones beginning at the city limits of Amity, Lebanon, Waldport, and Astoria, but made their action contingent

upon similar action to be taken by the State Speed Control Board within the corporate limits of the cities and towns. Such action has now been taken, and the Engineer requested confirmation of the previously approved reduced speed zones. The Commission confirmed this previous action by adopting the attached resolutions relative thereto, marked EXHIBITS "K-1", "K-2", "K-3", "K-4", and "K-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer presented a list of twenty employees who will either reach retirement age during the first quarter of 1953 or whose extended employment, having been approved previously by the Retirement Board, will expire during the third quarter of 1953. He pointed out that 30 to 40 days advance notice must be given to persons being retired or retained in service, and before such notice is official, it requires the action of the State Highway Commission, the Governor, and the Retirement Board. He recommended, and the Commission concurred, that all twenty of the employees be retained in service for an additional year. (For the list of employees concerned, see the Engineer's letter in the General Files dated March 25, 1953.)

Erection of a textboard concerning the aborigines who inhabited the Fort Rock area was considered by the Commission. The Engineer reported that Dr. Cressman of the University of Oregon has made interesting studies concerning these people, and as a result of these studies and discoveries, the Memorials Committee of the Oregon Historical Society has approved the following text:

FORT ROCK

SOME OF THE EARLIEST KNOWN INHABITANTS OF THIS CONTINENT MADE THEIR HOME IN A CAVE IN ONE OF THE LOW KNOLLS DOMINATED BY FORT ROCK, VISIBLE ACROSS THIS BASIN. RADIO-CARBON DATING INDICATES THAT SANDALS FOUND IN THE CAVE MAY BE 9,000 YEARS OLD. FORT ROCK IS THE REMNANT OF AN ANCIENT VOLCANO RISING 325 FEET ABOVE THE PLAIN. A GREAT LAKE COVERED THIS ENTIRE BASIN, SPREADING AS FAR SOUTH AS PICTURE ROCK. IT WAS IN A CAVE FACING THAT LAKE THAT THE FORT ROCK PEOPLE LIVED.

He recommended, and the Commission approved, the erection of the textboard on the Fremont Highway near Fort Rock.

Also considered was the proposed erection of a textboard on the Columbia River Highway opposite Sauvie Island. The Engineer reported that Mr. Omar Spencer, Portland attorney, has written a book concerning Sauvie Island and has requested that a textboard be erected. The request, he stated, has been approved by the Memorials Committee of the Oregon Historical Society, and he recommended that the textboard, with the following inscription, be erected as a minor betterment project at an estimated cost of $300.00:

HISTORIC SAUVIE ISLAND OPPOSITE THIS POINT

HOME OF THE MULTNOMAH INDIANS, FIRST SEEN BY LIEUTENANT BROUGHTON IN 1792, EXPLORED AND DESCRIBED BY LEWIS AND CLARK IN 1805-1806, SETTLED AS A FUR-TRADING POST CALLED FORT WILLIAM BY NATHANIEL J. WYETH IN 1834, THEN AS A DAIRY BY LAURENT SAUVIE REPRESENTING HUDSON'S BAY COMPANY ABOUT 1838, IT WAS FINALLY OCCUPIED AS DONATION LAND CLAIMS BY AMERICAN PIONEERS IN THE 1840's AND 1850's.

The Commission approved the request.

The Commission considered a letter written by Governor Paul L. Patterson announcing the reappointment of Mr. M. K. McIver as a member of the Oregon State Highway Commission for a three-year term, beginning April 1, 1953 and ending March 31, 1956.

The Commission considered a claim submitted by Mr. August Moser, retired Highway Department employee at La Grande, in the sum of $1,468.28. Mr. Moser claimed back salary which he alleged is due him because of performing certain types of work above his payroll classification which he was directed to do by the La Grande Shop Superintendent. The Engineer reported that Mr. Moser had based his claim on the assumption that the work he had performed entitled him to a higher rate of pay than he received. A review of the claim was made by Mr. W. W. Stiffler, Assistant State Highway Engineer, and Mr. A. G. Huntley, Personnel Director, and it was their opinion, he stated, that Mr. Moser was not required to perform any other work than the type of work a journeyman machinist is required to do, and that he had been paid as a journeyman machinist for the full time of seventy-one months between October 1, 1946 and September 1, 1952 for which his claim for additional compensation is made. In view of the comprehensive investigation made of the request, it was his belief that Mr. Moser does not have a valid claim, and he recommended that it be denied. The Commission approved the recommendation. (For further details concerning the claim, see the Engineer's letter, dated March 27, 1953, in the General Files.)

A petition from residents in the vicinity of Saginaw, Lane County, was considered by the Commission. These people requested more stringent traffic regulations in the community of Saginaw on the Pacific Highway north of Cottage Grove. The Engineer stated that their request had been investigated by the Traffic Engineering Department, and as a result of the investigation, he recommended the establishment of a 45-mile per hour speed zone between a point 0.14 mile north of Delight Valley Road and 0.32 mile south of this road. He also recommended the establishment of a "NO PARKING" zone on a section of the area over which the reduced speed zone had been placed. The Commission approved the Engineer's recommendation by adopting the attached resolutions relative thereto, marked EXHIBIT "L" and EXHIBIT "M", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to a request received from the State Forestry Department for a two-year permit to utilize right of way purchased for the Fishhawk Falls Secondary Highway, Clatsop County. The Engineer stated

that the Forestry Department had been authorized to use this right of way in October, 1951 for a logging road to harvest state-owned timber. The Forestry Department did not use the original permit as arrangements for the sale of this timber have just now been completed. They wish to renew the permit for a period of two years, from May 1, 1953 to May 1, 1955, with the right to renew the lease for an additional year in the event that right of way is not needed by the State for new construction at that time. As the State has no present plans for construction of the Fishhawk Falls Secondary Highway in the next three years, he recommended that the permit be granted to them as outlined. The Commission approved the recommendation.

The Commission unanimously approved the report on papers signed by H. B. Glaisyer, Secretary, and Floyd Query, Acting Secretary, during the period January 16, 1953 to April 6, 1953.

The Commission gave consideration to the following items of unfinished business as shown on the summary, dated February 18, 1953:

1. Proposed rerouting of US 99W through McMinnville: The Engineer reported that in accordance with instructions from the Commission, descriptions and options have been prepared and given to a local group which is to secure the right of way. This item was ordered removed from the list of unfinished business.

2. Proposed plan for connection between Swift Avenue and Denver Avenue in North Portland: The Engineer recommended, and the Commission approved, that authority be given to condemn property needed for right of way, if such action is necessary, and to advertise the project for letting as soon as plans are completed. The Commission ordered the item removed from the list of unfinished business.

3. Agreement with Army Engineers regarding use of area at Hat Rock State Park: The Parks Superintendent stated that the agreement, although its terms have been agreed upon, is still in the hands of the Army Engineers. This item was ordered removed from the list of unfinished business.

4. Proposed wayside area between Ladd Canyon and Rattlesnake Springs: The Engineer stated that this item had been disposed of by his report which was made earlier in the session. The item was ordered removed from the list.

5. Request of residents of Oswego for widening of Oswego Highway through city, surfacing of parking strips, and improved signalization of railroad crossing: The Engineer stated that he had reported on this item earlier in the session. The item was ordered deleted from the list of unfinished business.

6. Proposed settlement with Edenfields for slide damage to their property on the Newport-Toledo Section of the Corvallis-Newport Highway: The Chief Counsel reported that he was conducting negotiations with the surety company for a compromised settlement in connection with the contractors

liability for the damages incurred. They have agreed, he stated, to pay one-third, or $3,566. Their liability in this instance, he stated, would probably be very difficult to prove in court, and he recommended that the proposed settlement be accepted. The Commission approved the recommendation and ordered the item removed from the list of unfinished business.

7. Proposed exchange of sand and gravel products with Columbia Sand and Gravel Company at Umatilla: The Engineer reported that an agreement has been prepared and signed by the Columbia Sand and Gravel Company and will be presented to the Commission at this meeting for their signature. The Commission approved the agreement and signed it later in the session. The item was ordered removed from the list.

8. Car parking problem on US 30 at Koberg Beach near Hood River: The Engineer reported that his report on this situation was not yet ready. This item is to remain on the list of unfinished business.

9. Request of Clackamas County delegation for improvement of the following: (1) 82d Street, Portland to Oregon City; (2) New bridge between Oregon City and West Linn: (3) Widening US 99E from New Era to Hubbard; and (4) Widening Mt. Hood Highway east of Sandy. The Engineer reported that he expected to have the economic survey completed and ready for the Commission's consideration at the May meeting. This item is to remain on the list of unfinished business.

10. Request of Lane County delegation for construction of a one and one-half-mile gap in the Fox Hollow Secondary Highway south of Eugene: The Engineer advised that this matter was covered in his report rendered earlier in the meeting. The item was ordered removed from the list of unfinished business.

The Commission confirmed May 18 and 19, 1953 as the dates for their next meeting which is to be held in the Green Room of the Imperial Hotel in Portland. They set also a tentative date of June 25 and 26, 1953 for the next following meeting. This meeting, too, will be held in the Green Room of the Imperial Hotel in Portland.

Consideration was given to the Engineer's report concerning a request submitted by the Central Oregon Chamber of Commerce for additional parking area at Government Camp on the Mt. Hood Highway. The Engineer stated that a larger area had been developed in September, 1952 by grading and widening the shoulders from the new section headquarters to the Skiway at a cost of $11,715. It is planned in 1953 to grade an off-highway parking area across from the forest service station and to surface and oil a part of the shoulders at a cost of $15,000. In connection with the complaint concerning delays to trucks submitted by the Central Oregon Chamber of Commerce, he stated that there was a heavy, wet snow on March 22, 1953, the Sunday they mentioned, and a deluge of ski fans, which conditions temporarily complicated the movement of traffic. It was his thought that more traffic officers to direct traffic would probably have helped the situation materially. The Commission accepted the report.

The Commission gave consideration to a letter written by Mr. H. T. Wood of Monroe, Oregon, with reference to the rerouting of the Pacific Highway West on 9th Street in Corvallis. The Engineer reported that the route mentioned by Mr. Wood has been investigated and found to be unsuitable in that it would cost more to construct and would not give the same service as the one under consideration. He recommended, and the Commission approved, that the request be denied.

The Engineer requested authority to recast the 5-year highway construction program so as to transfer $3,000,000 from the 1954-55 bond program to a 1956-57 state construction program and at the same time to have the allotments for federal aid and state construction conform with the adopted formula for distribution between divisions. He pointed out that in attempting to cut back the second bond program to effect a reduction from the $35,000,000 tentatively scheduled to the $32,000,000 authorized by the Legislature, he found it impossible to accomplish such a cut-back by the elimination of specific projects. It way his thought that it might be advisable to carry the $3,000,000 excess as state construction in the years 1956 and 1957. If it should be desired to advance some of the $3,000,000 to years earlier than 1956 and 1957, such might be accomplished by transfers of projects between the state construction program and the federal aid programs. The Commission approved the request.

The Commission considered and approved an abandonment agreement with Jackson County providing for disposal of the old route of the Jacksonville Grade Unit of the Medford-Provolt Highway when the new route has been constructed and opened to traffic. (The agreement was signed by the Commission later in the session.)

The Commission discussed with the Engineer the various problems to be presented by the delegations appearing before the Commission on the following day.

Commissioner Reynolds pointed out that the pedestrian walk had been left out of the plans for construction between La Grande and Island City. The Engineer was instructed to replace the sidewalk in the plans.

The Engineer reported that Mr. Joe Devers, an attorney in Stayton, had written a letter in behalf of the Stayton City Council requesting a public hearing in Stayton on the proposed routing of the North Santiam Highway in or near Stayton. He stated that several surveys on this route have been made and that hearings can be held at the Commission's pleasure. The Commission deferred action on this matter and instructed the Engineer to submit a report and recommendation concerning the route to be adopted after which the date and place for the hearing could be determined.

The meeting was adjourned at 5:00 p.m.

Portland, Oregon
April 9, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Crystal Room of the Benson Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
Floyd Query, Acting Secretary

Bids, as follows, for highway construction were opened and read aloud by the Acting Secretary pursuant to previously published notice, at the conclusion of which it was announced that the awards of contracts would be made at 4:00 p.m. in the same room:

CLACKAMAS COUNTY
McLOUGHLIN BRIDGE PAINTING

O & S Painters and George A. Macom, Tigard	$ 6,800.00
Johnston Painting Co., Portland	8,398.24
Andrew Nesheim, Olympia, Washington	9,544.00
Tri-State Painting Co., Portland	10,700.00
J. E. Brown, Portland	10,732.00
C. H. Savage, Portland	11,800.00
R. H. Ireland, Portland	14,000.00
V. L. Pilip & Son, Inc., Portland	14,947.00
Hall Erection & Painting Co., Portland	19,668.00

CLACKAMAS COUNTY
GRADING CASCADE HIGHWAY

Acme Construction Co., Eugene	$161,886.20	
Warren Northwest, Inc., Portland	166,938.70	
Morrison & Lamping, Walla Walla, Washington	170,547.00	*
J. N. Conley, Portland	175,777.50	
Erland & Blickle, Portland	183,860.50	

* Bidder will make lump sum reduction of $900 if also awarded the Molalla Paving Project.

CLACKAMAS COUNTY
GRADING AND PAVING PROJECT IN MOLALLA

Acme Construction Co., Eugene	$ 7,077.00	*
J. N. Conley, Portland	8,426.10	*
Warren Northwest, Inc., Portland	8,453.00	*
Morrison & Lamping, Walla Walla, Washington	8,706.00	*
Oregon Asphaltic Paving Co., Portland	9,595.00	

* Bidder will accept award of this project only in combination with the Molalla Junction-Marquam Project.

CLACKAMAS COUNTY
GRADING AND PAVING PROJECT IN SANDY

Oregon Asphaltic Paving Co., Portland	$ 14,279.00
Warren Northwest, Inc., Portland	14,335.00
Portland Road & Driveway Co., Portland	15,102.00

CROOK COUNTY
OCHOCO RESERVOIR-WHEELER COUNTY LINE ROCK PRODUCTION PROJECT

Rogers Construction, Inc., Portland	$ 27,200.00
Vernie Jarl, Gresham	29,640.00
Newport Construction Co., Portland	41,844.00

CURRY COUNTY
MUSSEL CREEK-HUNTER CREEK ROCK PRODUCTION PROJECT

Calkins Crushing Co., Ocean Lake	$ 38,950.00
E. C. Hall Co., Portland	42,560.00

DOUGLAS COUNTY
GRADING AND PAVING THE ELKTON-SUTHERLIN HIGHWAY

J. C. Compton Co., McMinnville	$102,605.00

DOUGLAS COUNTY
PACIFIC HIGHWAY STRUCTURES

Tom Lillebo, Reedsport	$ 99,655.00	
Babler Brothers, Inc., Portland	99,955.00	
Hamilton & Thoms, Eugene	104,510.00	
Hannan Brothers, Portland	110,700.00	*
Valley Construction Co., Portland	118,240.00	**
General Construction Co., Portland	119,140.00	

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Pacific Highway Structures (cont.)

* Bidder will accept award of only one project.

** Bidder will accept award of only two projects.

DOUGLAS COUNTY
YONCALLA OVERCROSSING

Todd Building Co., Roseburg	$ 42,950.00	
Orlando C. Bennard, Portland	44,980.00	
Babler Brothers, Inc., Portland	45,250.00	
Glen Snook, Eugene	46,830.00	
Tom Lillebo, Reedsport	49,100.00	
Hamilton & Thoms, Eugene	62,350.00	

DOUGLAS COUNTY
ELKHEAD ROAD-RICE HILL UNIT STRUCTURES

Glen Snook, Eugene	$100,477.00	
Babler Brothers, Inc., Portland	103,040.00	
Tom Lillebo, Reedsport	106,208.00	
Hamilton & Thoms, Eugene	106,735.00	
Hannan Brothers, Portland	110,800.00	*
Valley Construction Co., Portland	118,852.00	**
General Construction Co., Portland	126,061.00	

* Bidder will accept award of only one project
** Bidder will accept award of only two projects.

DOUGLAS COUNTY
LONE ROCK BRIDGE

Tom Lillebo, Reedsport	$166,515.00	
Lindstrom Brothers, Portland	169,790.00	
Murray-Stanford & Murray Brothers, Bend	170,220.00	
C. J. Eldon, Portland	170,480.00	
Valley Construction Co., Portland	170,920.00	*
Hamilton & Thoms, Eugene	180,580.00	
General Construction Co., Portland	188,780.00	
Peter Kiewit Sons' Co., Vancouver, Washington	207,460.00	

* Bidder will accept award of only two projects.

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DOUGLAS COUNTY
HARVARD AVENUE AND PORTLAND STREET OVERCROSSINGS

Hamilton & Thoms, Eugene	$ 92,560.00	
Babler Brothers, Inc., Portland	97,130.00	
Hannan Brothers, Portland	105,880.00	*
General Construction Co., Portland	109,675.00	
Tom Lillebo, Reedsport	111,785.00	
Valley Construction Co., Portland	117,110.00	**

* Bidder will accept award of only one project.
** Bidder will accept award of only two projects.

DOUGLAS COUNTY
WINSTON MAINTENANCE BUILDING

Robert C. Wilson, Corvallis	$ 12,372.00
Harold W. Salter, Rogue River	13,020.00
Todd Building Co., Roseburg	13,554.00
R. E. Meade & Co., Grants Pass	15,865.00
Wold Brothers, Bullards	17,795.00

DOUGLAS COUNTY
UMPQUA RIVER BRIDGE FENDER REPLACEMENT

Tom Lillebo, Reedsport	$ 26,450.00

HOOD RIVER AND WASCO COUNTIES
HOOD RIVER-MOSIER GUARD RAIL AND SIGHT POST PROJECT

George E. Berry, Beaverton	$ 81,088.00	
R & M Construction Co., Central Point	82,612.00	
D. C. Toye Co., Portland	84,336.00	
F. C. Scott Construction Co., Portland	93,187.50	
Valley Construction Co., Portland	95,158.00	*
R. A. Heintz Construction Co., Portland	99,442.00	
Wulfert Co., San Leandro, California	105,861.00	
Sather & Sons, Yardley, Washington	114,688.00	
Rogers Construction Co., Portland	115,890.00	

* Bidder will accept award of only two projects.

JACKSON COUNTY
BEAR CREEK AND WHETSTONE CREEK
BRIDGES

Babler Brothers, Inc., Portland	$ 72,512.00

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Bear Creek and Whetstone Creek Bridges (cont.)

Central Heating Co. & F. L. Somers, Eugene	$ 76,207.00
Hamilton & Thoms, Eugene	81,979.00
Tom Lillebo, Reedsport	82,330.00
R. E. Meade & Co., Grants Pass	82,497.50
Valley Construction Co., Portland	92,110.00 *

* Bidder will accept award of only two projects.

JOSEPHINE COUNTY
PACIFIC HIGHWAY PAVEMENT WIDENING

and

JOSEPHINE AND DOUGLAS COUNTIES
AZALEA-JUMPOFF JOE CREEK ROCK PRODUCTION PROJECT

Bidder	Mackin Gulch-Jumpoff Joe Creek	Azalea-Jumpoff Joe Creek	Total Combined Bids
J. C. Compton Co., McMinnville	$ 70,805.00	$40,250.00	$111,055.00 *
Acme Constr. Co., Eugene	111,974.00	37,950.00	149,924.00 *
Central Heating Co., Eugene	77,295.00	------	--------
F. H. McEwen, Eugene	-------	40.020.00	--------
M. C. Lininger & Sons, Medford	-------	40,250.00	--------

* Bidder will accept award of Mackin Gulch-Jumpoff Joe Creek project only in combination with Azalea-Jumpoff Joe Creek project.

JOSEPHINE, LANE AND DOUGLAS COUNTIES
DIVISION NO. 3 REOILING PROJECT

Baker Paving Co., Inc., Coos Bay	$ 43,774.25
Babler Brothers, Inc., Portland	51,187.00
J. C. Compton Co., McMinnville	52,139.50
Harr & Horton, Portland	71,324.90

LANE COUNTY
ARMITAGE STATE PARK LATRINE

Steinmuller & Lee, Springfield	$ 5,082.00
Bechtel Brothers, Elgin	6,596.00
Gilbert Roberts, Hood River	7,075.00
American Construction Co., Beaverton	8,600.00

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MARION COUNTY
PAVING SALEM BY-PASS SECTION

Warren Northwest, Inc., Portland	$279,020.00
Rogers Construction, Inc., Portland	297,660.00
Pacific Sand & Gravel Co., Centralia, Washington	298,085.00
J. N. Conley, Portland	318,237.00
E. C. Hall Co., Portland	319,608.00
Central Paving Co., Dallas	338,551.00
Acme Construction Co., Eugene	338,741.00
Porter W. Yett, Portland	345,145.00
Peter Kiewit Sons' Co., Longview, Washington	359,503.00
Parker-Schram Co., Portland	365,857.00

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY
92d AVENUE-FAIRVIEW SECTION PAVING

Warren Northwest, Inc., Portland	$423,485.00 *
Rogers Construction, Inc., Portland	439,660.50 *
Parker-Schram Co., Portland	482,000.50 *
Newport Construction Co., Portland	498,690.50 *
Oregon Asphaltic Paving Co., Portland	532,303.50 *

*Bidder will accept this project alone.

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY
82d AVENUE-HALSEY STREET CONNECTION GRADING AND PAVING
92d AVENUE-FAIRVIEW SECTION GRADING AND PAVING

Warren Northwest, Inc., Portland	$ 56,489.50
Parker-Schram Co., Portland	57,909.10 **
Logan, Taylor & Co., Portland	58,502.00
Rogers Construction Co., Portland	59,623.00
Oregon Asphaltic Paving Co., Portland	68,149.50
Newport Construction Co., Portland	88,786.70 *

*Bidder will accept award of this project only in combination with the 92d Avenue-Fairview Project.

** Bidder will make reduction of $500 if also awarded the 92d Avenue-Fairview Project.

UNION AND BAKER COUNTIES
LA GRANDE-BAKER ROCK PRODUCTION PROJECT

R. H. Sussex, Bellingham, Washington	$ 13,900.00
Richard Beshey, Parma, Idaho	16,800.00
Vernie Jarl, Gresham	21,400.00

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La Grande-Baker Rock Production Project (cont.)

N. A. Toole Construction Co., Ontario	$ 23,500.00
H. J. and H. W. Miller, Baker	25,000.00
C. E. Leseberg, Nyssa	27,400.00

WALLOWA COUNTY
FLORA SPUR SURFACING PROJECT

Barney B. Helser, Moro	$ 18,970.00
N. A. Toole Construction Co., Ontario	19,705.00
H. J. and H. W. Miller, Baker	20,390.00

A delegation composed of the following people appeared before the Commission to request cooperation from the State in providing fire protection along US 30 between the John Day River and Heppner Junction in Gilliam and Morrow Counties: Messrs. John Krebs and Bud Phillipi, Arlington farmers; Jack Harford and Foster A. Odem, Arlington Mayor and Assistant Chief of the Fire Department, respectively; and S. R. Bennett, Department of Interior, Baker.

Mr. Krebs acted as spokesman and introduced the various members of the delegation. He stated that it was the desire of the delegation that the state assist in burning the right of way to avoid fire hazard to crops later in the summer. The owners of the various properties fronting on the area to be burned have agreed, he stated, to assume liability for damage that may be caused by the burning operations. Chairman Chandler informed the delegation that this matter had been discussed on the previous day, and the Commission has agreed to perform the work on a cooperative basis provided the interested farmers assist in the burning operation and agree to assume the liability for damage to their property that may be caused by reason of the burning. The Commission, he added, has authorized an expenditure of $6,000 for this purpose on a trial basis for this year, and he asked the delegation to consult with the Engineer regarding the necessary details.

A delegation from Tigard and vicinity appeared before the Commission to urge construction of a new bridge across the Tualatin River at Tualatin and improvement of Highway 217 between Tualatin and Tigard. The following people were present: Messrs. J. O. Johnson, Attorney; Art Williams, Chairman of the School Board; Curtis Tigard, Vice President of the Tigard Businessmen's Club; Thomas Fowler, Tigard Junior High School Principal; John Schenkla and John Addington, property owners; John Cowles, businessman; and Lyle Walker, Manager of the Safeway Store, all of Tigard; Harry Seabold, County Judge; H. R. Johnson, County Commissioner and L. L. McIntyre, County Engineer, all of Hillsboro; Glen Nichols, Tigard High School Board member, Metzger; and A. R. Roberts, property owner, from Durham.

Mr. J. O. Johnson, who acted as spokesman, introduced various members of the delegation, and exhibited a map on which he pointed out the improvements

requested. He explained these improvements would be of material benefit to the Union High School as well as to the rapidly increasing population which would be served. It was pointed out by other members of the delegation that the route appears to be feasible, and its construction would eliminate several hazards on the existing route which have been the cause of a number of accidents. Chairman Chandler stated that the Commission has studied the problem, and it has been found that the proposed construction, consisting of approximately 3.25 miles, will cost about $870,000, and as the Commission has no available secondary funds, the work cannot be performed at this time. Mr. Johnson asked it if might not be possible to secure a cheaper job. Chairman Chandler replied that as this project involves federal funds, the work has to be performed to conform with the Bureau of Public Roads specifications. It was thought that it would be probably three or four years before money would be available. He explained to the delegation that the bond money made available by the legislature is to be used only for primary highways.

A delegation from Sylvan representing the Parent Teacher Association and the School District appeared before the Commission to request some means of relieving traffic congestion at Sylvan where five roads converge upon the state highway. This delegation was composed of the following: Representing the Parent Teacher Association were Mrs. C. J. Irelan, President, Messrs. Jack Meier, Walter A. Morgan, Herm Rademacher, C. J. Irelan, H. C. Kendall, Jr., Frank Belgrano, Mr. and Mrs. H. W. Winfree, Mesdames Rolla Gray, J. R. Keefer, Dan Malarkey, and Archie Clark; representing Commonwealth, Inc. were Messrs. Ralph L. Davis and Ogden Marshall; also present were Messrs. Ralph Nelson, Principal of Sylvan School, Terry D. Schrunk, Sheriff of Multnoman County, Q. B. Griffin, Cedar Hills Company, Allan Hart, William E. Yoemans, Stewart Kerr, D. H. Holman, Arthur MacArthur, Dr. Montgomery, Warren Munro, Wm. Rosenfeld, Richard Frank, Harry Tobey, James B. Castles, D. Wilmer Wallas, L. J. Evans, William Gruber, Edward F. Brady, Mrs. E. M. Kleiner, Charles R. Harding, Rudie Wilhelm, Jr., and Harry Mittleman.

Mr. Hart acted as spokesman and exhibited a map showing the intersection involved. He pointed out some of the problems with which they are confronted, including the matter of pedestrians crossing the state highway and those motorists in the westbound lanes who wish to make left turns. He asked that the Commission construct a grade separation structure at Sylvan without waiting for the six-lane construction on the state highway, and in the meantime to make all possible improvements to alleviate the present situation. Mr. Ralph Nelson pointed out that over 200 school children cross Canyon Road each day on foot, in cars, and in busses. School busses are required to make 7 left turns off the highway each day. He pointed out that only about 15 children cross as pedestrians now due principally to the hazard of crossing the highway. Mrs. Irelan emphasized the hazard to pedestrians in crossing the highway and pointed out that the traffic lights do not allow time for pedestrians to get across. Mr. Hart called attention to the accidents at the intersection with Hewitt Street. Mr. Warren Munro stated that his child was on the school patrol and that it was very hazardous since on one occasion when the child held his flag out for the other children to cross the street, it was knocked from his hand by the passing cars. Mr. Harding pointed out the traffic bottleneck which occurs every evening at

Sylvan and Canyon Road and also the trouble that is experienced getting on to Canyon Road from Humphrey Street. Mr. Jack Meier called attention to the rapidly growing residential district on Scholls Ferry Road. He stated that consideration had been given as to possible means to alleviate the traffic congestion and to a number of them it appeared that the installation of a grade separation structure offered the best solution. Mr. Belgrano stated that something should be done so that people traveling west could see the overhead signals in the evening. At certain times of the day, the sun is in the motorists' eyes, and they cannot distinguish red or green signal lights. Mr. Griffin of the Cedar Hills community advised that a new shopping center is being installed and construction of 250 new homes is planned for this year, all of which will add to the existing traffic congestion.

Chairman Chandler advised the delegation that plans have been made to relieve traffic congestion, and considerable right of way has been acquired to provide the six traffic lanes and a tunnel. The cost of this job, however, is approximately $1,500,000, and it will be some time before the money is available. In the meantime, he stated, plans have been made to provide a temporary remedy. The Engineer explained these plans briefly, pointing out the reduction of the 5-way intersection to a simple 4-way intersection, the construction of left-turn refuges, the installation of traffic-actuated signals, and the installation of signals which can be operated by pedestrians to allow crossing the highway. These features, he stated, while not a complete remedy, should relieve the situation considerably. Chairman Chandler concluded the conference by informing the delegation that the Commission is well aware of the problem involved, and all possible steps will be taken to provide temporary relief; however, the Commission, he stated, can make no promises as to when the money will be available for the major project, including the six traffic lanes and construction of a tunnel. (This matter was again considered later in the day, and the Commission instructed the Engineer to reinvestigate the problems involved and submit a report. See paragraph ahead.)

Representatives of the Recreational Resources Committee of the Portland Chamber of Commerce appeared before the Commission regarding appointment of an advisory committee on state parks. The following people were present: G. E. Cannon, Chairman of the Portland Chamber of Commerce; and A. R. Kirkham, Chester Irelan, Donald Parks, and Thornton T. Munger, all members of the Portland Chamber of Commerce.

Mr. Cannon, who acted as spokesman, explained that an Advisory Committee such as they have in mind could assist the Highway Commission in preparing long-range park plans and in the determination of park needs and policies. It was his thought that the committee would be selected by the Highway Commission and would consist of five to seven members. He pointed out that along the Oregon Coast there are a number of State Highway parks and National Forest Service parks which might possibly be consolidated. Mr. Kirkham gave as his point of view that increased population brought increased pressure on the Highway Commission and that the advisory committee could assist them in park matters. It is not his thought, he stated, to create a separate parks department, but he cited the efficient functioning of the Travel Advisory Board. Mr. Munger urged the appointment of the committee to aid in screening various park proposals submitted to the Highway Commission and to assist them in long-range planning. He pointed out that California has a fine

setup in this respect. Chairman Chandler stated that the request was new to the Commission, but they were much interested in what the delegation had to say and would give their suggestions careful consideration.

The Commission again discussed with the Engineer the request made by the Sylvan delegation for improvements at the Sylvan intersection on Canyon Road. The Commission instructed the Engineer to re-examine the situation and present his findings in a later report.

The meeting was recessed at 12:00 noon to reconvene at 2:00 p.m. in the same room with the same persons present and participating.

The Mt. Hood Pow-Wowers, a delegation consisting of people from Gresham, Sandy, and Portland, appeared before the Commission to urge early improvement of the Mt. Hood Highway between Sandy and Zigzag. The following people were present: A. L. Greenwalt, Little Chief, Government Camp; Jess Hite, President of the Sandy Chamber of Commerce; Harold Edes, member of Sandy Chamber of Commerce; Vic Bowman, Pontiac and G. M. C. Truck Dealer, Sandy; George H. McAllister, Roscoe Fanning (Big Chief) and C. Schmick, members of Gresham Chamber of Commerce; B. L. Walrad and Ed Marckx, Gresham; C. A. Wyman, Manager, West Coast Telephone Company, Gresham; Mrs. H. W. Lofgren, Secretary, Mt. Hood Pow-Wowers, Gresham; Percy Shelley, land holder, Marmot; William Drips, Welches; Ed Larson, Portland; and Floyd Martin and Jack Wininger, Portland Chamber of Commerce.

Mr. Greenwalt acted as spokesman and introduced the members of the delegation. He stated they had heard that the Highway Commission planned to do some work on the highway and inquired as to when it might be performed. He pointed out that the opening of the Warm Springs Highway had greatly increased the traffic on the Mt. Hood Highway, including a large amount of eastern Oregon livestock and wheat, as well as logging on the western mountain slope. He mentioned that conditions are intolerable at times because of the twists and curves in this highway and the narrowness of the road in certain sections. He offered the services of the delegation in acquiring right of way. Other members of the delegation cited the tourist attractions along the highway and the large number of tourists who now use the highway. Chairman Chandler informed the delegation that an economic survey had been authorized on this highway, and it was expected that a report concerning it would be made at the Commission meeting in May. The Commission, he stated, appreciates the problem and will make a sincere effort to improve the conditions mentioned.

Mr. Dwight Schwab, Mr. Ralph Cake, and Mr. Bill Kell, all of Portland, and Mr. J. M. Housley of Roseburg, appeared before the Commission regarding access to the Housley property north of Roseburg on the Pacific Highway. Mr. Schwab explained that Mr. Housley owns a large tract of land which is bisected by the new highway. Mr. Housley, he stated, plans to build residences on this property, and to accommodate the people who will use them he should have direct access to the new highway. He pointed out that no access is now granted, and it is necessary to drive to Garden Valley Road, about two miles away, in order to get on the highway. The building sites on this property are very desirable and should be allowed at least one access on each side of the

road. He also suggested that to take care of traffic turning off the highway that a third traffic lane be constructed. Chairman Chandler stated that the Commission has a fixed policy concerning access on relocated primary highways and that they have consistently refused access on these freeways. The restriction of access, he stated, is reflected in the purchase price paid to the owner for his property. If access is granted in this instance, it would defeat the purpose of access restriction, which is for safety, as the Commission could not consistently deny other requests. The Engineer added that this would be the only place in 140 miles of relocation on the Pacific Highway where access would be granted. Mr. Schwab showed a deed purportedly showing five accesses in the area, but Chairman Chandler pointed out to him that the deed that he had was on a section of highway not yet relocated and that when this section is relocated no access will be granted. He also pointed out that construction of the third traffic lane as suggested by Mr. Schwab would constitute a hazard to through traffic, and if access were given, it should require the construction of an overpass. He pointed out, too, that all access had been acquired on the Portland- Salem Expressway and that there was one section of approximately 25 miles without access.

Mr. James A. Mount and Mr. Virgil McNeil, representing the Visitors' Service Committee from the Portland Chamber of Commerce, appeared before the Commission to urge the development of beach facilities at Rooster Rock along the Columbia River Highway. Mr. Mount stated that from the standpoint of the Chamber of Commerce, they felt a certain responsibility in providing tourists with entertainment, and the natural facilities offered by the beach at Rooster Rock provide a great attraction for tourists and other people seeking recreation. There is no public bathing beach near Portland; however, he pointed out that Rooster Rock which is only 16 miles from Portland has a natural sandy beach but cannot be fully utilized pending further development. Mr. McNeil emphasized the recreational values offered at Rooster Rock and pointed out the need for parking space and construction of an adequate access road to reach the beach. Chairman Chandler informed them that the matter is being studied and that some sort of a plan would soon be developed; however, he added, there are no funds in this year's budget for the project. Commissioner Reynolds pointed out that it would probably cost more to provide highway facilities to get the traffic off and on the Columbia River Highway than it would to fix up the park.

A delegation from Condon, Moro, Fossil, and The Dalles appeared before the Commission to request oiling of the Wasco-Heppner Secondary Highway northwest of Condon and possible realignment of the same highway west of the John Day River. The following people were present: Van Rietmann and Jerry Schreiner of the Condon Commercial Club; Shelt Burress, Moro; Bob Meisner, Fossil Community Club; and Ward Webber, The Dalles Chamber of Commerce. Mr. Van Rietmann exhibited a map of the highway and requested the Commission to conduct a reconnaissance survey from the John Day River west and north and also to place an oiled surface from the end of the pavement northwest of Condon to the John Day River. Mr. Burress cautioned against selecting the wrong route on the northwesterly end of the highway. He also expressed the thought that the road would carry considerably more traffic if it was placed in good condition. Mr. Webber of The Dalles Chamber of Commerce stated that his group is in favor of improving the road. Jerry Schreiner pointed out that the highway is extremely valuable during floods on the Columbia River. He also complimented the Highway Department on the excellent maintenance

of the existing road. Chairman Chandler informed the delegation that their request would be considered, but there is no money available for improvement at this time.

Mr. W. L. MacDonald, representing the United States Forest Service, appeared before the Commission and requested a survey on the Little Sheep Creek Secondary Highway from Joseph east and north. He also requested the application of crushed rock and the modification of some sharp curves in the roadway. In response to inquiry from Commissioner Reynolds as to whether the United States Forest Service could participate in the development, he replied that it would be about a year and one-half before funds would be available, but the roadway requires immediate additional surfacing. Chairman Chandler stated that the Commission plans to receive bids in May for a major improvement to the highway from Joseph to the foot of the mountain grade, a distance of about five miles. Mr. MacDonald stated that the section in which he is interested is about twelve and one-half miles long. The Engineer was instructed to look into the matter and make a report on the overall picture, including the straightening and widening of this road.

The Commission also discussed briefly with Mr. MacDonald the proposed route for the road between Ukiah and Starkey. It was pointed out that there had been some complaint regarding the tentative location and plans were made with the Engineer to walk over the location with representatives from the Bureau of Public Roads sometime this spring or early summer.

Mr. MacDonald also brought up the matter that Mr. Post, whose P. U. C. permit had been revoked, had apparently made a statement to the effect that his overloads were permitted by the U. S. Forest Service on Forest Service roads. This, Mr. MacDonald stated is not true and he added further that the Forest Service load limits correspond with State load limits.

Mr. MacDonald also brought up the matter of moving a house in the vicinity of Silver Lake and inquired as to what procedure he should follow to secure a permit. He was advised that he should present his request to the Engineer and an investigation would be made to determine whether the moving could be safely done.

Mr. Jess Minson and Mr. William R. McCormack, Crook County Commissioners, appeared before the Commission and requested improvements to the Paulina Secondary Highway between Eagle Creek and Paulina. Mr. Minson thanked the Commission for improving the 16-mile section from Prineville to Davis Ranch. However, traffic, he stated, has increased and improvement is now desired eastward to Paulina. Chairman Chandler advised them that the proposed improvement would cost in the neighborhood of a million dollars and that it would be necessary to do it by stages. The improvement on this section, he stated, is in the tentative program. He then inquired if any survey work had been done on the section. The Engineer replied that the survey had been started, and it is expected to be finished early this summer.

Mr. W. J. Mordini, Assistant General Sales Manager, and Thomas McNeill, Manager, both with the Interstate Tractor and Equipment Company,

Portland, appeared before the Commission with the request that they be allowed to move a piece of equipment, known as a "Skagit" loader under its own power over state highways. Mr. Mordini displayed weight charts on the machine, showing it to have a total weight of 69,300 pounds. He pointed out that the equipment is of great value to loggers, particularly in salvaging scattered areas, down timber and diseased timber; also, many logging operators must log in small areas as the large timber patches become fewer. The machine, he explained, aids a great deal in selective logging as recommended by the Forest Service and has to be built heavy so that it can handle old growth timber. He observed that houses are allowed to be moved over highways as well as comparatively heavy earth-moving machinery, and he felt that permission should be granted to move the "Skagit" loader on its own power. The machine, he added, has air brakes, hydraulic steering, good sight visibility, and large tires which he felt would not harm the highways. He also stated that California and Washington have given permits to move this equipment on its own power. He pointed out that if the machine has to be dismantled to move, it defeats the purpose of economical operation. Chairman Chandler stated that the Commission has to be very careful in granting overweight permits in order to protect the public investment in roadways and bridges. The Commission, he added, relies on its Engineer for advice as to what weights are allowable, and these weights are well-known in industry. Manufacturers of equipment, he stated, should take into consideration the weights allowed by law in the various states in which they market their product. The Engineer stated that there was some doubt in his mind as to whether Washington and California granted permits to move this equipment on its own power, and added that it is possible, under permit in this state, to move this equipment on a lowboy type trailer by dismantling the loader; however, when the equipment is thus loaded it stands about 16 feet high and would be unable to travel on any highway where there are underpasses. Chairman Chandler concluded the interview by stating to Mr. Mordini and Mr. McNeill that they should consult with the Highway Engineer at Salem if they wish to dismantle and move the equipment on a five-axle lowboy semitrailer combination.

Judge W. R. Webber from The Dalles spoke before the Commission concerning some plan of constructing a section of road between Three-Mile Creek and Five-Mile Creek about two miles from the south end of The Dalles Bridge. He pointed out that an application has been made to construct 300 temporary homes in the area to be served by this road; and, also, the Army Engineers will need about 150 homes for operative personnel while The Dalles Dam is under construction and after it is finished. The proposed site, he stated, is at present a cherry orchard but is ideally situated for resident development. The County, he stated, has money available to purchase right of way. He asked if it were not possible to construct the complete project to The Dalles-California Highway, that, if the first two miles were completed, it would open the area up for housing development. The Engineer stated that tentative information shows that it would cost about one and one-half million dollars to construct six miles of highway and also that the Central Oregon Chamber of Commerce had objected to switching money from the southerly end of the division to The Dalles area. Chairman Chandler stated that he did not know of any money available and pointed out that the Commission had been forced to revise the bond program as the Legislature had approved $3,000,000 less than planned. He also pointed out that in this new bond program and in the program now nearing completion that Wasco County had faired very well in the expenditure of highway funds.

Mr. August Uehlinger of the Cascade Locks Lumber Company requested the Commission to allow the Lumber Company to haul logs on the old Columbia River Highway from Viento Park to Cascade Locks. Mr. Stiffler, Assistant State Highway Engineer, recalled that there had been some correspondence on the matter but up to now it had pertained only to piling. The Highway Engineer pointed out that the old Columbia River Highway is a narrow, crooked road, and no Highway Commission since 1917 has granted a permit to haul logs over it. The Commission instructed the Engineer to investigate the matter and report at a later date.

Acquisition of right of way along the route of the West Portland-Harbor Drive Section of the Salem-Portland Expressway was discussed. The Right of Way Engineer stated that as previously instructed they had acquired right of way where the owners had asked to sell and so far had spent about $300,000. The survey, he stated, has now been adopted, and he inquired as to what course the Commission wished to pursue in the future. The Commission instructed him that property should be acquired as is feasible with the present crew of right of way men, but acquisition should not be pushed, as construction is still five or six years in the future, and there are many other jobs which are more urgent. However, a close watch should be kept on the area to purchase necessary right of way to forestall real estate development.

The Commission discussed with the Engineer the bids received at the morning session and at 4:00 p.m. Commissioner Reynolds publicly announced the awards of contracts as follows:

"Cleaning and painting all structural steel in the McLoughlin Bridge over the Clackamas River on the Pacific Highway East near Oregon City, Clackamas County: The Commission received nine bids for this job, the low one being that of O & S Painters and George A. Macom, Tigard, in the amount of $6,800.00. The contract has been awarded to the low bidder at its bid price.

"Grading, paving, and construction of a 90-foot concrete bridge on the Molalla Junction-Marquam Section of the Cascade Highway north of Marquam, Clackamas County: Of the five bids received Acme Construction Company, Eugene, submitted the low bid at $161,886.20. The bid of Acme Construction Company in the sum of $161,886.20 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving Section Street and Hart Avenue in Molalla, Clackamas County: The low bidder for this project was Acme Construction Company, Eugene, at $7,077.00. Four higher bids were received. The bid of Acme Construction Company in the sum of $7,077 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Grading and paving Sandy Heights Road in the City of Sandy, Clackamas County: Only three bids were received for this work, Oregon Asphaltic Paving Company, Portland, having submitted the low one at $14,279.00. The bid of Oregon Asphal-

tic Paving Company in the sum of $14,279.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Sandy and provision has been made by said city of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Ochoco Reservoir-Wheeler County Line Rock Production Project on the Ochoco Highway about eleven miles east of Prineville, Crook County: The Commission received only three bids for this project, the low one being that of Rogers Construction, Inc., Portland, at $27,200.00. The contract has been awarded to the low bidder at its bid price.

"Mussel Creek-Hunter Creek Rock Production Project on the Oregon Coast Highway, starting about fourteen miles south of Port Orford, Curry County: Of the two bids received, Calkins Crushing Company, Ocean Lake, submitted the low one at $38,950.00. The Commission rejected both bids as being too high.

"Grading and paving the Sutherlin Section of the Elkton-Sutherlin Highway in Sutherlin, Douglas County: J. C. Compton, McMinnville, submitted the only bid for this work, in the amount of $102,605.00. The bid of J. C. Compton Company in the sum of $102,605.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of three reinforced concrete viaducts on the Deady-Winchester Unit of the Pacific Highway about 10 miles north of Roseburg, Douglas County: The low bidder for this work was Tom Lillebo, Reedsport, in the amount of $99,655.00. Five higher bids were received. The contract has been awarded to the low bidder at his bid price.

"Construction of a reinforced concrete viaduct, known as the Yoncalla Overcrossing, on the new alignment of the Pacific Highway over the Southern Pacific Company tracks, Douglas County: The Commission received six bids for this job, Todd Building Company, Roseburg, having submitted the low one at $42,950.00. The bid of Todd Building Cpmpany in the sum of $42,950.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of four reinforced concrete structures on the Elkhead Road-Rice Hill Section of the Pacific Highway south of Yoncalla, Douglas County: The low bidder for this job was Glen Snook, Eugene, at $100,477.00. Six higher bids were submitted. Glen Snook, the low bidder, has been awarded the contract at his bid price.

"Construction of the Lone Rock Bridge over the North Umpqua River on the North Umpqua Road approximately 18 miles northeast of Roseburg, Douglas County: Tom Lillebo, Reedsport, was the low bidder for this work at $166,515.00. Seven higher bids were received. The bid of Tom Lillebo in the sum of $166,515.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Douglas County has made provisions for the deposit of $37,500 which is

said County's share of cost based upon the low bid.

"Construction of two reinforced concrete overcrossings at Harvard Avenue and Portland Street on the new alignment of the Pacific Highway in Roseburg, Douglas County: Of the six bids received for this work, Hamilton and Thoms, Eugene, submitted the low one at $92,560.00. The Commission has awarded the contract to the low bidder, Hamilton and Thoms, at their bid price.

"Erection of the Winston Maintenance Building on the Pacific Highway approximately six miles south of Roseburg, Douglas County: Five bids were received for this job, the low one being that of Robert C. Wilson, Corvallis, at $12,372.00. The low bidder, Robert C. Wilson, has been awarded the contract at his bid price.

"Replacement of portions of pier fenders for the bridge over the Umpqua River on the Oregon Coast Highway at Reedsport, Douglas County: Tom Lillebo, Reedsport, aubmitted the only bid for this job, in the amount of $26,450.00. The contract has been awarded to the low bidder at his bid price.

"Installation of guard rail and sight post on the Hood River-Mosier Section of the Columbia River Highway between Hood River and Mosier, Hood River and Wasco Counties: The low bid for this project was submitted by George E. Berry, Beaverton, at $81,088.00. The Commission received eight higher bids. The contract has been awarded to the low bidder at his bid price.

"Construction of two reinforced concrete bridges at Bear Creek and Whetstone Creek on the Tolo-Camp White Access Road approximately 5 to 8 miles west of Gold Hill, Jackson County: Babler Brothers, Inc., Portland, submitted the low bid at $72,512.00. Five higher bids were received. All bids have been referred to Jackson County Court.

"Pavement widening of the Makin Gulch-Jumpoff Joe Creek Section of the Pacific Highway about two miles south of Wolf Creek, Josephine County, and the Azalea, Jumpoff Joe Creek Rock Production Project on the Pacific Highway about eleven miles south of Canyonville, Josephine and Douglas Counties: The low combination bid for these jobs was submitted by J. C. Compton Company, McMinnville, in the total amount of $111,055.00. Four higher bids were received. The Commission has awarded both contracts to the low bidder on their low combination bid.

"Approximately fourteen and one-half miles of reoiling in Division No. 3 on four state highways near Blue River, Eugene, Elmira, Scottsburg, Reedsport, and Cave Junction in Josephine, Lane, and Douglas Counties: Of the four bids received, Baker Paving Company, Inc., Coos Bay, submitted the low bid at $43,774.25. The low bidder has been awarded the contract at its bid price.

"Construction of a standard latrine and septic tank with disposal field at Armitage State Park near Coburg, Lane County: The Commission received four bids for this project. Steinmuller and Lee, Springfield, submitted the low one at $5,082.00. The low bidder has been awarded the contract at its bid price.

"Paving on the Hayesville School-Battle Creek Junction Unit, Salem By-pass Section of the Pacific Highway east and south of Salem, Marion County: The low bidder on this project was Warren Northwest, Inc., Portland, at $279,020.00. Nine higher bids were received. The contract has been awarded to the low bidder at its bid price.

"Paving on 92d Avenue-Fairview Section of the T. H. Banfield Expressway east of Portland, Multnomah County: Warren Northwest, Inc., Portland, submitted the low bid on this work at $423,485.00. Four higher bids were received. The Commission has awarded the contract to the low bidder at its bid price.

"Grading and paving on the 82d Avenue-Halsey Street Connection, 92d Avenue-Fairview Section of the T. H. Banfield Expressway, east of Portland, Multnomah County. Of the six bids received for this project, Warren Northwest, Inc., Portland, submitted the low bid at $56,489.50. The bid of Warren Northwest, Inc., in the sum of $56,489.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"La Grande-Baker Rock Production Project on the Old Oregon Trail between La Grande and Baker, Union and Baker Counties: The Commission received six bids for this project, the low one being that of R. H. Sussex, Bellingham, Washington, at $13,900.00. The low bidder has been awarded the contract at his bid price.

"Surfacing on the Flora Spur of the Enterprise-Lewiston Highway near Flora about 34 miles north of Enterprise, Wallowa County: Only three bids were received for this work, the low one being that of Barney B. Helser, Moro, at $18,970.00. Mr. Helser, the low bidder, has been awarded the contract at his bid price."

Chairman Chandler, speaking in behalf of the Commission, complimented all of the employees present for the fine work they are doing.

The Engineer brought up the matter of the State performing work for isolated cities and other agencies. The City of Gold Beach, he stated, has asked the State to oil some of their streets with a 0-9 oiling specification. This specification, he stated, is a light oil treatment, and he felt that when it started to break up the City would blame the State for a poor job. He had recommended to them that they put in asphaltic pavement as a more durable type of surfacing. The City, however, has insisted on using the oiling specification and have stated that they will assume all responsibility for any failures that occur. The cost of the job, he stated, would be approximately $5,000, and, if aggreeable with the Commission, he would order the work done by state forces. The Commission approved performing the work.

The Chief Counsel reported in connection with the acquisition of the Badley property on the Oregon Coast Highway in Lincoln County that they had agreed to acceptance of terms for settlement verbally, but had now written a two-page letter setting up a number of conditions of settlement. It was his recommendation that none of these conditions be accepted and that the settlement should be made as originally agreed. He recommended, and the Commission approved, that if the Badleys did not go through with the settlement as originally agreed, condemnation proceedings be started.

The Commission approved the minutes of January 21 and 22, February 17 and 18, and the special telephone meeting held on March 20, 1953.

The Commission signed papers and agreements as follows:

"Lease for Land" with Wheel and Rim Service, Inc., re state property between 6th and 7th Streets in Eugene. Consideration $750 per year. Four-year lease with six months' cancellation clause.

"Lease" re consent to assignment by Walter J. Brandon and Evangeline M. Brandon to Assembly of God Church of Bunker Hill covering property in Lots 3, 4, and 2, Block 12, West Bunker Hill Addition to the City of Coos Bay.

"Deed" quitclaiming to Clatsop County old stockpile site containing 0.87 acre situate on the Big Creek Section of the Columbia River Highway.

"Indentures of Access" re changes of access points for the following:

a. Culver property on the Calapooya-Sutherlin Section of the Elkton-Sutherlin Highway, Douglas County.

b. Shane property on the Arlington-Heppner Junction Section of the Columbia River Highway, Gilliam County.

c. Grant property on the Reedsport-Coos County Line Section of the Oregon Coast Highway, Douglas County.

"Agreement" for five years with Idaho Power Company re furnishing of electrical service to Highway Department's remote-controlled radio tower south of Vale to the amount of 3 KW for a monthly charge of $10 per month.

"Agreement" with Coos County re abandonment of the Douglas County Line-Glasgow Section of the Old Oregon Coast Highway.

"Maintenance Agreement" with Douglas County covering the Lone Rock Bridge Section of the North Umpqua County Road, FAS 253.

"Agreement" with City of Gresham covering traffic signal installation along Mt. Hood Highway (Powell Boulevard) at intersection with Main and Roverts. (Authorized by Commission January 21, 1953)

"Agreement" with City of Sutherlin covering reconstruction of a portion of the Elkton-Sutherlin Highway (Central Avenue). (Authorized by Commission August 19, 1952)

"Agreement" with Munson & Paterson covering salvage logging on the Van Duzer Corridor. (Authorized by Commission February 17, 1953)

"Agreement" with Ralph Koon extending a two-year permit to use a temporary road across the Devil's Elbow State Park. (Authorized by Commission September 22, 1952.)

"Relinquishment Agreement" with O. W. R. & N Railroad Company re original road easement across the Chatfield property on the Shogren-Rowena Unit of the Columbia River Highway, Wasco County.

"Easement Agreement" with O. W. R. & N Railroad Company for a roadway outside of the highway right of way and the right to maintain and use a private roadway within the right of way boundaries on the Shogren-Rowena Unit of the Columbia River Highway, Wasco County.

"Easement Agreement" and "Construction Agreement" with Southern Pacific Railroad Company covering Yoncalla Overcrossing on Pacific Highway in Douglas County.

"Easement Agreement" with O. W. R. & N Railroad Company covering easements on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County. (Has to do with easement involving State Highway Contract No. 3856, awarded to Vernie Jarl, which is now underway.)

"Abandonment Agreement" re Jacksonville Grade Unit of the Medford-Provolt Highway in Jackson County.

"Agreement" authorizing the Coast Guard's Umpqua River Lifeboat Station to make connection with Umpqua Lighthouse State Park water system and use of such water. (Authorized by Commission on October 20, 1952)

"Agreement" between State of Oregon and Columbia Sand and Gravel Company re removal of materials from State-owned gravel pit in exchange for certain other materials and services. (UB No. 7 - February 18, 1953)

"Agreement" with J. W. Irwin, owners of Log Cabin Motel, covering installation of mercury vapor luminaire unit near M. P. 232.53, Pacific Highway near Canyonville, Douglas County.

"Agreement" with J. W. Irwin, owners of Log Cabin Motel, covering installation of mercury vapor luminaire unit near M. P. 232.6, Pacific Highway, south of Canyonville, Douglas County.

"Agreement" with Roland M. Cole covering settlement of case of State vs Roland M. Cole.

"Agreement" with Army Engineers re three minor revisions requested in building new section of highway around Dexter Regulating Dam on Willamette River.

"Stockpile Lease" and "Lease and Sale of Road Materials" from Mount Emily Lumber Company on the La Grande-Island City Section of Wallowa Lake Highway.

"Supplemental Agreement" with U. S. Government re reimbursement of inspection services on relocated state highways, US 730 and US 395, around McNary Dam.

"Maintenance Agreement" with Douglas County covering the Lone Rock Bridge Section of the North Umpqua County Road, FAS 253, Douglas County.

"Bargain and Sale Deed" with Sheow Nom Lee for property located on Lot 3 and 4 in Block "I" of South Pendleton.

"Quitclaim Deed" to Thomas K. Klosterman for all rights and easements to construct, maintain, repair, and have free access to Lots 3 and 4, Block "J" Kerns Addition east of Portland.

"Application" for Public Highway. Survey for relocation of US 30 from a point approximately one mile east of Pendleton to Deadman's Pass.

There being no further business to transact, the meeting was declared adjourned at 5:00 p.m. by Chairman Chandler.

State Highway Engineer

Chairman

Commissioner

Acting Secretary

Commissioner

April 9, 1953

EXHIBITS "A" through "Q"

Minutes of

April 8 and 9, 1953

EXHIBIT "A"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

WEST PORTLAND EXPRESSWAY

19979 - Loschiavo, Adolph and Martha D. — Francis M. Albert and Howard L. Hammond (Smith)
Right of Way
Option expires August 25, 1953

2299 sq. ft. at $0.22½ per sq. ft.	$ 520.00
House - 996 sq. ft.	4,980.00
Amount to be paid owner - chrg to Right of Way	$5,500.00

Takes all -

19982 - Warren, Viola (Smith
Right of Way
Option expires July 12, 1953

Lot - 100' x 125'. (12,500 sq. ft.)	$1,000.00
Garage.	320.00
House - 840 sq. ft.	4,620.00
Amount to be paid owner - chrg to Right of Way	$6,940.00

Takes all -

EXHIBIT "A" (cont.)

WEST PORTLAND EXPRESSWAY (cont.)

20078 - Volk, Edward J. and Elvera R. Toci (Smith)
Right of Way
Option expires September 2, 1953

2468 sq. ft. at $0.20+ per sq. ft.	$ 520.00
House - 960 sq. ft.	6,480.00
Amount to be paid owner - chrg to Right of Way	$7,000.00

Takes all -

19980 - Ellis, Lee E. and Ada E. (Smith)
Right of Way
Option expires August 9, 1953

10,200 sq. ft. at $0.15 per sq. ft.	$1,530.00
House - 896 sq. ft.	6,050.00
Garage - 400 sq. ft.	900.00
340' of fence at $0.50 per ft.	170.00
Amount to be paid owner - chrg to Right of Way	$8,650.00

Takes all -

19977 - Hussell, William E. and Lorenna W. (Smith)
Right of Way
Option expires August 5, 1953

7500 sq. ft. Lump Sum.	$1,250.00
House - 785 sq. ft.	10,000.00
Amount to be paid owner - chrg to Right of Way	$11,250.00
State to assume last half of 1952-53 taxes. (estimate)	150.00
GRAND TOTAL (Estimate)	$11,400.00

Takes all -

19546 - McGuire Construction Co. (Smith)
Right of Way
Option expires May 1, 1953

Lots 1, 2, 11 and 12. (each approx. 40x90) 0.325 acre.	$3,600.00
Amount to be paid owner - chrg to Right of Way	$3,600.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

WEST PORTLAND EXPRESSWAY (cont.)

19567 - Nelson, Harold C. and Virginia (Smith)
Right of Way
Option expires September 16, 1953

2 lots, 10,000 sq. ft. at $0.33 3/4 per sq. ft.	$3,375.00
Amount to be paid owner - chrg to Right of Way	$3,375.00

Takes all -

20229 - Page, John T. and Erna M. (Smith)
George R. and Blanche J. Wheeler
Right of Way
Option expires September 23, 1953

12,500 sq. ft. at $0.15 per sq. ft.	$1,875.00
House - 878 sq. ft.	5,720.00
Garage - 216 sq. ft.	486.00
Clothes lines and poles.	29.00
Gravel drive and brick patio.	75.00
Shrubs.	15.00
Amount to be paid owner - chrg to Right of Way	$8,200.00

Takes all -

19389 - Veenstra, Jeanette I. (Johnson)
Right of Way
Option expires September 10, 1953

5000 sq. ft. at $0.10 per sq. ft.	$ 500.00
House - 435 sq. ft.	3,697.50
Amount to be paid owner - chrg to Right of Way	$4,197.50

Takes all -

TROUTDALE-MULTNOMAH FALLS SECTION - COLUMBIA RIVER HIGHWAY

1828 - Luscher, Fritz (Mayhew)
Control access
Option expires September 1, 1953

For access rights approx. 3800 lineal ft. of frontage.	$900.00
Amount to be paid owner - chrg to Right of Way	$900.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19969 - Nastrom, Oscar (Johnson)
Right of Way
Option expires September 11, 1953

7.635 acres at $800. per acre.	$6,108.00
House - 1105 sq. ft.	5,525.00
Garage and shed.	1,140.00
2 chicken houses and barn.	1,161.00
Amount to be paid owner - chrg to Right of Way	$13,934.00

Takes all -

19875 - Dickson, M. E. (Johnson)
Right of Way
Option expires September 4, 1953

0.136 acre at $1,500. per acre.	$204.00
Damages.	306.00
Allowance - for waiving former access rights.	240.00
Amount to be paid owner - chrg to Right of Way	$750.00

Access controlled - no access allowed

19876 - Abrams, C. O. and Shirley R. (Johnson)
Right of Way
Option expires September 18, 1953

0.099 acre at $1,000. per acre.	$100.00
Amount to be paid owner - chrg to Right of Way	$100.00

Access controlled - no access allowed

19657 - Zottleder, John and Emma L. (Johnson)
Right of Way
Option expires August 10, 1953

5,314 sq. ft., at $0.15 per sq. ft.	$ 797.10
11 fruit trees at $20.00	220.00
Damages	1,484.60
Amount to be paid owner - chrg to Right of Way	$2,501.70

Access controlled - no access allowed -

(cont.)

EXHIBIT "A" (cont.)

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

19812 - Riggs, Howard and Barbara; Montag, Joseph P. (Johnson)
Right of Way
Option expires August 2, 1953

650 sq. ft. at $0.10 per sq. ft.	$ 65.00
Damages	400.00
Amount to be paid owner - chrg to Right of Way	$465.00

THINGS TO BE DONE BY THE STATE:

Allow garage to encroach approximately 1 ft. for the life of the building.

Access controlled - no access allowed except to Roosevelt and Harrington Avenues.

19879 - Lane, Gail and Bessie May (Johnson)
Mann, Percy C. and Helen H.
Right of Way
Option expires August 12, 1953

2.294 acres at $1000. per acre	$2,294.00
House 784 sq. ft. at $4. per sq. ft.	3,136.00
Garage 1116 sq. ft.	1,116.00
Well, Pump & Pressure System - Allowance for	600.00
Amount to be paid owner - chrg to Right of Way	$7,146.00

Takes all -

19878 - Baker, Jackson R. and Betty (Johnson)
Right of Way
Option expires August 22, 1953

2.5 acres at $1,000. per acre.	$2,500.00
Amount to be paid owner - chrg to Right of Way	$2.500.00

Takes all -

19881 - Winters, Roscoe D. and Marjorie M. (Johnson)
Right of Way
Option expires August 25, 1953

(cont.)

EXHIBIT "A" (cont.)

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

19881 - Winters, Roscoe D. and Marjorie M. (cont.) (Johnson)

2.42 acres at $888.00+ per acre.	$2,150.00	
House - 756 sq. ft.	4,914.00	
Garage - 528 sq. ft.	792.00	
100-ft. gravel driveway	150.00	
86' well, pump, pressure system and well house	816.00	
Amount to be paid owner - chrg to Right of Way		$8,822.00

Takes all -

19882 - Keffer, Charles W. and Cecil E. (Johnson)
Right of Way
Option expires August 31, 1953

0.32 acre at $1,500. per acre.	$480.00	
Allowance - fence, 20 rods at $3.50 per rod.	70.00	
Amount to be paid owner - chrg to Right of Way		$550.00

Access not controlled -

19815 - Morgan, Thomas and Rilla (Johnson)
Right of Way
Option expires September 9, 1953

80 sq. ft. Lump Sum.	$25.00	
Amount to be paid owner - chrg to Right of Way		$25.00

Access not controlled -

19816 - Blockey, John H. and Leva E. (Johnson)
Leo D. and Lillian A. Freed
Right of Way
Option expires September 18, 1953

1.589 acres, more or less at $1,200. per acre	$ 1,884.00	
Allowance - for landscaping.	500.00	
House - 1459 sq. ft.	11,672.00	
Allowance - 60' well, pump, pressure system & well house.	800.00	
Amount to be paid owner - chrg to Right of Way		$14,856.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

19886 - Rinehart, Jackson Carle and Mary Eliza (Johnson)
Right of Way
Option expires September 22, 1953

0.92 acre at $1400. per acre.	$1,288.00
Amount to be paid owner - chrg to Right of Way	$1,288.00

Takes all -

19884 - Enden, Lela (Johnson)
Right of Way
Option expires September 15, 1953

0.436 acre at $2,200. per acre.	$959.00
Damages.	500.00
Amount to be paid owner - chrg to Right of Way	$1,459.00

Access controlled - no access allowed

19968 - Butler, H. S. and Ruby A. (Johnson)
Right of Way
Option expires September 17, 1953

3.47 acres at $900. per acre.	$3,123.00
13 fruit trees at $15. each.	195.00
House - 640 sq. ft.	4,480.00
Garage and Shed.	400.00
Artesian well - 114', with pump and pressure system.	912.00
Well - 35'	100.00
Root cellar.	216.00
Chicken house - 360 sq. ft.	720.00
Amount to be paid owner - chrg to Right of Way	$10,146.00

Takes all -

19880 - Bredemeyer, Edward N. (Johnson)
Right of Way
Option expires September 10, 1953

(cont.)

EXHIBIT "A" (cont.)

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

19980 - Bredemeyer, Edward N. (cont.) (Johnson)

2.176 acres at $1,000. per acre.	$2,176.00
House - 862 sq. ft.	6,034.00
Garage - 480 sq. ft.	1,440.00
Shed and Chicken house -	258.00
Well - 127'	889.00
Pump and pressure system.	200.00

Amount to be paid owner - chrg to Right of Way $10,997.00

Takes all -

19893 - Myers, Charles G. (Johnson)
Right of Way (Connection Road)
Option expires September 22, 1953

1009 sq. ft. at $0.05+ per sq. ft.	$ 50.00
Damages - due to removal of 5 shade trees.	500.00

Amount to be paid owner - chrg to Right of Way $550.00

THINGS TO BE DONE BY THE STATE:

Reestablish two unrestricted accesses at Stations "E" 195+96.23 and "E" 196+44.23, and surface with gravel to edge of pavement.
Unrestricted access granted at Station "E" 197+51.83, for future use.

Access controlled -

19874 - Washington County (Johnson)
Right of Way
Option expires September 25, 1953

0.145 acre. Gratis

Access controlled - no access allowed

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD
WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

17536 - Doty & Doerner Landscape Contractors, Inc. (Mayhew)
To clear R/W of Nursery Stock
Option expires April 9, 1953

Nursery stock as per inventory.	$23,446.91
Allowance - to replace bedding grounds.	1,084.84
- remove and replace water pipes.	25.00
Lease damage. (Salzer to Doty)	100.00
Lease damage. (Doty to Doerner)	441.00
Amount to be paid owner - chrg to Right of Way	$25,097.75
Maximum operational damages (to be prorated to October 1, 1956, from date surface crossing is eliminated.)	2,500.00
GRAND TOTAL (Chrg to Right of Way)	$27,597.75

THINGS TO BE DONE BY THE STATE:

Provide temporary farm crossing at Station 413+65, until October 1, 1956, or until highway is opened to traffic.

Access controlled -

Confirmation of phone approval by Mr. Reynolds 3/9/53

TIGARD-MIDDLETON SECTION - PACIFIC HIGHWAY WEST

19978 - Bonneville Power Admin. (Chidsey)
Moving Power Line

Cost of moving power lines. Est.	$3,500.00
Amount to be paid owner - chrg to Right of Way (Est.)	$3,500.00

WASHBURN-NORTH PLAINS SECTION -WILSON RIVER HIGHWAY

19803 - Barber, Earl and Gladys (Johnson)
Right of Way
Option expires August 4, 1953

24.48 acres at $400. per acre.	$9,792.00
Fencing.	950.00
Damages.	2,752.00

(cont.)

EXHIBIT "A" (cont.)

WASHBURN-NORTH PLAINS SECTION - WILSON RIVER HIGHWAY (cont.)

19803 - Barber, Earl and Gladys (cont.) (Johnson)

Amount to be paid owner - chrg to Right of Way $13,494.00

THINGS TO BE DONE BY THE STATE:

Yearly Rental Agreement - rent to grantor for $240. per year, property described above.

Access controlled - no access allowed

JEWELL-BIRKENFELD SECTION - NEHALEM SECONDARY HIGHWAY

17806 - Ebsen, Harry and Muriel F. (Benner)
Right of Way
Option expires September 16, 1953

1.89 acres. Lump Sum.	$200.00
Allowance - 81 rods of fence at $4. per rod.	324.00
Damages.	50.00

Amount to be paid owner - chrg to Right of Way $574.00

THINGS TO BE DONE BY THE STATE:

Re-connect abandoned highway at Station 77+00.

Access not controlled -

MOLALLA JUNCTION-MARQUAM SECTION - CASCADE HIGHWAY

19936 - Olson, Glen E. and Jean E. (Benner)
Right of Way
Option expires September 4, 1953

0.489 acre at $250. per acre.	$122.25
Allowance - 45 rods of fence at $4. per rod.	180.00
6 apple and 2 filbert trees.	170.00
Damages.	50.00

Amount to be paid owner - chrg to Right of Way $522.25

THINGS TO BE DONE BY THE STATE:

State to re-establish driveway at Station 164+00, East side.

Access not controlled -

EXHIBIT "A" (cont.)

MOLALLA JUNCTION-MARQUAM SECTION - CASCADE HIGHWAY (cont.)

19937 - McGinnis, Walter and Mary L. (Benner)
Right of Way
Option expires September 4, 1953

0.438 acre at $200. per acre.	$ 87.60
Allowance - 36 rods of fence at $4. per rod.	144.00
Damages.	550.00
Garage - 12' x 18'.	50.00
Trees and shrubbery.	135.00

Amount to be paid owner - chrg to Right of Way $966.60

THINGS TO BE DONE BY THE STATE:

Re-establish driveway on grantor's property at Station 164+00, west side.

Access not controlled -

19938 - Staeber, Oscar and Jennie R. (Benner)
Right of Way
Option expires October 6, 1953

0.84 acre at $100. per acre.	$ 84.00
Allowance - 84 rods of fence at $4. per rod.	336.00

Amount to be paid owner - chrg to Right of Way $420.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach, to enter highway 25' north of said residence as feasible with safe construction practice.

Access not controlled -

19928 - Stetson, Ralph D. and Edith (Benner)
Quarry Site and Haul Road
Option expires September 3, 1953

6.856 acres at $250. per acre. (Quarry)	$1,714.00
0.886 acre at $300. per acre. (Haul Rd.)	265.80

Amount to be paid owner - chrg to Quarry Site $1,979.80

EXHIBIT "A" (cont.)

MOLALLA JUNCTION - MARQUAM SECTION - CASCADE HIGHWAY (cont.)

19928 - Stetson, Ralph D. and Edith (cont.) (Benner)

THINGS TO BE DONE BY THE STATE:

Fence quarry site. Est. 120 rods of fence at $6. per rod. $720.00

GRAND TOTAL (Estimate) Charged to Quarry Site $2,699.80

19944 - Sailer, Charles C. and Gladys (Landon)
Sailer, Fred and Eva G.
Right of Way
Option expires September 22, 1953

1.22 acres at $175. per acre.	$213.50
+ easement for detour road (0.16 acre at $175. per acre)	28.00
Allowance - 132 rods of fence at $4. per rod.	528.00

Amount to be paid owner - chrg to Right of Way $769.50

THINGS TO BE DONE BY THE STATE:

Reconstruct existing road approaches, east side at Stations 376+40, 378+30 and 390+00, including cattle guard in one at Station 390+00.
Grantor reserves access to spring east of bridge for stock watering and right to construct and maintain wing fences to Garret Creek bridge.

Access not controlled -

19943 - Bye, Merle V. and Vernice E. (Landon)
Right of Way
Option expires September 8, 1953

1.07 acres at $300. per acre.	$321.00
Allowance - 24 rods of fence at $4. per rod.	96.00

Amount to be paid owner - chrg to Right of Way $417.00

Access not controlled -

19945 - Stetson, C. H. and Lina (Landon)
Right of Way
Option expires September 4, 1953

EXHIBIT "A" (cont.)

MOLALLA JUNCTION-MARQUAM SECTION - CASCADE HIGHWAY (cont.)

19945 - Stetson, C. H. and Lina (Landon)
Right of Way
Option expires September 4, 1953

0.045 acre at $300. per acre.	$13.50	
Allowance - 24 rods of fence at $4. per rod.	96.00	
Amount to be paid owner - chrg to Right of Way		$109.50

Access not controlled -

19941 - Ray, Donald C. and Eleanor M. (Landon)
Right of Way
Option expires September 4, 1953

0.564 acre at $300. per acre.	$169.20	
Allowance - for moving flowers and shrubs.	20.00	
Amount to be paid owner - chrg to Right of Way		$189.20

THINGS TO BE DONE BY THE STATE:

Move and reconstruct right of way fences. (Approx. 150 rods. Est.) Construct approaches, both sides of highway at Station 331+75 and connect same to existing driveway. Remove 6 walnut trees on property.	$750.00
GRAND TOTAL (Estimate) Charged to Right of Way	$939.20

Access not controlled -

STATE STREET-SOUTH UNIT OF SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

20054 - Grabenhorst, Helen M. (Landon)
Right of Way
Option expires September 10, 1953

1.14 acres at $350. per acre.	$399.00	
Amount to be paid owner - chrg to Right of Way		$399.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST

19292 - Kellogg, O. W. and Maud M. (Landon)
Vincent & Joanna Haworth
Right of Way
Option expires September 25, 1953

1.08 acres at $200. per acre.	$216.00
4 oak trees, at $25. each	100.00
Growing crop of oats.	27.00
Allowance - 60 rods of fence at $4. per rod.	240.00

Amount to be paid owner - chrg to Right of Way $583.00

THINGS TO BE DONE BY THE STATE:

Construct road approach, east side, at Station 792+17, for private use.

Access controlled -

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY

19788 - Blankinship, Alwin H. and Virginia Lee (Benner)
Johnson, William H. and Sara E.
Right of Way
Option expires August 25, 1953

0.034 acre.	Lump Sum.	$ 50.00
Damages.		950.00

Amount to be paid owner - chrg to Right of Way $1,000.00

THINGS TO BE DONE BY THE STATE:

Re-establish present approach road (outer highway) fronting property and entering Santiam Highway at Station 1577+00.

Access controlled - no access allowed

19793 - Fickert, Clare A. and Helen G. (Benner)
Right of Way
Option expires August 3, 1953

3,000 sq. ft. at $0.02½ per sq. ft.	$75.00
2 large fir trees.	75.00

Amount to be paid owner - chrg to Right of Way $150.00

(cont.)

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY (cont.)

19793 - Fickert, Clare A. and Helen G. (cont.) (Benner)

THINGS TO BE DONE BY THE STATE:

Re-establish entrance, and access to be allowed at Station 1583+00, north side.

Access controlled -

SPRINGFIELD BRIDGE SECTION - McKENZIE HIGHWAY

16255 - Selling, Otto and Irene (Reeder)
Right of Way and Bridge Site
Option expires July 8, 1953

7380 sq. ft. at approx. $0.58+ per sq. ft. + 14' easement. $4,290.00

Amount to be paid owner - chrg to Right of Way $4,290.00

Takes all -

19870 - Service, Charles A. (Reeder)
Diess, Lloyd & Dorothy V.
Right of Way & Bridge Site
Option expires August 23, 1953

11,620 sq. ft. at approx. $0.43 per sq. ft. $5,000.00

Amount to be paid owner - chrg to Right of Way $5,000.00

Takes all -

SPRINGFIELD SECTION - McKENZIE HIGHWAY

16265 - Vancouver Plywood Company, Lessee (Porter)
Right of Way

THINGS TO BE DONE BY THE STATE:

Construct timber "A" frame and replace rigging to take the place of existing spar pole and guy system that is on property acquired from Southern Pacific Company. Approx. $5,000.00

Amount to be charged to Construction (Estimate) $5,000.00

EXHIBIT "A" (cont.)

SPRINGFIELD-WALTERVILLE SECTION - McKENZIE HIGHWAY

19672 - Culver, Zora M. et al (Reeder)
Scale Site
Option expires September 3, 1953

0.61 acre at $1200. per acre. $732.00

Amount to be paid owner - chrg to Scale Site $732.00

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

19911 - King, W. L. and Bonnie (Reeder)
Right of Way
Option expires August 6, 1953

12,033 sq. ft. at $0.10+ per sq. ft. $1,209.00
House - 1100 sq. ft. at $2.95- per sq. ft. 3,241.00

Amount to be paid owner - chrg to Right of Way $4,450.00

Takes all -

19914 - King, W. L. and Bonnie (Reeder)
Right of Way
Option expires August 6, 1953

6435 sq. ft. at approx. $0.08 per sq. ft. $500.00

Amount to be paid owner - chrg to Right of Way $500.00

Takes all -

19917 - Hawkins, Virgil and Hannah E. (Reeder)
Right of Way
Option expires September 5, 1953

0.64 acre at $1200. per acre. $768.00

Amount to be paid owner - chrg to Right of Way $768.00

THINGS TO BE DONE BY THE STATE:

Grantor given permit to lay 4" pipe under present road bed.

Access controlled - no access allowed

EXHIBIT "A" (cont.)

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY (cont.)

17681 - Ullrich, George D. and Iris B. (Reeder)
Right of Way
Option expires August 25, 1953

11,700 sq. ft. at $0.30 per sq. ft.	$3,500.00
Unfinished house.	2,022.32
Amount to be paid owner - chrg to Right of Way	$5,522.32

Takes all -

DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19210 - Oleson, Victor and Dorothy A. (Reeder)
Easement for Haul Road
Easement signed March 11th, 1953

1.52 acres at approx. $200. per acre.	$ 302.00
Allowance - 341 rods of fence at $3. per rod.	1,023.00
Amount to be paid owner - chrg to Quarry Site	$1,325.00

THINGS TO BE DONE BY THE STATE:

Repair existing bridge, so as to prevent sheep from crossing underneath, during time easement is in force. Construct haulroad with appropriate culverts and ditches, so as to eliminate excess water to flow upon grantor's property.

Access not controlled -

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19102 - Lee, Winfred, and Mamie E. Supplemental Report (Benner)
Right of Way

Barn not included in former settlement.	$1,000.00
House partially constructed.	2,500.00
Additional amount to be paid owner - chrg to Right of Way	$3,500.00

EXHIBIT "A" (cont.)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

19102 - Lee, Winfred and Mamie E. (cont.) (Benner)

THINGS TO BE DONE BY THE STATE:

Re-establish water line from spring to residence, if disturbed by construction.
Re-establish connection to county road at or near present location.

Access controlled - no access allowed

Thru misunderstanding grantor was constructing cement block house on part of right of way previously conveyed.

Former settlement approved July 10, 1952

46.28 acres.	$4,364.00
Fence.	1,360.00
Bridge.	500.00
Paid September 3, 1952	$6,224.00
GRAND TOTAL CONSIDERATION	$9,724.00

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19480 - Johnson, Reuben J. and Ione E. (Byrum)
Smith, Earl D. and Jewell I.
Smith, Ralph E.
Right of Way
Option expires September 8, 1953

13 acres at $250. per acre.	$3,250.00
98 acre Lump Sum.	75.00
Allowance - 98 rods of fence at $4. per rod.	392.00
Amount to be paid owner - chrg to Right of Way	$3,717.00

THINGS TO BE DONE BY THE STATE:

If the State should divert the present water course of, or destroy flow from certain spring at Station 175+00, then State will make proper adjustment.

Access controlled

EXHIBIT "A" (cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

19419 - Holcomb, Charles H. and Lucille CORRECTED REPORT (Norlin)
Right of Way
Option expires May 9, 1953

Additional amount for moving.		$1,906.00
Amount to be paid owner - chrg to Right of Way		$1,906.00
Previously approved January 21, 1953		
12.48 acres at $300. - per acre.	$3,600.00	
House and improvements.	8,250.00	
140 rods of fence.	560.00	
Plus low bid for moving. (Lammers)	4,812.00	
Total Consideration		$17,222.00
GRAND TOTAL Amount to be paid owners - chrg to Right of Way		$19,128.00

Access controlled - no access allowed

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18528 - McNary, William H. (Stuntz)
Right of Way
Option expires August 20, 1953

0.76 acre at $2000. per acre.	$1,520.00	
House - 1200 sq. ft.	2,480.00	
Amount to be paid owner - chrg to Right of Way		$4,000.00

Takes all -

17102 - U. S. A. Veterans Administration (Porter)
Right of Way
Easement signed February 2, 1953

20.7 acres, in exchange for --

THINGS TO BE DONE BY THE STATE:

Construct 3400 linear feet of 7' chain link fence at $4. per lin. ft.	$13,600.00
Plant shrubs along fence on Westerly R/W line.	3,000.00

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY SHADY SECTION - PACIFIC HIGHWAY (cont.)

17102 - U. S. A. Veterans Administration (cont.) (Porter)

THINGS TO BE DONE BY THE STATE: (cont.)

Construct crossing under north end of Umpqua River Bridge.

Amount to be charged to Right of Way $16,600.00

Access not controlled -
Confirmation of phone approval by Chas. Reynolds 3-9-53.

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

18925 - Kummer, F. L. and Mary (Jones)
Gravel Bar
Option expires July 13, 1953

75.61 acres at $265- per acre $20,000.00
includes small 15' x 15' building

Amount to be paid owner - chrg to Gravel Pit $20,000.00

18839 - Bounds, Edmund V. and Pauline M. (Jones)
Gravel Bar
Option expires September 1, 1953

2.29 acres at $200. per acre. $458.00

Amount to be paid owner - chrg to Gravel Pit $458.00

THINGS TO BE DONE BY THE STATE.

Fence East and South sides of Gravel pit, with 32" woven wire and 1 strand of barb wire fence. Estimate approximately 46 rods of fence at $6. per rod. $276.00

GRAND TOTAL (Estimate) Charged to Gravel Pit $734.00

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

19533 - Bunnell, E. Loyd and Maybelle A. CORRECTED REPORT
Right of Way (Stuntz)
Option expires June 14, 1953

845 sq. ft.	Lump Sum.	$ 50.00
40' of curbing, flowers and shrubs.		280.00
Damage.		420.00

Amount to be paid owner - chrg to Right of Way $750.00

(cont.)

EXHIBIT "A" (cont.)

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY (cont.)

19533 - Bunnell, E. Loyd and Maybelle A. (cont.) (Stuntz)

THINGS TO BE DONE BY THE STATE:

Replace culverts and reconstruct 2 road approaches and blacktop same.

Access not controlled -

Re-negotiated - This option cancells and supersedes that option approved by Commi ssion January 6, 1953 for $500.00

JACKSONVILLE GRADE UNIT-PROVOLT-JACKSONVILLE SECTION - MEDFORD-PROVOLT HIGHWAY

19965 - Owen, Donald L. and Laura A. (Jones)
Right of Way
Option expires September 10, 1953

2.96 acres. Lump Sum. $105.00

Amount to be paid owner - chrg to Right of Way $105.00

THINGS TO BE DONE BY THE STATE:

Grantor given permanent easement to remove water from creek and springs, in any manner which does not interfere with construction and maintenance of highway.

Grantor given until April 15, 1953 to remove timber from property.

Access not controlled -

19966 - U. S. Government (O. & C. Land Adm.) (Jones)
Groves, J. L. and Muriel L.
Right of Way
Option expires September 9, 1953

6.65 acres by permit from Government - Gratis
O. & C. Administration $150.00
Quitclaim of mineral rights.

Amount to be paid to J. L. and Muriel Groves - chrg to Right of Way $150.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

JACKSONVILLE GRADE UNIT-PROVOLT-JACKSONVILLE SECTION - MEDFORD-PROVOLT HIGHWAY (cont.)

19964 - Van Galder, A. C. and Daisy (Jones)
Right of Way
Option expires September 16, 1953

8.36 acres at $36. per acre.	$300.00
2 acres at $100 per acre.	200.00
Allowance - to move loading dock and horse shed.	100.00

Amount to be paid owner - chrg to Right of Way $600.00

THINGS TO BE DONE BY THE STATE:

Construct access on Easterly side at Station 305+50.

Access not controlled -

19961 - Blankenship, Emma C. (Jones)
Camp, Marlin R. and Fritzie E.
Right of Way
Option expires September 21, 1953

0.24 acre at $250. per acre.	$60.00

Amount to be paid owner - chrg to Right of Way $60.00

THINGS TO BE DONE BY THE STATE:

Fence right of way, westerly side from Station 259+26 to 265+70. Approx. 39 rods of fence at $6. per rod. Est. $234.00
Construct 600' of 10' graveled driveway at Station 259+45, Westerly side.
If possible, State to leave existing well on right of way, if necessary to remove, state to replace.
Construct cattle guard across access at Station 259+45.

GRAND TOTAL (Estimate) Charged to Right of Way $294.00

Access not controlled -

19950 - Winningham, W. W. and Gertrude (O. & C. Lands) (Jones)
Gravel Bar
Option expires September 12, 1953

EXHIBIT "A" (cont.)

JACKSONVILLE GRADE UNIT-PROVOLT-JACKSONVILLE SECTION - MEDFORD-PROVOLT HIGHWAY (cont.)

19950 - Winningham, W. W. and Gertrude (cont.) (Jones)

15 acres at $30. per acre.	$450.00	
10.99 acres at $25. per acre.	275.00	
Amount to be paid owner - chrg to Gravel Pit		$725.00

THINGS TO BE DONE BY THE STATE:

Grantor reserves right to mine precious metals and minerals on property, without interference with State.

19960 - Pawlowski, Alphonse and Mabel (Jones)
Right of Way
Option expires September 17, 1953

.08 acre. Lump Sum.	$ 30.00	
Severance damage.	200.00	
Amount to be paid owner - chrg to Right of Way		$230.00

THINGS TO BE DONE BY THE STATE:

Fence right of way on Easterly side between Station 257+60 and 260+50. Approx. 18- rods at $6. per rod.	$108.00	
GRAND TOTAL (Estimate) Charge to Right of Way		$338.00

Access not controlled -

19963 - Davidson, Hirschel M. and Jewell A. (Jones)
Right of Way
Option expires September 17, 1953

5.91 acres at $20.+ per acre.	$120.00	
Amount to be paid owner - chrg to Right of Way		$120.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17465 - Wilhelm, Charles and Agnes W. (Witt)
Right of Way
Option expires August 11, 1953

0.22 acre at $3,318.+ per acre.	$730.00
Allowance - 14 rods of fence at $5. per rod.	70.00
Amount to be paid owner - chrg to Right of Way	$800.00

Access controlled - no access allowed

17468 - Daniels, T. P. and Carole E. (Witt)
Right of Way
Option expires August 17, 1953

22,651 sq. ft. at $0.08 per sq. ft.	$1,812.00
31 rods of fence at $4. per rod.	124.00
Corral fence.	40.00
Damages.	250.00
Amount to be paid owner - chrg to Right of Way	$2,226.00

Access controlled - no access allowed

Grantor may use land acquired herein until April 1, 1954.

19191 - Westlund, Peter and E. E. (Witt)
Right of Way
Option expires September 5, 1953

13068 sq. ft. at $0.14- per sq. ft.	$1,800.00
Damages -	200.00
Amount to be paid owner - chrg to Right of Way	$2,000.00

Access controlled - no access allowed

17804 - Scherrer, Jacob G. (Witt)
Right of Way
Option expires September 5, 1953

1.17 acres at $5,500.00 per acre.	$ 6,435.00
6.31 acres at $3,150.00 per acre.	19,876.00
0.84 acres at $3,150.00 per acre.	2,646.00 *
Buildings - Dairy barn, attached milk house and storage.	2,493.00

(cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17804 - Scherrer, Jacob G. (cont.) (Witt)

Amount to be paid owner - chrg to Right of Way $31,450.00

Grantor may have use of buildings without payment of rent until April 1, 1954.

Access controlled - no access allowed

* The Commission approved elimination of .84 acres if acceptable with Scherrer.

19972 - Salisbury, Ella G. (Witt)
Haul Road & Borrow Pit
Option expires September 5, 1953

3.03 acres at $100. per acre. $303.00

Amount to be paid owner - chrg to Quarry Site $303.00

17459 - Keller, Julius L. (Witt)
Right of Way
Option expires September 10, 1953

0.11 acre, 4792 sq. ft. at $0.07 per sq. ft. $335.00
Allowance - 9 rods of fence at $4. per rod. 36.00

Amount to be paid owner - chrg to Right of Way $371.00

Access controlled - no access allowed

16222 - Taylor, Dr. W. R. and Eunice I. (Witt)
Telephone line easement
Easement signed 3/10/53 -- Expires March 1, 1955.

Easement for temporary relocation of telephone lines. $10.00

Amount to be paid owner - chrg to Right of Way $10.00

18182 - Wetle, Fred and Nettie Anderson (Witt)
Telephone line easement
Easement signed 3/12/53 -- Expires March 1, 1955

Easement for temporary relocation of telephone lines $10.00

Amount to be paid owner - chrg to Right of Way $10.00

(cont.)

EXHIBIT "A" (cont.)

MORO UNDERPASS SECTION - SHERMAN HIGHWAY

19896 - Moore, L. V. and Etta M. (Harrington)
Right of Way
Option expires August 10, 1953

3.24 acres at $100. per acre.	$ 324.00
Fencing.	330.00
1/3 of cost of relocation of poles (Pacific Power and Light Company)	253.76
Plus low bid for moving. (Holman)	1,950.00

Amount to be paid owner - chrg to Right of Way $2,857.76

THINGS TO BE DONE BY THE STATE:

State to move private telephone line where necessary.
Access granted at Station 597+10, west side, to be used for existing wheat and cattle ranch activity.
Access granted at Station 609+75, west side, to be used for airport activity only.

Access controlled -

BEND-LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY

19613 - Carpenter, Clyde A. and Maude M. (Harrington)
Right of Way
Option expires September 3, 1953

5662 sq. ft. at $0.03 per sq. ft. $169.86

Amount to be paid owner - chrg to Right of Way $169.86

THINGS TO BE DONE BY THE STATE:

Access granted at Station 1491+84, East side, for private residential use only.

Access controlled -

19609 - Adrian, David Rue and Viola M. (Harrington)
Right of Way
Option expires August 25, 1953

4356 sq. ft. at $0.045 per sq. ft. $196.02

Amount to be paid owner - chrg to Right of Way $196.02

EXHIBIT "A" (cont.)

BEND-LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

19609 - Adrian, David Rue and Viola M. (cont.) (Harrington)

THINGS TO BE DONE BY THE STATE:

Commercial access granted at Station 1488+32, east side, 25 feet in width.

Access controlled -

19606 - Howard, Fay L. and Hellen L. (Harrington)
Right of Way
Option expires August 25, 1953

8712 sq. ft. at $0.03 per sq. ft. $261.36

Amount to be paid owner - chrg to Right of Way $261.36

THINGS TO BE DONE BY THE STATE:

State to reconstruct private accesses at Stations 1481+72 and 1482+35, west side.

Access controlled -

19610 - Powell, Everett and Hattie (Harrington)
Right of Way
Option expires September 8, 1953

4356 sq. ft. at $0.03 per sq. ft. $130.68

Amount to be paid owner - chrg to Right of Way $130.68

THINGS TO BE DONE BY THE STATE:

Access granted at Station 1489+31, west side, for operation of tourist cabin activity only.

Access controlled -

MARKS CREEK-SUMMIT CREEK SECTION - OCHOCO HIGHWAY

18837 - Ochoco Lumber Company (Chandler)
Stockpile Site
Option expires November 5, 1953

0.84 acre. Lump Sum. $42.00

Amount to be paid owner - chrg to Stockpile site $42.00

Grantor retains right to cross property.

(cont.)

EXHIBIT "A" (cont.)

KLONDIKE-GILLIAM COUNTY LINE SECTION - WASCO-HEPPNER HIGHWAY

19806 - Hansen, Hansine Christence (Smith)
Right of Way
Option expires September 12, 1953

3.4 acres at $200. per acre.	$680.00	
Allowance - expense for planting growing crop.	68.00	
Allowance - removing and rebuilding fence.	165.00	
Amount to be paid owner - chrg to Right of Way		$913.00

Access not controlled -

LENA-NYE JUNCTION SECTION - HEPPNER HIGHWAY

19617 - The Delaware Company (Brainerd)
Emma L. Campbell, President
Stockpile & Quarry Site
Option expires July 19, 1953

2.35 acres at $25.00 per acre.	$58.75	
Amount to be paid owner - chrg to Quarry Site		$58.75

THINGS TO BE DONE BY THE STATE:

Property must be fenced along highway at all times.

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY

19853 - Marks, W. F. and Beatrice R. (Brainerd)
Right of Way
Option expires August 17, 1953

0.22 acre at $250. per acre.	$ 55.00	
0.53 acre at $400. per acre.	212.00	
Allowance - 162 rods of fence at $3. per rod.	486.00	
Amount to be paid owner - chrg to Right of Way		$753.00

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system where disturbed by taking.
Water not to be cut off during irrigation season.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY (cont.)

19856 - Marks, S. S. and Norma A. (Brainerd)
Right of Way
Option expires September 2, 1953

1.07 acres at $250. per acre.	$267.50	
Allowance - 207 rods of fence at $3. per rod.	621.00	
Amount to be paid owner - chrg to Right of Way		$888.50

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system where disturbed by taking.
Private accesses at Stations 82+80 north side and 69+85 south side.

Access not controlled -

19860 - Bird, Fred D. and Alice (Brainerd)
Right of Way
Option expires August 16, 1953

0.2 acre at $250. per acre.	$ 50.00	
Allowance - 66 rods of fence at $3. per rod.	198.00	
Amount to be paid owner - chrg to Right of Way		$248.00

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system where disturbed by taking.

Access not controlled -

19849 - Conrad, Earl E. and Alice A. (Brainerd)
Right of Way
Option expires September 4, 1953

0.24 acre at $250. per acre.	$ 60.00	
Allowance - to re-establish 63 rods of fence at $3. per rod.	189.00	
Amount to be paid owner - chrg to Right of Way		$249.00

(cont.)

EXHIBIT "A" (cont.)

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY (cont.)

19849 - Conrad, Earl E. and Alice A. (cont.) (Brainerd)

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system where disturbed by taking.

Access not controlled -

19857 - Davis, Clair L. and Jack (Brainerd)
Right of Way
Option expires September 3, 1953

0.02 acre at $250. per acre.	$ 5.00	
Allowance - re-establish 6 rods of fence at $3. per rod.	18.00	
Amount to be paid owner - chrg to Right of Way		$23.00

Access not controlled -

19859 - Skaggs, Guy E. and Marcia E. (Brainerd)
Isom, Jack and Lila M.
Right of Way
Option expires September 2, 1953

0.25 acre at $250. per acre.	$ 62.50	
Allowance - 81 rods of fence at $3. per rod.	243.00	
Amount to be paid owner - chrg to Right of Way		$305.50

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system where disturbed by taking.
Construct private access at Stations 84+15 north side and 96+00 north side.

Access not controlled -

19861 - Hillman, Hazel B. and Clifford (Brainerd)
Hirzel, LaVerne and Myrle
Right of Way
Option expires September 5, 1953

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY (cont.)

19861 - Hillman, Hazel B. and Clifford (cont.) (Brainerd)

5.15 acres at $310.- per acre.	$1,593.00
Allowance - 270 rods of fence at $3.50 per rod.	945.00
6 new gates at $29.40 per gate.	176.40
Damages.	4,285.60
Amount to be paid owner - chrg to Right of Way	$7,000.00

THINGS TO BE DONE BY THE STATE:

Protect and re-establish grantor's irrigation system where disturbed by taking.
State to construct private access points at Stations 111+25, 120+00, 131+00 and 133+50 north side and 120+00 and 131+00 south side.

Access not controlled -

UNIT #4 - T. H. BANFIELD EXPRESSWAY

20009 - Van Steenwyk, Abram and Esther (Smith)
Right of Way
Option expires September 4, 1953

9010 sq. ft. at $0.20- per sq. ft.	$1,800.00
House - 968 sq. ft.	5,800.00
Garage.	750.00
Shed and machine shop.	300.00
Amount to be paid owner - chrg to Right of Way	$8,650.00

Takes all -

20007 - Wenker, Michael and Effie (Smith)
Right of Way
Option expires September 5, 1953

3538 sq. ft. at $0.50+ per sq. ft.	$1,770.00
6400 sq. ft. at $0.20 per sq. ft.	1,280.00
House, 1000 sq. ft.	4,000.00
Garage and work shop, 524 sq. ft.	750.00
Amount to be paid owner - chrg to Right of Way	$7,800.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

UNIT #4 - T. H. BANFIELD EXPRESSWAY (cont.)

20010 - Close, Della (Johnson)
Right of Way
Option expires April 30, 1953

5000 sq. ft. at $0.20 per sq. ft.	$1,000.00
House - 970 sq. ft.	7,081.00
Garage, 200 sq. ft.	420.00
Amount to be paid owner - chrg to Right of Way	$8,501.00

Takes all -

20012 - Ewaniec, Verona C. (Johnson)
Right of Way
Option expires September 30, 1953

4250 sq. ft. at $0.20 per sq. ft.	$ 850.00
House - 900 sq. ft.	7,200.00
Garage, 200 sq. ft.	200.00
Amount to be paid owner - chrg to Right of Way	$8,250.00

Takes all -

20068 - Mayhew, S. N. and Nell (Mayhew)
Right of Way
Option expires September 29, 1953

2,950 sq. ft. at $0.088 per sq. ft.	$259.60
Amount to be paid owner - chrg to Right of Way	$259.60

Access controlled - no access allowed

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY

19858 - Marks, E. E. and Helen I. (Brainerd)
Right of Way
Option expires September 4, 1953

0.59 acres at $275. per acre.	$162.00
Allowance - to re-establish gas tank.	25.00
Two pussy willow trees at $25. each.	50.00
155 sq. ft. of sidewalk at $0.50 per sq. ft.	77.50
Allowance - to re-establish 156 rods of fence at $3. per rod.	468.00
Plus low bid for moving garage. (Groom & Son)	80.00

(cont.)

EXHIBIT "A" (cont.)

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY (cont.)

19858 - Marks, E. E. and Helen I. (cont.) (Brainerd)

Amount to be paid owner - chrg to Right of Way $862.50

THINGS TO BE DONE BY THE STATE:

Construct accesses south side at Stations 98+35, 96+50, 83+40.

Access not controlled -

CITY OF ROSEBURG

19768 - Frank, J. and Dora I. (Stuntz)
Maintenance Yard and Division Office Expansion Bldg.
Option expires September 22, 1953

43.2 x 100 Lot, 4320 sq. ft.	$2,000.00
House - 672 sq. ft.	3,500.00

Amount to be paid owner - chrg to Maintenance Site $5,500.00

Takes all -

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

19410 - Grubbe, Alice J. RENEGOTIATION due to death (Norlin)
Right of Way of Mr. Lenoir P. Grubbe
Option expires September 29, 1953

13.1 acres at $250. per acre.	$3,275.00
1.0 acre at $500. per acre.	500.00
House - 468 sq. ft.	2,000.00
Well.	600.00
Fence.	500.00
Allowance - to owner to replace water supply and pipe.	1,525.00
Plus low bid for moving house. (B. H. Mann)	3,650.00

Amount to be paid owner - chrg to Right of Way $12,050.00

THINGS TO BE DONE BY THE STATE:

Construct frontage road from Station 1968+80 Northerly to Station 1946+70, and connect existing driveway.

(cont.)

EXHIBIT "A" (cont.)

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

19410 - Grubbe, Alice J. (cont.) (Norlin)

Access controlled -

Previously approved January 6, 1953 as follows:

In lieu of payment for the above, the Commission approved deeding the Wilson house and ranch of 264 acres more or less (File #18971) and Foster house (File #18972). Mr. and Mrs. Grubbe were to stand expense of moving house from right of way.

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY

19848 - Payne, Rex and Thelma (Brainerd)
Right of Way
Option expires September 22, 1953

0.55 acre at $250. per acre.	$137.50
Allowance - 40 rods of fence at $3. per rod, to be re-established.	120.00
Amount to be paid owner - chrg to Right of Way	$257.50

THINGS TO BE DONE BY THE STATE:

Re-establish dedicated school pathway at Station 11+00, southerly side.
Grantor reserves right to excavate soil between Stations 10+70 and 15+00, for five years.

Access not controlled -

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY

20000 - Culp, Arthur and Mabel (Cozad)
Right of Way
Option expires September 24, 1953

0.5 acre at $300. per acre.	$150.00
Shrubbery and lawn.	200.00
Allowance - to re-establish stock guard.	250.00
Allowance - to re-establish 103 rods of fence.	309.00
Amount to be paid owner - chrg to Right of Way	$909.00

(cont.)

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY (cont.)

20000 - Culp, Arthur and Mabel (cont.) (Cozad)

THINGS TO BE DONE BY THE STATE:

Protect existing irrigation system.
Accesses granted North side at Stations 893+00 and 894+50, and access granted South side at Station 888+50, for production and transportation to market of farm products.

Access controlled -

BEND-LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY

19600 - Stearns Land Co. (Cozad)
Right of Way
Option expires September 26, 1953

12.2 acres at $100. per acre.	$1,220.00
Allowance - 356 rods of fence at $3. per rod	1,068.00
Allowance - to re-establish stock water, Station 112.	200.00

Amount to be paid owner - chrg to Right of Way $2,488.00

THINGS TO BE DONE BY THE STATE:

Easement granted for 6" pipe between Stations 106+00 and 112+25, west side.
Private access 25' wide at Station 1208+50, west side, for existing stock raising activity.

Access controlled -

19601 - Kellems, Inez Toledans (Cozad)
Right of Way
Option expires September 11, 1953

24 acres at $100. per acre.	$2,400.00
35 acres at $25. per acre.	875.00
Allowance - 1077 rods of fence at $3. per rod and 4 gates at $25. each.	3,331.00

Amount to be paid owner - chrg to Right of Way $6,606.00

EXHIBIT "A" (cont.)

BEND-LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

19601 - Kellems, Inez Toledans (cont.) (Cozad)

THINGS TO BE DONE BY THE STATE:

Protect irrigation system and re-establish existing stock guard, if disturbed.
Accesses granted East side at Stations 1197+00, 1212+00, 1293+25, to be 25' wide, and access at Station 1239+00, to be 35' wide, all to be used for production and transportation of farm products.

Access controlled -

JACKSONVILLE GRADE UNIT-PROVOLT-JACKSONVILLE SECTION - MEDFORD-PROVOLT HIGHWAY

20213 - Weter, J. C. & Bernice I. et al (Jones)
Right of Way
Option expires September 23, 1953

Quitclaim of mineral rights. (O. & C. Land)
3.84 acres at $20.+ per acre. $80.00

Amount to be paid owner - chrg to Right of Way

Access not controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17466 - Gibson, Frank L. and Bessey M. (Witt)
Right of Way
Option expires October 1, 1953

44,867 sq. ft. at $0.075 per sq. ft.	$3,365.00
Allowance - 13.5 rods of fence at $5. per rod.	67.50
Allowance - move shed and equipment from R/W	67.50
Severance damages.	500.00
Amount to be paid owner - chrg to Right of Way	$4,000.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST

20084 - Hicks, Ralph S. and Myrtle E. (Benner)
Right of Way
Option expires October 1, 1953

1,680 sq. ft. at $0.10 per sq. ft. $168.00

Amount to be paid owner - chrg to Right of Way $168.00

THINGS TO BE DONE BY THE STATE:

Access 25' wide at Station 1028+76, east side, for residential use only.

Access controlled -

BEND SHOP AND MAINTENANCE SITE

19986 - Deschutes County (Cozad)
Easement for water main
Easement signed March 18, 1953

0.274 acres. Gratis

LONG CREEK MAINTENANCE SITE

20088 - Hansen, Harlan (Cozad)
Maintenance Station addition

0.489 acre. Lump Sum. $250.00

Amount to be paid owner - chrg to Maintenance Site $250.00

EAST UNIT-DAYVILLE MOUNT VERNON SECTION - JOHN DAY HIGHWAY

20063 - Lemons, Farrell and Royse (Harrington)
Right of Way
Option expires October 1, 1953

0.54 acres. Lump Sum. $ 10.00
Allowance - 121 rods of fence at $3. per rod. 363.00

Amount to be paid owner - chrg to Right of Way $373.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MOUNT VERNON SECTION - JOHN DAY HIGHWAY (cont.)

20064 - Lemons, Byron and Grace (Harrington)
Right of Way
Option expires September 30, 1953

0.42 acre at $300. per acre.	$126.00
Allowance - 136 rods of fence at $3. per rod.	408.00
Amount to be paid owner - chrg to Right of Way	$534.00

THINGS TO BE DONE BY THE STATE:

Reconstruct all accesses to existing widths, to be used for operation of existing ranch activity only, South side at Stations 1293+50, 1302+50, 1304+90, 1305+80, 1309+20 and 1311+00.

Access controlled -

20065 - Caverhill, Leonard and Irene (Harrington)
Right of Way
Option expires October 1, 1953

0.97 acre. Lump Sum.	$250.00
Allowance - 258 rods of fence at $3. per rod.	774.00
Amount to be paid owner - chrg to Right of Way	$1,024.00

THINGS TO BE DONE BY THE STATE:

Reconstruct access to existing widths North side at Stations 1268+83, 1303+00 and approximately 1309+00, for operation of existing ranching activity only. State reserves right to relocate irrigation ditch on grantor's land if necessary.

Access controlled -

This agreement made subject to existing right of way of Blue Mountain Ditch Co.

GARDEN VALLEY-SECOND CROSSING-SOUTH UMPQUA RIVER UNIT OF THE DEADY-SHADY SECTION - PACIFIC HIGHWAY

20081 - Lindsey, Lulu E. (Stuntz)
Right of Way
Option expires September 26, 1953

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY-SECOND CROSSING-SOUTH UMPQUA RIVER UNIT OF THE DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

20081 - Linsey, Lulu E. (cont.) (Stuntz)

6534 sq. ft., more or less. Lump Sum. $900.00

Amount to be paid owner - chrg to Right of Way $900.00

THINGS TO BE DONE BY THE STATE:

State to reconstruct existing approach into Military Ave. if disturbed.

Access controlled - no access allowed

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19877 - Rogers, George L. and Ivah Louise (Johnson)
Right of Way
Option expires September 30, 1953

0.845 acres at $1,500 per acre. $1,267.50

Amount to be paid owner - chrg to Right of Way $1,267.50

Access controlled - no access allowed

CROW-LANE COUNTY LINE SECTION - TERRITORIAL HIGHWAY

20067 - Pulley, Harold L. and Lillian T. (Reeder)
Wittemyer, George & Willma
Stockpile Site
Option expires June 1, 1953

1.8 acres, more or less, at $350. per acre. $630.00

Amount to be paid owner - chrg to Stockpile Site $630.00

THINGS TO BE DONE BY THE STATE:

Construct necessary fences around above property, Est. 38 rods of fence at $5. per rod. $190.00

GRAND TOTAL (Estimate) Charged to Stockpile Site $820.00

EXHIBIT "A" (cont.)

ILLAHE SCHOOL-STEIWER HILL SECTION - PACIFIC HIGHWAY EAST

20214 - Frohmader, Louis and Verna (Benson)
Quarry & Stockpile Site
Option expires October 5, 1953

39 acres at $160. - per acre. $6,205.50

Amount to be paid owner - chrg to Quarry Site $6,205.50

THINGS TO BE DONE BY THE STATE:

Build fence along southerly boundary with 39" woven wire and steel posts. Est. 110 rods of fence at $5. per rod. $ 550.00

GRAND TOTAL (Estimate) Charged to Quarry Site $6,755.50

FLORA SPUR SECTION - ENTERPRISE-LEWISTON HIGHWAY

20020 - Curry, Samuel (Brainerd)
Quarry Site
Lease

2 year lease. (5.05 acres.) $50.00

Amount to be paid owner - chrg to Quarry Site $50.00

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19892 - Thorsen, Carsten H. and Alice C. S. E. Corner Lower Boones Ferry Rd. & West Portland-Hubbard Hwy. (Johnson)
Right of Way
Option expires October 1, 1953

3762 sq. ft. at $0.04 per sq. ft. $150.48
Damages. 160.00

Amount to be paid owner - chrg to Right of Way $310.48

THINGS TO BE DONE BY THE STATE;

If access at Station E 198+14.43, Southerly side, is disturbed, State will replace to present 12' width, and gravel same. (unrestricted access)

Access controlled - No access to main Highway

(cont.)

EXHIBIT "A" (cont.)

ZIG ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

17388 - Lofgren, Harry W. and J. Elene (Johnson)
Right of Way
Option expires August 16, 1953

Loss of 0.35 acres of Forest Service Land	Gratis	
Damages.	$840.00	
Amount to be paid Permittee - chrg to Right of Way		$840.00

Access controlled - no access allowed

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

19913 - Proctor, Gordon V. (Witt)
Quarry Site
Option expires June 5, 1953

40 acres at $100. per acre.	$4,000.00	
Amount to be paid owner - chrg to Quarry Site		$4,000.00

MOLALLA JUNCTION-MARQUAM SECTION - CASCADE HIGHWAY

19939 - Cross, Gracis (Landon)
Right of Way
Option expires September 4, 1953

1.03 acres at $250. per acre.	$257.50	
Allowance - 60 rods of fence at $4. per rod.	240.00	
Amount to be paid owner - chrg to Right of Way		$497.50

THINGS TO BE DONE BY THE STATE:

Place 4" pipe, under road bed fill, from spring on east side of highway at Station 181+75.

Access not controlled -

19940 - Emmert, Albert and Cora (Benner)
Right of Way
Option expires October 6, 1953

(cont.)

EXHIBIT "A" (cont.)

MOLALLA JUNCTION-MARQUAM SECTION - CASCADE HIGHWAY (cont.)

19940 - Emmert, Albert and Cora (cont.) (Benner)

2.15 acres at $250. per acre.	$537.50	
Allowance - 71 rods of fence at $4. per rod.	284.00	
Amount to be paid owner - chrg to Right of Way		$821.50

THINGS TO BE DONE BY THE STATE:

State to re-set private pole line.

Access not controlled -

19942 - Ray, Russel D. and Beulah (Landon)
Right of Way
Option expires September 4, 1953

1.40 acres at $300. per acre.	$420.00	
Allowance - 58 rods of fence at $4. per rod.	232.00	
Amount to be paid owner - chrg to Right of Way		$652.00

Access not controlled -

JACKSONVILLE GRADE UNIT-PROVOLT-JACKSONVILLE SECTION - MEDFORD-PROVOLT HIGHWAY

19948 - Alaska of Oregon Mines, Inc. (Jones)
Gravel Pit
Option expires September 29, 1953

30.46 acres at $73.+ per acre.	$2,250.00	
Amount to be paid owner - chrg to Gravel Pit		$2,250.00

Grantor reserves right to mine precious metals and minerals on property, without interference with State.

19949 - New Method Gold Mining Co. (Jones)
Easement for Haul Road
Option expires September 29, 1953

0.54 acre. Lump Sum.	$150.00	
Amount to be paid owner - chrg to Gravel Pit		$150.00

EXHIBIT "A" (cont.)

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19889 - Shultz, Vincent R. and Bess I. (Johnson)
Right of Way
Option expires October 5, 1953

4232 sq. ft. at $0.05 per sq. ft.	$211.60	
Allowance - 50' of Boxwood hedge at $1. per ft.	50.00	
- 2 birch trees at $25. each	50.00	
Damages.	550.00	
Amount to be paid owner - chrg to Right of Way		$861.60

THINGS TO BE DONE BY THE STATE:

State to widen driveway to 25' and gravel same.

Access controlled - no access allowed

Consideration includes payment of release for previous access reserved at Station 202+50.

CALAPOOYA CREEK-SUTHERLIN SECTION - ELKTON-SUTHERLIN HIGHWAY

20222 - Leiken, Sidney J. and Thora J. (Norlin)
Drainage Ditch Easement
Easement signed April 7th, 1953

0.083 acre.	Lump Sum.	$10.00	
Amount to be paid owner - chrg to Right of Way			$10.00

YAMHILL RIVER-ST. JOE UNDERPASS SECTION - PACIFIC HIGHWAY WEST

19678 - Roberts, Bernice I. and Arthur G. (Benner)
Right of Way
Option expires October 2, 1953

0.69 acre at $500. per acre.	$354.00	
Allowance - 12 rods of fence at $4. per rod.	48.00	
Amount to be paid owner - chrg to Right of Way		$402.00

THINGS TO BE DONE BY THE STATE:

Construct ditch north side of right of way from Station 106+00 to 108+15, and connect same to culvert at Station 108+55.

Access controlled - no access allowed

(cont.)

21474

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

18644 - Bowen, Ralph and Mary V. (Smith)
Supplemental to original R/W settlement
Letter to Commission

Additional damages due to mistake on R/W map. Residence is 8' from right of way instead of 55' as on original map furnished.

Allowance - to move house, install light pole, connect water and lights, etc. $1,390.00

Amount to be paid owner - chrg to Right of Way $1,390.00

THINGS TO BE DONE BY THE STATE:

If pump for well should have insufficient capacity in new location, State will furnish another pump.

Original settlement approved April 21, 1953

53143 sq. ft.	$ 2,535.00
Allowance - to move Service Station.	10,980.00
Total Consideration	$13,515.00

Access controlled -

ELBOW LAKE-GARDINER SECTION - OREGON COAST HIGHWAY

19653 - Crown Zellerbach Corp. (Holt)
Right of Way
Option expires October 5, 1953

Quitclaim deed to 75.5 acres. Gratis

Access controlled - no access allowed

Grantor retains right to remove timber from property until July 1, 1953.

TILLAMOOK SECTION - WILSON RIVER HIGHWAY

20301 - Ward, G. H. and Emma P. (Witt)
Maintenance Site
Option expires October 7, 1953

EXHIBIT "A" (cont.)

TILLAMOOK SECTION - WILSON RIVER HIGHWAY (cont.)

20301 - Ward, G. H. and Emma P. (cont.) (Witt)

31,845 sq. ft. at $0.115- per sq. ft. $3,625.00

Amount to be paid owner - chrg to Maintenance Site $3,625.00

Grantor to remove buildings from property before May 15, 1953.
Taken subject to Bonneville Power Adm. Line Easement

LOSTINE SECTION - WALLOWA LAKE HIGHWAY

20394 - Lewis, John C. and Mabel E. (Brainerd)
Quarry Site
Option expires October 6, 1953

1.61 acres at $53. - per acre.	$ 85.00
Allowance - 63 rods of fence at $3. per rod.	189.00

Amount to be paid owner - chrg to Quarry Site $274.00

EXHIBIT "B"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes; and

WHEREAS, not withstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

CLACKAMAS COUNTY

Sandy-Firwood Section	Mount Hood Highway	
Owner - Meinig	0.73 acres	R/W

Owner sub-dividing property. This acquisition for future widening.

CURRY COUNTY

Hunter Creek Section	Oregon Coast Highway	
20224 - Reeve	2.30 acres	G. P.
20225 - Remy	.95	G. P.
14002 - Newhouse and Young	1.40	G. P.
14003 - Beaumont	9.95	G. P.
	.31	Haul Rd. Ease.
14990 - Flynn		Haul Rd. Ease.

(cont.)

EXHIBIT "B" (cont.)

CURRY COUNTY (cont.)

Rock Production contract to be let April, 1953.

DOUGLAS COUNTY

Shady-Canyonville Section	Pacific Highway	
Owner - Winston	0.92 acres	R/W

Coos Bay leg of Shady Point interchange between new and old Pacific Highway.

LANE COUNTY

Crow-Lane Co. Line	Territorial Highway	
Owner - Pulley	13.92 acres	Quarry and Haul Road

April 7, 1953 - Rock Production

WHEELER COUNTY

Fossil-Kinzua Junction	John Day Highway	
Owner - T. G. and Irene Wright	1.35 acres	Stock Pile Site

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this resolution be entered in the minutes and records of the Commission as of April 8, 1953, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

EXHIBIT "C"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, on November 3, 1948, this Highway Commission adopted a resolution and entered the same in its records, by which resolution the Commission determined and adopted a policy with respect to the construction, reconstruction, location, relocation and operation of highways in the State of Oregon pursuant to and under the authority and meaning of the provisions of Chapter 226, Oregon Laws 1947, Known as the "Throughway Law"; and

WHEREAS, the aforesaid resolution was amended by a subsequent resolution which was adopted and entered into the records of this Commission on November 7, 1949; and

WHEREAS, each of the aforesaid resolutions erroneously refer to the Throughway Law as Chapter 4, Oregon Laws 1947, and/or Chapter 4, Laws of Oregon, when in fact it is and has been Chapter 226, Oregon Laws 1947; and

WHEREAS, it is deemed to be necessary to correct said erroneous statutory reference; therefore, it is the intention of this Commission to amend both of the aforesaid resolutions by deleting therefrom all references made therein of Chapter 4, Oregon Laws 1947, and/or Chapter 4, Laws of Oregon, and in lieu thereof to add and insert Chapter 226, Oregon Laws 1947;

NOW, THEREFORE, it hereby is resolved by this Commission as follows:

1. That the aforesaid resolutions heretofore described are amended in the following respects: That the words "Chapter 4, Laws of Oregon 1947" and Chapter 4, Oregon Laws 1947" are deleted from each of the aforesaid resolutions wherever the said words appear thereon, and in lieu thereof the words "Chapter 226, Oregon Laws 1947" are inserted and made a part of each of the aforesaid resolutions.

2. This resolution shall be entered in the minutes and records of the Highway Commission as of the 8th day of April, 1953.

April 8, 1953

EXHIBIT "D-1"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 510.56	Lonerock	$ 125.98
Antelope	198.92	Malin	1,962.67
Aumsville	931.61	Metolius	520.51
Aurora	802.31	Moro	1,190.20
Canyonville	2,854.49	Oakridge	5,178.53
Corvallis	53,731.44	Powers	2,967.21
Cove	934.92	Prescott	394.52
Culver	997.91	Riddle	2,101.91
DeLake	2,135.07	Siletz	1,889.73
Eagle Point	2,012.40	Sisters	2,396.98
Echo	1,515.10	Taft	1,491.90
Gates	1,399.07	Troutdale	1,704.08
Halsey	1,286.35	Turner	2,022.35
Huntington	2,430.13	Wheeler	964.76
Imbler	493.98	Yamhill	1,986.96
Lexington	785.73		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

EXHIBIT "D-1" (cont.)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "D-2"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Harrisburg.....	$2,333.20	Oakridge.....	$4,227.91
Powers.....	2,422.52	Riddle.....	1,716.07

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 8th day of April, 1953.

April 8, 1953

EXHIBIT "D-3"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Harrisburg	$2,706.14	Oakridge	$4,903.69
Powers	2,809.73	Riddle	1,990.36
Tualatin	778.56		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 8th day of April, 1953.

April 8, 1953

EXHIBIT "D-4"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Powers..... $2,285.74

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 8th day of April, 1953.

April 8, 1953

EXHIBIT "E"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3295, with M. L. & C. R. O'Neil for grading and surfacing on the Ladd Canyon-North Powder Section of the Old Oregon Trail Highway in Union County, completed May 13, 1952.

"Contract No. 3409, with Hamilton & Thoms for construction of the Jasper Bridge on the Springfield-Creswell Secondary Highway in Lane County, completed January 16, 1953.

"Contract No. 3487, with Bechtel Brothers for constructing the Meacham Maintenance Building Extension in Umatilla County, completed February 1, 1953.

"Contract No. 3512, with Porter W. Yett for structures, grading and paving on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County, completed February 12, 1953.

"Contract No. 3562, with Parker-Schram Company for topping and slope protection on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, completed February 28, 1953.

"Contract No. 3622, with E. C. Swaggart Co., for furnishing crushed rock in stockpiles on the Hunter Creek-Lone Ranch Creek Section of the Oregon Coast Highway in Curry County, completed November 6, 1952.

"Contract No. 3632, with Carl M. Halvorson for construction of the Hood River Overcrossing on the Columbia River Highway in Hood River County, completed February 23, 1953.

"Contract No. 3647, with Acme Construction Co., for grading and paving on the Suicide Creek-Pacific Highway Section of the Coos Bay-Roseburg Highway in Douglas County, completed October 9, 1952.

"Contract No. 3681, with E. H. Itschner Co., for grading and surfacing on the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway in Sherman County, completed October 20, 1952.

"Contract No. 3691, with E. L. Kennard for grading and surfacing on the Cape Lookout Park Access Road Section of Netarts-Cape Lookout Road in Tillamook County, completed March 6, 1953.

(cont.)

EXHIBIT "E" (cont.)

"Contract No. 3774, with Hannan Brothers Co., for constructing the Manning and Cemetery Road Undercrossings on the Pacific Highway in Douglas County, completed March 18, 1953.

"Contract No. 3776, with C & S Electric for installing traffic signals in Eugene, Lane County, completed February 20, 1953.

"Contract No. 3777, with Enoch I. Maerz for constructing Salem Maintenance Building in Marion County, completed April 1, 1953.

"Contract No. 3796, with Tom Lillebo for construction of the North Slough Bridge on the Oregon Coast Highway in Coos County, completed January 26, 1953.

"Contract No. 3801, with Teller Construction Co., for construction of the Arata Road Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed March 9, 1953.

"Contract No. 3811, with Electric Corp., for traffic signal installation on the Chemeketa Street-Vista Avenue Section on the Pacific Highway East in Marion County, completed February 20, 1953.

"Contract No. 3823, with Rogers Construction Co., for furnishing crushed rock in stockpile on the Madras Section on four State highways in Jefferson County, completed February 16, 1953."

THEREFORE, BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS the present western terminus of the Corvallis-Eastside State Secondary Highway No. 210 is the intersection of Van Buren and N. 2nd Streets in Corvallis; and

WHEREAS this State Highway Commission is of the opinion that the interests of the motoring public would be better served by extending said highway two blocks farther west on Van Buren Street;

IT IS HEREBY RESOLVED by this State Highway Commission as follows:

1. That the western terminus of the Corvallis-Eastside State Secondary Highway No. 210 shall henceforth be the intersection of the Van Buren and N. 4th Streets in Corvallis.

Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map upon which the location of the two-block section herein added on to the said highway is indicated by means of a red line. *

2. That the State Highway Engineer shall have the necessary and proper road signs erected and maintained in accordance with this resolution.

3. That this resolution shall be entered in the minutes and records of this Commission on this 8th day of April, 1953, and the Secretary is directed to mail a duly certified copy to the City Recorder of Corvallis.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 22 , under the heading "Resolutions Adopting Secondary Highways" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

April 8, 1953

EXHIBIT "G-1"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS this State Highway Commission has found it necessary and desirable to relocate the section of the North Santiam Secondary Highway No. 162 known as the Detroit-Dry Creek Section in Marion County, the westerly terminus of which is at Highway Engineer's Station 161+30 of the relocated highway and the easterly terminus of which is at Highway Engineer's Station 10+00 of the relocated highway; and

WHEREAS by reason of this relocation a unit of the old right of way has been eliminated from the boundaries of the relocated highway, which eliminated unit is no longer needed for highway purposes or for the service of persons living thereon or for any community served thereby; and

WHEREAS construction of the relocated section has been completed and traffic is now routed over it; and

WHEREAS it is the purpose of this Commission to take official action and impress upon its records the disposition of units or sections of state highways eliminated from the original route by the relocation or realignment of such highways;

IT IS HEREBY RESOLVED by this State Highway Commission as follows:

1. That a unit of highway eliminated from the North Santiam Secondary Highway No. 162 by the completion of the relocated Detroit-Dry Creek Section in Marion County, and hereinafter defined and described as Unit "A", is declared to be not needed for the service of persons living thereon or for any community served thereby or for any other public use.

2. That the location of the highway unit herein referred to as Unit "A" is as follows:

Unit "A"

Beginning at State Highway Engineer's Station 0+00 of the former route of the North Santiam Highway in the southeast quarter of the northeast quarter of Section 11, Township 10 South, Range 5 East, W. M., thence easterly along the former route of the North Santiam Highway to State Highway Engineer's Station 35+00 of the relocated North Santiam Highway in the southwest quarter of the southeast quarter of Section 7, Township 10 South, Range 6 East, W. M.

Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a map upon which the location of the said Unit "A" is shown colored in red. *

(cont.)

EXHIBIT "G-1" (cont.)

3. That the unit of highway herein designated as Unit "A" is abandoned as a part of the North Santiam Secondary Highway No. 162, and all right, title and interest which the State of Oregon has in the rights of way of said unit hereby reverts to and vests in the owners of the abutting land. *

4. That the boundaries of the real property retained and used or acquired and used for right of way purposes for the relocated Detroit-Dry Creek Section of the North Santiam Secondary Highway No. 162, the location of a segment of which relocated section is shown colored in green on the attached Exhibit "A", shall be appropriately and properly marked with monuments on the ground by the State Highway Engineer, and such monuments shall thereafter be maintained in place. *

4. That this resolution shall be entered in the minutes and records of this Commission on this 8th day of April, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Marion County.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 271, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of the minute entry to the same extent as if copied in full herein.

EXHIBIT "G-2"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS this State Highway Commission has found it necessary and desirable to relocate the section of the Columbia River Highway, State Highway No. 2, known as the Big Creek section in Clatsop County, the westerly terminus of which is at Highway Engineer's Station 486+00 of the relocated highway and the easterly terminus of which is at Highway Engineer's Station 595+50 of the relocated highway; and

WHEREAS by reason of this relocation a unit of the old right of way has been eliminated from the boundaries of the relocated highway; and

WHEREAS construction of the relocated section has been completed, and traffic is now routed over it; and

WHEREAS this Commission entered into an agreement with Clatsop County on June 18, 1951, wherein it was agreed that complete jurisdiction and control over a unit of the old highway, therein and herein referred to as Unit "A", would pass to and vest in the said county at such time as the State should officially accept the aforesaid relocated section of highway as being completed and available for travel; and

WHEREAS it is the purpose of this Commission to take official action and impress upon its records the disposition of units or sections of state highways eliminated from the original route by the relocation or realignment of such highways;

IT IS HEREBY RESOLVED by this State Highway Commission as follows:

1. That the Big Creek Section of the Columbia River Highway in Clatsop County is accepted as completed and available for public travel.

2. That pursuant to the terms of the aforesaid agreement, the unit of highway therein and herein referred to as Unit "A" is declared to be no longer a part of the Columbia River Highway, and said Unit "A" shall henceforth be maintained as a county road under the complete jurisdiction and control of Clatsop County.

3. That the location of the unit of highway herein referred to as Unit "A" is as follows:

Unit "A"

Beginning at State Highway Engineer's Station 529+10 of the relocated Columbia River Highway in the southeast quarter of the northwest quar-

(cont.)

ter of Section 19, Township 8 North, Range 7 West, W. M., Clatsop County, Oregon; thence easterly via the former route of the Columbia River Highway to State Highway Engineer's Station 589+15 in the northeast quarter of the northwest quarter of Section 20, Township 8 North, Range 7 West, W. M., Clatsop County, Oregon.

Attached hereto marked Exhibit "A" and by this reference made a part hereof, is a map upon which the location of the said Unit "A" is shown colored in red. *

4. That the boundaries of the real property retained and used or acquired and used for right of way or other highway purposes for the relocated Big Creek Section of the Columbia River Highway, the location of which relocated section is shown colored in green on the attached Exhibit "A", shall be appropriately and properly marked with monuments on the ground by the State Highway Engineer, and such monuments shall thereafter be maintained in place. *

5. That this resolution shall be entered in the minutes and records of this Commission on this 8th day of April, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Clatsop County.

---

* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 236, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of the minute entry to the same extent as if copied in full herein.

EXHIBIT "G-3"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS the State Highway Commission has found it necessary and desirable to relocate the Judkins Point-Goshen Section of the Pacific Highway, State Highway No. 1, in Lane County, the northerly terminus of which section is at Highway Engineer's Station 162+01.59 of the relocated highway and the southerly terminus of which section is at Highway Engineer's Station 61+99.44 of the relocated highway; and

WHEREAS by reason of this relocation three units of the former right of way have thereby been eliminated from the boundaries of the relocated highway; and

WHEREAS the Highway Commission entered into an agreement with Lane County on September 12, 1951, relating to the disposition to be made of said eliminated units; and

WHEREAS the Highway Commission, by and through its authorized officers and agents, formally notified Lane County by a letter dated December 4, 1952, that the construction of the Judkins Point-Goshen Section had been completed and that jurisdiction and control over an eliminated unit, Unit "C", was vested in Lane County as of December 4, 1952; and

WHEREAS it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of units of highways eliminated from the former route in relocating sections of such highways.

IT IS HEREBY RESOLVED by this State Highway Commission as follows:

1. That the units of highway right of way referred to herein and in the Highway Commission's September 12, 1951 agreement with Lane County as Units "A", "B" and "C" have been eliminated from the route of the Pacific Highway.

2. That Unit "A" remains under the jurisdiction and control of the State as a Primary State Highway and shall henceforth be maintained by the State as an extension or part of the McKenzie Highway, State Highway No. 15.

3. That Unit "B" remains under the jurisdiction and control of the State as a Secondary Highway and shall henceforth be known and designated as the McVay Secondary Highway, State Highway No. 225.

4. That the Highway Department's December 4, 1952 letter to Lane County transferring jurisdiction and control over Unit "C" to Lane County as

(cont.)

of that date was in accordance with the aforesaid agreement and that this transfer is confirmed. Pursuant to the terms of that agreement Lane County shall maintain Unit "C" as a county road as of the date of transfer.

4. That the Highway Department's December 4, 1952 letter to Lane County transferring jurisdiction and control over Unit "C" to Lane County as of that date was in accordance with the aforesaid agreement and that this transfer is confirmed. Pursuant to the terms of that agreement Lane County shall maintain Unit "C" as a county road as of the date of transfer.

5. That the location of the unit of highway referred to herein and in the aforesaid agreement as Unit "A" is as follows:

Unit "A"

Beginning at Highway Engineer's Station 181+96.94 of the new route of the Pacific Highway No. 1 in the Southwest quarter of the Southeast quarter of Section 33, Township 17 South, Range 3 West, W. M., and running thence easterly along the old highway to the intersection of the old highway and the McKenzie Highway No. 15 at Springfield at Highway Engineer's Station 240+71.26 in the Northwest quarter of the Southeast quarter of Section 34, Township 17 South, Range 3 West, W. M.

Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map upon which the location of the said Unit "A" is shown colored in purple. *

6. That the location of the unit of highway referred to herein and in the aforesaid agreement as Unit "B" is as follows:

Unit "B"

Beginning at the intersection of the old route of the Pacific Highway No. 1 with the present McKenzie Highway No. 15 at Springfield Junction at Highway Engineer's Station 240+71.26 in the Northwest quarter of the Southeast quarter of Section 34, township 17 South, Range 3 West, W. M., and running thence southerly to its intersection with the new route of the Pacific Highway No. 1 at Highway Engineer's Station 304+73.7 of the relocated route in the Southwest quarter of the Northwest quarter of Section 11, Township 18 South, Range 3 West, W. M.

The location of the said Unit "B" is indicated on the attached Exhibit "A" by means of a yellow line. *

7. That the location of the unit of highway referred to herein and in the aforesaid agreement as Unit "C" is as follows:

Unit "C"

Beginning at the intersection of the relocated Pacific Highway with the old highway in the Southwest quarter of the Northwest quarter of Section 11, Township 18 South, Range 3 West, W. M., and opposite State Highway Engineer's Station 304+73.7 of the relocated Pacific Highway; thence southerly via the former route of the Pacific Highway to State Highway Engineer's Station 236+26.89 of the old Pacific Highway in the Northwest quarter of the Southeast quarter of Section 14, Township 18 South, Range 3 West, W. M.

The location of the said Unit "C" is indicated on the attached Exhibit "A" by means of a red line. *

8. That the boundaries of the real property retained and used or acquired and used for right of way or other highway purposes for the relocated Judkins Point-Goshen Section of the Pacific Highway in Lane County, the location of which property and relocated section is shown colored in green on the attached Exhibit "A", shall be appropriately and properly marked with monuments on the ground by the State Highway Engineer, and such monuments shall thereafter be maintained in place.

9. That this resolution shall be entered in the minutes and records of this Commission on this 8th day of April, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Lane County.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 238, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of the minute entry to the same extent as if copied in full herein.

EXHIBIT "G-4"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS this State Highway Commission has found it necessary and desirable to relocate the section of the Rome-Princeton State Secondary Highway No. 442 known as the North Unit, Princeton-Follyfarm Section in Harney County, the westerly terminus of which is at Highway Engineer's Station 500+73.8 of the relocated highway and the easterly terminus of which is at Highway Engineer's Station 554+40 of the relocated highway; and

WHEREAS by reason of this relocation a unit of the old right of way has been eliminated from the boundaries of the relocated highway; and

WHEREAS this Commission entered into an agreement with Harney County on June 5, 1952, wherein it was agreed that complete jurisdiction and control over this unit of the old highway, therein and herein referred to as Unit "A", would pass to and vest in the said county at such time as the State should officially accept the aforesaid relocated section of highway as being completed and available for travel; and

WHEREAS construction of the relocated section has been completed, and traffic is now routed over it; and

WHEREAS it is the purpose of this Commission to take official action and impress upon its records the disposition of units or sections of state highways eliminated from the original route by the relocation or realignment of such highways.

IT IS HEREBY RESOLVED by this State Highway Commission as follows:

1. That the North Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway in Harney County is accepted as completed and available for public travel.

2. That pursuant to the terms of the aforesaid agreement, the unit of highway therein and herein referred to as Unit "A" is declared to be no longer a part of the Rome-Princeton Highway, and said Unit "A" shall henceforth be maintained as a county road under the complete jurisdiction and control of Harney County.

3. That the location of the unit of highway herein referred to as Unit "A" is as follows:

Beginning at the intersection of the old route of the Rome-Princeton Secondary Highway with the south line of the Diamond Valley Secondary Highway on the line between Section 1, Township 27 South, Range 33 East, and Section 6, Township 27 South, Range 34 East, W. M.; thence

(cont.)

southeasterly via the former route of the Rome-Princeton Highway to State Highway Engineer's Station 377+60 of the relocated Rome-Princeton Highway in the Northeast Quarter of the Northwest Quarter of Section 14, Township 27 South, Range 34 East, W. M.

Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map upon which the location of the said Unit "A" is shown colored in red. *

4. That the boundaries of the real property retained and used or acquired and used for right of way or other highway purposes for the relocated Princeton-Follyfarm Section of the Rome-Princeton Highway, the location of which relocated section is shown colored in green on the attached Exhibit "A", shall be appropriately and properly marked with monuments on the ground by the State Highway Engineer, and such monuments shall thereafter be maintained in place. *

5. That this resolution shall be entered in the minutes and records of this Commission on this 8th day of April, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Harney County.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 263, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of the minute entry to the same extent as if copied in full herein.

EXHIBIT "G-5"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS this State Highway Commission has found it necessary and desirable to relocate the section of the Clackamas Secondary Highway No. 171 known as the Eagle Creek Section in Clackamas County, the northerly terminus of which is at Highway Engineer's Station 997+58.77 of the relocated highway and the southerly terminus of which is at Highway Engineer's Station 1055+00 of the relocated highway; and

WHEREAS by reason of this relocation a unit of the old right of way has been eliminated from the boundaries of the relocated highway; and

WHEREAS this Commission entered into an agreement with Clackamas County on March 5, 1952, wherein it was agreed that complete jurisdiction and control over this unit of the old highway, therein and herein referred to as Unit "A", would pass to and vest in the said county at such time as the State should officially accept the aforesaid relocated section of highway as being completed and available for travel; and

WHEREAS construction of the relocated section has been completed, and traffic is now routed over it; and

WHEREAS it is the purpose of this Commission to take official action and impress upon its records the disposition of units or sections of state highways eliminated from the original route by the relocation or realignment of such highways.

IT IS HEREBY RESOLVED by this State Highway Commission as follows:

1. That the Eagle Creek Section of the Clackamas Secondary Highway No. 171 in Clackamas County is accepted as completed and available for public travel.

2. That pursuant to the terms of the aforesaid agreement, the unit of highway therein and herein referred to as Unit "A" is declared to be no

(cont.)

longer a part of the said Clackamas Highway, and the said Unit "A" shall henceforth be maintained as a county road under the complete jurisdiction and control of Clackamas County.

3. That the location of the unit of highway herein referred to as Unit "A" is as follows:

Unit "A"

Beginning opposite State Highway Engineer's Station 997+60 of the Clackamas Highway in the Southwest quarter of the Southwest quarter of Section 32, Township 2 South, Range 4 East, W. M., thence southerly via the former route of the Clackamas Highway to State Highway Engineer's Station 1032+22 of the Clackamas Highway in the Southeast quarter of the Northwest quarter of Section 5, Township 3 South, Range 4 East, W. M.

Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map upon which the location of the said Unit "A" is shown colored in red. *

4. That the boundaries of the real property retained and used or acquired and used for right of way or other highway purposes for the relocated Eagle Creek Section of the Clackamas Highway, the location of which property and relocated section is shown colored in green on the attached Exhibit "A", shall be appropriately and properly marked with monuments on the ground by the State Highway Engineer, and such monuments shall thereafter be maintained in place. *

* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 251, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of the minute entry to the same extent as if copied in full herein.

EXHIBIT "G-5" (cont.)

5. That this resolution shall be entered in the minutes and records of this Commission on this 8th day of April, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Clackamas County.

EXHIBIT "H"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the Territorial Secondary Highway, otherwise known and designated as State Secondary Highway No. 200, is a State Highway under the jurisdiction and control of the State Highway Commission; and

WHEREAS, it appears that at a location just south of its junction with Barley Road in the community of Veneta there is located a building known as the O. W. L. Hall and that a hazardous condition is created at and near said O. W. L. Hall by the parking of vehicles on either shoulder of said Territorial Highway in front of and near said O. W. L. Hall; and

WHEREAS, the parking of vehicles on said highway right of way creates a hazard not only to the traveling public using said highway but to the parked vehicles and occupants thereof by reason of the fact that the shoulders at this point are of insufficient width to accommodate parking without encroaching on the highway pavement; and

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and permit the parking of vehicles; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that parking should be prohibited within said area.

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendation by members of its staff, that the parking of vehicles on either side of the Territorial Secondary Highway (ORE 200) between M. P. 19.91 (Engineer's Station 1121+75.0) and M. P. 20.07 (Engineer's Station 1130+00.0) in the vicinity of the intersection of Barley Road and the Territorial Highway in Veneta creates a hazard not only to traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on both sides of the right of wayof said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to

(cont.)

EXHIBIT "H" (cont.)

erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "I"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: PACIFIC HIGHWAY EAST

Highway Number: 1E Route number: US 99E

Location of Termini			Established Speed
M.P. 42.55 (0.40 mile north of Brooks)	to	M.P. 43.17 (0.22 mile south of Brooks)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

(cont.)

EXHIBIT "I" (cont.)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "J"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the Corvallis-Newport Highway, otherwise known as a part of US Route No. 20, is one of the major state primary highways and likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that at a location just east of the City of Toledo on the northerly side of the highway at the intersection of two descending grades there is located an establishment known as the Lincoln Auto Wreckers and that a hazardous condition is created at and near said Lincoln Auto Wreckers by the parking of vehicles on either shoulder of said Corvallis-Newport Highway in front of and near said Lincoln Auto Wreckers; and

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and permit the parking of vehicles; and

WHEREAS, in the opinion of the Commission, public welfare and public safety require that parking should be prohibited within said area.

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendation by members of its staff, that the parking of vehicles on either side of the Corvallis-Newport Highway (US 20) between M. P. 9.03 (Engineer's Station 2517+00) to M. P. 9.18 (Engineer's Station 2508+80) in the vicinity of the Lincoln Auto Wreckers at the intersection of two descending grades just east of Toledo creates a hazard not only to traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on both sides of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

(cont.)

EXHIBIT "J" (cont.)

5. That a certified copy of this resolution be sent to the owners and operators of the Lincoln Auto Wreckers and a like copy to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "K-1"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation, the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon that the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: PACIFIC HIGHWAY WEST

Highway number: 1W Route number: US 99W

Location of Termini			Established Speed
M.P. 45.99 (south limits of Amity)	to	M.P. 46.02 (south end of Ash Swale Bridge	30 miles per hour
M.P. 46.02 (south end of Ash Swale Bridge	to	M.P. 46.28 (0.26 mile south city limits of Amity)	40 miles per hour

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EXHIBIT "K-1" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "K-2"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: SOUTH SANTIAM HIGHWAY

Highway number: 16 Route number US 20

Location of Termini		Established Speed
M.P. 12.53 (north city limits of Lebanon)	to M.P. 12.42 (0.11 mile north of the Lebanon north city limits)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

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EXHIBIT "K-2" (cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "K-3"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: ALSEA HIGHWAY

Highway number: 27 Route number: ORE 34

Location of Termini			Established Speed
M.P. 1.09 (east city limits of Waldport)	to	M.P. 2.45 (Eckman Slough)	50 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

(cont.)

EXHIBIT "K-3" (cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "K-4"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number: 9 Route number: US 101

Location of Termini			Established Speed
M.P. 169.61 (south city limits of Waldport)	to	M.P. 170.39 (Patterson Park)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

(cont.)

EXHIBIT "K-4" (cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "K-5"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: COLUMBIA RIVER HIGHWAY

Highway number: 2 Route number: US 30

Location of Termini			Established Speed
M.P. 101.03 (east city limits of Astoria)	to	M.P. 100.85 (0.18 mile east of east city limits	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

(cont.)

EXHIBIT "K-5" (cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "L"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY

Highway number: 1 Route number: US 99

Location of Termini			Established Speed
M.P. 142.04 (0.14 mile north of Delight Valley Road)	to	M.P. 142.50 (0.32 mile south of Delight Valley Road)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

(cont.)

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EXHIBIT "L" (cont,)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "M"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the Pacific Highway, otherwise known as US Route 99, is one of the major state primary highways and likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that, at a location in the community of Saginaw just north of Cottage Grove, a hazardous condition is created by the parking of vehicles on the shoulders; and

WHEREAS, the parking of vehicles on said highway right of way creates a hazard not only to the traveling public using said highway but to the parked vehicles and occupants thereof by reason of the fact that the shoulders at this point are of insufficient width to accommodate parking without encroaching on the traveled portion of the highway; and

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and permit the parking of vehicles; and

WHEREAS, in the opinion of the Commission, public welfare and public safety require that parking should be prohibited within said area.

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendation by members of its staff, that the parking of vehicles on either side of the Pacific Highway (US 99) between Engineer's Station 621+51.8, north of Delight Valley Road, and Engineer's Station 629+51.8, south of Delight Valley Road, within the community of Saginaw creates a hazard not only to traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on both sides of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the

(cont.)

EXHIBIT "M" (cont.)

action of the Highway Commission as herein declared on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of April, 1953.

EXHIBIT "N-1"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of the Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County, and the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County, and in connection therewith to prepare maps showing the route and location of the said sections of the said highways and file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is in the judgment of the Commission that the same should be approved and filed.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Rinehart Creek-Frankport Section of the Oregon Coast Highway beginning at Highway Engineer's Station 595+00 and extending southerly to Highway Engineer's Station 720+00, together with the map which, for identification purposes, bears map file number 7B-20-7 and the date of March, 1952, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

2. That the survey of the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway beginning at Highway Engineer's Station 75+00 and extending therefrom in an easterly direction to Highway Engineer's Station 1150+50, together with the map which, for identification purposes, bears map file number 7B-17-8, 9, 10, 11 and the date of February, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

3. That when the abovesaid sections of the said highways are permanently constructed the same shall be done in accordance with the said surveys and locations, unless otherwise directed or ordered by the Commission.

4. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other

(cont.)

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EXHIBIT "N-1" (cont.)

required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

5. That the surveys of the said sections of the Oregon Coast Highway and the Old Oregon Trail Highway have been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the Throughway Law, and were likewise made within the scope and purpose of those certain resolutions hitherto approved and adopted by the Highway Commission on November 3, 1948, and February 18, 1953, respectively, which resolutions designated certain highways and sections thereof as throughways. Therefore, the construction of the above named sections of the said highways shall be accomplished pursuant to and within the meaning and scope of the said law and said resolutions.

6. That this resolution be entered in the minutes and records of the Commission as of the 8th day of April, 1953.

EXHIBIT "N-2"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Rickreall-Orr Corner section of the Pacific Highway West in Polk County, and in connection therewith to prepare a map showing the route and location of said section of said highway and file said report and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Rickreall-Orr Corner section of the Pacific Highway West, beginning at Highway Engineer's Station 724+00 in the town of Rickreall and extending southerly to Engineer's Station 790+00 at Orr Corner, together with the map which, for identification purposes, bears map file number 7B-21-3 and the date of March, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

2. That when the above-described section of said highway is permanently constructed the same shall be done in accordance with said survey and location, unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the said section of the Pacific Highway West has been made within the meaning and purpose of Chapter 226, Oregon Laws, 1947, commonly known as the "Throughway Law", and was likewise made within the scope and purpose of those certain resolutions hitherto approved and adopted

(cont.)

EXHIBIT "N-2" (cont.)

by the Highway Commission on November 3, 1948, and February 18, 1953, respectively, which resolutions designated certain highways and sections thereof as throughways. Therefore, the construction of the above-named section of said highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolutions.

5. That this resolution be entered in the minutes and records of the Commission as of the 8th day of April, 1953.

EXHIBIT "O"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, the highways hereinafter set forth or described have been duly designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways to wit:

ALSEA-DEADWOOD Secondary Highway No. 201

MEDICAL SPRINGS Secondary Highway No. 340

CRATER LAKE Primary Highway No. 22

and

WHEREAS, said highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the present period of rain, freezing, and thawing, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways, that the maximum weights permitted and authorized by law be reduced during such period; and

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highways during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways that the maximum total weight of load and vehicle which shall be permitted upon said highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described highways and sections of highways shall not exceed 11,000 pounds gross on any axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

(cont.)

EXHIBIT "O" (cont.)

Name of Highway and No.	County	Section Restricted	Date Effective 1953
Alsea-Deadwood Sec. 201	Lane	M.P. 10.48 (Cougar Creek) to M.P. 19.46 (North end of highway)	Feb. 24 8:00 a.m.
Medical Springs Sec. 340	Union & Baker	M.P. 0.0 (Union) to M.P. 35.4 (south of summit)	March 2 8:00 a.m.
Crater Lake Primary 22	Jackson & Klamath	M.P. 58.59 (Diamond Lake Hwy. Jct.) to M.P. 67.83 (Crater Lake National Park Boundary)	March 20 8:00 a.m.

IT IS FURTHER ORDERED that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 15, Chapter 405, Oregon Laws 1951, shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED that a notice be posted in a conspicuous manner and place at each end of each of the above highways and at important crossroads on said highways so that said notice can be readily seen and read which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED that a certified copy of this order be furnished to the county clerk of each county affected by this order and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 8th day of April, 1953.

EXHIBIT "P"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, on the 17th day of February, 1953 and on the 8th day of April, 1953, the Commission passed and adopted resolutions reducing the maximum load limits on various state highways; and

WHEREAS, subsequent to the effective dates shown in said resolutions, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolutions:

NOW, THEREFORE BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limits as set forth in the said resolutions of February 17, 1953 and April 8, 1953 on various state highways and sections of highways, to wit:

Name of highway and No.	County	Section restriction removed	Date Lifted 1953
Siletz Secondary 181	Lincoln	M.P. 7.0 to M.P. 31.73 (Corvallis-Newport Hwy. Jct.)	Feb. 26 8:00 a.m.
Kings Valley Sec. 191	Polk & Benton	M.P. 16.25 to M.P. 20.25 (Maxfield Cr. Road)	March 3 8:00 a.m.
Kings Valley Sec. 191	Benton	M.P. 20.25 (Maxfield Creek Road) to M.P. 28.17 (Jct. Corvallis-Newport Hwy)	March 7 8:00 a.m.
Kings Valley Sec. 191	Polk	M.P. 7.59 (road to Valsetz) to M.P. 13.45 (road to Arlie)	March 10 8:00 a.m.
Alsea-Deadwood Sec. North Section 201	Benton	M.P. 7.38 (S end of old sec.) to M.P. 9.69 (about 2.31 miles south)	March 16 8:00 a.m.
Alsea-Deadwood Sec. South Section 201	Lane	M.P. 10.48 (Cougar Cr. to M.P. 19.46 (north end of highway)	March 16 8:00 a.m.

(cont.)

EXHIBIT "P" (cont.)

Name of highway and No.	County	Section restriction removed	Date Lifted 1953
Little Sheep Cr. Sec. 350	Wallowa	M.P. 8.22 (at end of oil section near road to Armin) to M.P. 30.42 (end of state section at Imnaha)	Feb. 19 8:00 a.m.
Medical Springs Sec. 340	Union	M.P. 0.0 (Union) to M.P. 9.6 (Catherine Creek)	April 2 8:00 a.m.
Medical Springs Sec. 340	Union & Baker	M.P. 20.4 (Medical Springs) to M.P. 35.4 (south of summit)	April 2 8:00 a.m.
Paulina Secondary 380	Crook	M.P. 1.0 (near Jct. with Ochoco Hwy) to M.P. 15.0 about 1½ miles W. of jct. with old route	April 7 8:00 a.m.

be and the same hereby is rescinded and cancelled insofar as it pertains to the highways and sections of highways listed hereinabove, and the maximum load limit permissible on such highways subsequent to the dates shown shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and a like copy to the Superintendent of the Department of State Police for his information.

Dated this 8th day of April, 1953.

EXHIBIT "Q-1"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct, improve and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire certain road building materials, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, the said Commission is authorized to take fee simple title to said real property for the acquisition of road building materials;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the following described real property is necessary and required for the acquisition of road building materials for the proper construction and maintenance of certain sections of the state highway system, said real property being located in Jackson County, Oregon, and described as follows, to wit:

R-19273
Owner: Marcel Klimek, et ux

A parcel of land lying in Donation Land Claim No. 69 of Sections 24 and 25, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Marcel Klimek and Julia Klimek, recorded in Book 214, Page 613, of Jackson County Record of Deeds, the said parcel being described as follows:

Beginning at a point on the East line of Donation Land Claim No. 69, 1180 feet South of the Northeast corner of said

(cont.)

EXHIBIT "Q-1" (cont.)

Donation Land Claim No. 69; thence North 54° 52' West 501.54 feet; thence North 33° 05' West 419.75 feet, more or less, to the Northwest line of said property; thence North 37° 22" East along said Northwesterly line 115 feet, more or less, to the center of Bear Creek; thence Southeasterly along the center of Bear Creek (the Northerly line of said property) to the East line of said Donation Land Claim No. 69; thence South along said East line 100 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 1.5 acres, more or less.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-2"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire a quarry site, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said real property for the acquisition of a quarry site;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the following described real property is necessary and required for the acquisition of a quarry site, for the proper construction and maintenance of certain sections of the state highway system, said real property being located in Clackamas County, Oregon, and described as follows, to wit:

R 19929
Owner: August N. Damm

A parcel of land lying in Lot 3 of Section 34, Township 5 South, Range 1 East, W. M., Clackamas County, Oregon, and being a portion of the following described property: That tract of land which was described in that certain deed to August N. Damm, recorded in Book 132, Page 604 of Clackamas County Record of Deeds, the said parcel being described as follows:

Beginning on the North line of the Ezekiel Burbage Donation Land Claim No. 40, Township 5 South, Range 1 East, W. M. at a point which is the Southwest corner of said property,

(cont.)

EXHIBIT "Q-2" (cont.)

said point being East 427.3 feet from the Northwest corner of said Ezekiel Burbage Donation Land Claim No. 40; thence following the West line of said property North 0° 05' 30" East 271.3 feet; thence South 89° 54' 30" East 430 feet; thence South 0° 05' 30" West 130 feet; thence South 89° 54' 30" East 470 feet; thence South 0° 05' 30" West 145.1 feet to the South line of said property; thence following said South line North 89° 40' West 900 feet to the point of beginning, containing 4.241 acres, more or less.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property..

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-3"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway, to be known as Unit No. 4 of the T. H. Banfield Expressway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper establishment, construction, improvement and maintenance of Unit No. 4 of the T. H. Banfield Expressway as a throughway, and in connection therewith, the construction and maintenance of approach or connecting roads between the said T. H. Banfield Expressway and N. E. 82nd Avenue, also known as Secondary State Highway No.

(cont.)

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EXHIBIT "Q-3" (cont.)

160, the following described real property in fee simple, to wit:

R 20006
Owner: Gordon C. Dudley, et ux

A parcel of land being Lots 39 and 40, Block 9, Lee Bow Park Addition, in the City of Portland, County of Multnomah, State of Oregon, except that part of said lots deeded to the City of Portland, dated March 14, 1936, recorded in Book 364, Page 164, Multnomah County Record of Deeds, described as follows, to wit:

That portion of Lots 39 and 40, Block 9, Lee Bow Park lying between the East line of N. E. 82nd Avenue and a line drawn parallel to and 35 feet East of the West line of Section 33, Township 1 North, Range 2 East of the Willamette Meridian, when measured at right angles thereto, containing 250 square feet, more or less, being Parcel A of Tract No. 108 as described in the Engineer's report adopted by Ordinance No. 67963.

The parcel of land to which this description applies contains 4,500 square feet.

R 20008
Owner: Elnora A. Ruef

A parcel of land being all of Lots 3, 4, 41 and 42, Block 9, Lee Bow Park Addition, City of Portland, County of Multnomah, State of Oregon, except that part of said lots lying in N. E. 82nd Avenue, and also excepting that part of said Lots 3 and 4 conveyed to the State of Oregon, by and through its State Highway Commission, by deed dated August 4, 1949, recorded in Book 1352, Page 441, Multnomah County Record of Deeds.

The parcel of land to which this description applies contains 8,568 square feet.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and pro-

secute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-4"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set for th and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Winchester-Shady Point Section of the Pacific Highway; and

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for the proper relocation, construction, improve-

ment and maintenance of the Winchester-Shady Point Section of the Pacific Highway as a throughway, the following described real property in fee simple, to wit:

R 17836
Owner: J. M. Housley, et ux

A parcel of land lying in Sections 1 and 12, Township 27 South, Range 6 West, W. M., Douglas County, Oregon, and being a portion of Tracts 25, 28, 31, 36, 40 and 47, Edenbower Orchard Tracts, the said parcel being a strip of land extending from the South line of Broadmoor in said Tract 25 to the South line of said Tract 47, said strip of land being variable in width, lying on each side of the center line of the Pacific Highway, as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2425+00, said Station being 299.0 feet North and 420.2 feet East of the Northeast corner of Lot 8 of Green Acres Subdivision; said Station also being 1753.6 feet North and 1945.9 feet East of a bronze disc set at the Southwest corner of Section 1, Township 27 South, Range 6 West, W. M., thence South 4° 04' 10" West 3500 feet to Engineer's center line Station 2460+00. The said center line intersects the South line of Broadmoor approximately at Station 2436+83 and intersects the South line of said Tract 47 approximately at Station 2458+66.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
South line of Broadmoor	2440	150 feet	125 feet
2440	2455	125 feet	125 feet
2455	South line of Tract 47	160 feet	125 feet

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 13.17 acres.

(cont.)

EXHIBIT "Q-4" (cont.)

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners, their heirs and assigns, rights of access to a frontage road to be constructed by the State upon the above described real property and East of the main traveled way, said frontage road to be connected to the said main traveled way at a point which is not a greater distance to the South of the remaining property than a point opposite Highway Engineer's center line Station 2500+00, and to a system of public ways at a point which is not a greater distance to the North of the remaining property than a point opposite Highway Engineer's center line Station 2435+50.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-5"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway, and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway, to be known as the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission by a certain resolution made and entered on its records on the 20th day of December, 1951, declared the necessity for the acquisition of a parcel of land described therein for right of way purposes for the establishment, construction, improvement and maintenance of the Salem By-Pass Section of the Pacific Highway East, and for the control of access to and from the said highway and to and from the present existing Pacific Highway East, and authorized the acquisition of the said parcel of land and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the said control of access should be changed in the manner provided herein, in order that a lesser number of access points be allowed to the property owners concerned, further, it is the determination of the Highway Commission that the said parcel of land described in the said resolution of December 20, 1951, is inadequate for the purpose of establishing the said Salem By-Pass Section of the Pacific Highway East, and therefore, the resolution of December 20, 1951, should be revised to conform with the present needs of the traveling public and to conform with the said access control change; and

(cont.)

EXHIBIT "Q-5" (cont.)

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Highway Commission hereby declares that the resolution made and entered in its records of December 20, 1951, referred to above be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper establishment, construction, improvement and maintenance of the Salem By-Pass Section of the Pacific Highway East as a throughway, and in connection therewith, the construction and maintenance of approach or connecting roads between the said Salem By-Pass Section of the Pacific Highway East and the present existing Pacific Highway East. the following described real property in fee simple, to wit:

L 1812 (R 13921)
Owner: D. B. Murphy, et al

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 12, Township 7 South, Range 3 West, W. M., Marion County, Oregon. and being a portion of the following described property: That tract of land which was conveyed by that certain deed to D. B. Murphy and Jennie V. Murphy, recorded in Book 157 Page 461, of Marion County Record of Deeds, the said parcel being all of said property except a tract described as follows:

Beginning at the most Southerly corner of said property and run thence North 56° West 383 feet, more or less, to a line which is parallel to and 40 feet Easterly of the relocated center line of the Pacific Highway East; thence Northeasterly (North 33° 13' 30" East - Highway bearing) 210 feet along said parallel line; thence South 56° East parallel to the Southwesterly line of said property, 382 feet, more or less, to the Easterly line of said property; thence South 34° West (deed bearing) 210 feet to the point of beginning.

The parcel of land to which this description applies contains 3.7 acres of which 0.5 acre lies within the existing right of way,

(cont.)

title to which hereby is alleged to be in the public, and 3.2 acres lie outside of the existing right of way.

3. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential common law or statutory rights of access between the right of way of the Salem By-Pass Section of the Pacific Highway East and the right of way of the present existing Pacific Highway East, and all of the owners' contiguous real property which abuts on said highway remaining after the sale or appropriation of the above described real property; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, a right of access to the present existing Pacific Highway East, of a width not to exceed 25 feet on the East side of the said existing Pacific Highway East, opposite Highway Engineer's center line Station 76+06.70.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage roads shall be connected to the present existing Pacific Highway East at a point no farther South from the property hereinabove described than Park Lane, opposite Highway Engineer's center line Station 67+20, and at a point no farther North from the property hereinabove described than Claxter Road, also known as Marion County Road No. 703, opposite Highway Engineer's center line Station 78+25.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire

EXHIBIT "Q-5" (cont.)

said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-6"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Little Sheep Creek Secondary Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Joseph-Hayden Gulch Section of the Little Sheep Creek Secondary Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Joseph-Hayden Gulch Section of the Little Sheep Creek Secondary Highway, the following described real property in fee simple, to wit:

R 19852
Owner: Margaret Pooler

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 29, Township 2 South, Range 45 East, W. M., Wallowa County, Oregon, and being a portion of that property described in that deed to W. I. Pooler and Margeret Pooler, recorded in Book 53, Page 222, of Wallowa County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Little Sheep Creek Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 25+88.37, said Station being 986.74 feet North and 2885.71 feet West

(cont.)

EXHIBIT "Q-6" (cont.)

of the Southeast corner of said Section 29; thence on a spiral curve right (the long chord of which bears South 84° 43' 15" East) 400 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 78° 57' 30" East) 885.83 feet to Engineer's center line Station 38+74.20, said center line intersects the West and East lines of said property approximately at Station 26+85 and Station 37+90, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on North Side of Center Line	Width on South Side of Center Line
25+88.37	31+00	40 feet	50 feet
31+00	38+74.2	40 feet	40 feet

Except that portion of said strip of land lying within that tract described in that deed to Fred C. Pooler, recorded in Book 63, Page 347, of Wallowa County Deed Records.

The parcel of land to which this description applies contains 2.01 acres, of which 1.61 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.40 acre lies outside of the existing right of way.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resololution be, and it hereby is, entered in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-7"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission is necessary, or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Tigard-Tualatin River Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement

(cont.)

and maintenance of the Tigard-Tualatin River Section of the Pacific Highway West as a throughway, the following described real property, in fee simple, to wit:

R 18478
Owner: John H. Fredericks, et ux

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of Section 15, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property described in that deed to Rose Mary Frederick, recorded in Book 240, Page 361, of Washington County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the Northbound center line of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 224+79.4, said Station being 1855.67 feet South and 786.08 feet West of the North quarter ($N\frac{1}{4}$) corner of said Section 15' thence South 3° 18' West 1411.77 feet; thence along the arc of a spiral curve right (the long chord of which bears South 5° 27' 35" West) 360 feet; thence along the arc of a 1591.55 foot radius curve right (the long chord of which bears South 27° 08' 30" West) 964.54 feet to Station 252+15.71, said center line crossing the Northerly and Southerly lines of said property approximately at Stations 233+92 and 242+88, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
233+00	237+60	40 feet	To existing right of way
237+60	237+85	40 feet to 50 feet	To existing right of way
237+85	243+00	50 feet	To existing right of way

The parcel of land to which this description applies contains 1.34 acre, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary for the State to acquire all existing, future or potential common law or statutory rights of access between the right

(cont.)

of way of the Pacific Highway West and all of the owners' contiguous real property which abuts on said highway remaining after the sale or appropriation of the above described real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

> A right of access to the Pacific Highway West of a width not to exceed 40 feet on the East side of the said Pacific Highway West, opposite Highway Engineer's center line Station 234+30, for the operation of existing picnic park activity and private residential use only.
>
> Said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-8"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway;and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and in connection therewith, to construct and maintain a connecting road between the said highway and the Upper Boones Ferry Road; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be improved, widened and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement

(cont.)

and maintenance of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway as a throughway, and in connection therewith, the construction and maintenance of a connecting road between the said Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway and Upper Boones Ferry Road, the following described real property in fee simple, to wit:

R 19814
Owner: Frank Harvey Anderson, et ux

A parcel of land lying in Lot 5, Block 6, Lake Forest, a subdivision situated in Section 7, Township 2 South, Range 1 East, W. M., Clackamas County, Oregon, the said parcel being described as follows:

Beginning at the most Westerly corner of said Lot 5; thence North 47° 38' 15" East on the Northwesterly line of said Lot No. 5, 95 feet to the most Northerly corner of said Lot No. 5; thence South 44° 49' 15" East on the Northeasterly line of said Lot No. 5, 3.36 feet to a point 30 feet from, when measured at right angles to, the revised center line of the Upper Boones Ferry Road; thence parallel to said center line on a 379.26 foot radius curve left (the long chord of which bears South 32° 39' 17.5" West) 97.49 feet to a point on the Southwesterly line of said Lot No. 5; thence North 44° 49' 15" West on said Southwesterly line 28.51 feet to the point of beginning.

The parcel of land to which this description applies contains 1,318 square feet.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his

EXHIBIT "Q-8" (cont.)

judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of this Commission this 8th day of April, 1953.

EXHIBIT "Q-9"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and, in connection therewith, the construction of an approach to the grade separation structure which crosses the said West Portland-Hubbard Highway at Bonita Road, also known as Washington County Road No. 636, and for the widening of the said Bonita Road; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be improved, widened and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members therof being present and voting affirmatively, as follows:

EXHIBIT "Q-9" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for use in connection with the proposed widening, improvement and maintenance of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and, in connection therewith, the construction of an approach to the grade separation structure which crosses the said West Portland-Hubbard Highway at Bonita Road, also known as Washington County Road No. 636, and for the widening of the said Bonita Road, the following described real property, to wit:

R 19659
Owner: Nate B. Cozey, et ux

A parcel of land lying in Lot 3, Bonita Gardens, a subdivision of Section 12, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of the following described property: That tract of land which was described in that certain deed to Nate B. Cozey and Caroline E. Cozey, recorded in Book 327, Page 377, of Washington County Record of Deeds, the said parcel being described as follows:

Beginning at the Northwest corner of Lot 3, Bonita Gardens, Section 12, Township 2 South, Range 1 East, W. M., thence South along the West line of said Lot 3, 6 feet to the true point of beginning; thence North 89° 24' 45" East parallel to the North line of said Lot 3, 184.2 feet to the East line of said property; thence South along the East line of said property 31.5 feet; thence South 89° 24' 45" West parallel to the North line of said Lot 3, 184.2 feet to the West line thereof; thence North along the West line of said Lot 3 to the place of beginning, excepting roads and streets.

The parcel of land to which this description applies contains 0.126 acre.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

21552

EXHIBIT "Q-10"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and, in connection therewith, the construction of an approach to the grade separation structure which crosses the said West Portland-Hubbard Highway at Bonita Road, also known as Clackamas County Road No. 2125, and for the widening of the said Bonita Road; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be improved, widened and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed

(cont.)

and required for right of way purposes, for the proper widening, improvement and maintenance of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway as a throughway, and in connection therewith, the construction of an approach to the grade separation structure which crosses the said West Portland-Hubbard Highway at Bonita Road, also known as Clackamas County Road No. 2125, and for the widening of the said Bonita Road, the following described real property in fee simple, to wit:

R 19658
Owner: Leslie M. Erickson, et ux

A parcel of land lying on Government Lot No. 2 of Section 7, Township 2 South, Range 1 East, W. M., Clackamas County, Oregon, and being a portion of the following described property: That tract of land which was described in that certain deed to Leslie M. Erickson, recorded in Book 156, Page 581 of Clackamas County Record of Deeds, the said parcel being described as follows:

Beginning at the Northeast corner of Government Lot No. 2, Section 7, Township 2 South, Range 1 East, W. M., thence South 0° 24' 15" West along the East line of said Government Lot No. 2, 6 feet to the true point of beginning; thence South 89° 26' 15" West parallel with the revised center line of Bonita Road 90.94 feet; thence South 82° 35' 41" West 126.07 feet to a point on the East line of the West Portland-Hubbard Highway; thence North 0° 20' 45" West along the East line of said highway 19.72 feet to a point 6 feet South of the North line of said Government Lot No. 2; thence South 89° 19' East parallel to and 6 feet South of the North line of said Government Lot No. 2, 216.10 feet to the point of beginning.

The parcel of land to which this description applies contains 0.033 acre.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

EXHIBIT "Q-10" (cont.)

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-11"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the Legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, and, in connection therewith, to construct and maintain a connecting road between the said highway and Bonita Road, also known as Washington County Road No. 636; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be improved, widened and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "Q-11" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement and maintenance of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway as a throughway, and in connection therewith, the construction and maintenance of a connecting road between the said Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway and Bonita Road, also known as Washington County Road No. 636, the following described real property in fee simple, to wit:

R 19565
Owner: Jennie Halberstadt

Parcel No. 1:

A parcel of land lying in the Northeast quarter (NE$\frac{1}{4}$) of Section 12, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of the following described property: That tract of land which was described in that certain deed to Jennie Halberstadt, recorded in Book 235, Page 614 of Washington County Record of Deeds, the said parcel being described as follows:

Beginning at a point 1285.76 feet South and 67.25 feet West of the Northeast corner of said Section 12, said point being the Southeast corner of said property; said point also being the intersection of the North line of Bonita Road with the West line of the West Portland-Hubbard Highway; thence South 89° 24' 45" West along the North line of Bonita Road and the South line of said property 300 feet to the Southwest corner of said property; thence North 0° 20' 45" West along the West line of said property 148.19 feet; thence North 59° 26' 15" East 19.36 feet; thence North 89° 26' 15" East 190.48 feet; thence North 57° 17' 58" East 109.84 feet to a point on the West line of said West Portland-Hubbard Highway and the East line of said property; thence South 0° 20' 45" East along the East line of said property and the West line of said Highway 216.17 feet to the point of beginning.

The parcel of land to which this description applies contains 1.153 acre.

2. The Commission does further find and declare that the acquisition of the real property hereinabove described as Parcel No. 1 and the small size and unsatisfactory situation as a building site of the owner's remaining property will result in depriving the owner of a satisfactory homesite, and, therefore, it is to the best interest of the owner, as well as the interest of the State of Oregon, that the State acquire fee simple title to the remainder of the owner's real property lying North of the real

(cont.)

property hereinabove described as Parcel No. 1, which said remaining property is described as follows, to wit:

Parcel No. 2:

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 12, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Jennie Halberstadt, recorded in Book 235, Page 614 of Washington County Record of Deeds, the said parcel being described as follows:

Beginning at the Northeast corner of said property, said corner being 986.74 feet South and 68.98 feet West of the Northeast corner of said Section 12, said property corner also being on the West line of the West Portland-Hubbard Highway; thence Westerly along the North line of said property 300 feet to the Northwest corner thereof; thence Southerly along the West line of said property 152.4 feet, more or less, to a point which is 148.19 feet North 0° 20' 45" West from the Southwest corner thereof; thence North 59° 26' 15" East 19.36 feet; thence North 89° 26' 15" East 190.48 feet; thence North 57° 17' 58" East 109.84 feet to the West line of said West Portland-Hubbard Highway at a point 216.17 feet North 0° 20' 45" West of the Southeast corner of said property; thence Northerly along the West line of said highway 83.83 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.907 acre.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of way Department is directed and authorized to commence and prosecure to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his ab-

EXHIBIT "Q-11" (cont.)

sence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-12"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Winchester-Shady Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction,

(cont.)

improvement and maintenance of the Winchester-Shady Point Section of the Pacific Highway as a throughway, the following described real property in fee simple, to wit:

R 18519
Owner: Frank A. Smith, et al

A parcel of land lying in Block 33, Plat "D", Umpqua Park Fruit Lands, being in Sections 25 and 26, Township 27 South, Range 6 West, W. M., Douglas County, Oregon, the said parcel being that portion of said Block 33 included in a strip of land variable feet in width, lying on the Easterly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2696+59.34, said Station being 653.10 feet North and 151.79 feet West of the Southeast corner of Plat "A", Umpqua Park Fruit Lands in Section 35, Township 27 South, Range 6 West; thence on a spiral curve right (the long chord of which bears North 17° 04' 50" West) 600 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears North 3° 36' 55" East) 979.72 feet; thence on a spiral curve right (the long chord of which bears North 27° 38' 40" East) 800 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears North 43° 11' 25" East) 1775.83 feet; thence on a spiral curve right (the long chord of which bears North 53° 24' 10" East) 400 feet; thence North 54° 04' 10" East 80.24 feet; thence on a spiral curve left (the long chord of which bears North 53° 16' 10" East) 400 feet; thence on a 4774.65 foot radius curve left (the long chord of which bears North 28° 56' 40" East) 3787.50 feet to Engineer's center line Station 2608+36.05. The Easterly line of said strip of land intersects the South and North lines of said Block 33 approximately opposite Stations 2658+40 and 2641+76 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line
2660+00	2645+00	To South Umpqua River
2645+00	2640+00	125 feet

It being the intent to convey to the South line of the property as acquired and claimed by the grantor by deed recorded in Book 200, Page 447 of Douglas County Deed Records.

(cont.)

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 2.40 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Winchester-Shady Point Section of the relocated Pacific Highway and all of the real property of the owners described above.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-13"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hood River-Mosier Section of the Columbia River Highway, and, in connection therewith, to construct and maintain a connecting or approach road between the relocated Columbia River Highway and the existing Columbia River Highway, and for such purposes the real property hereinafter described as Parcel No. 1 is necessary; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the said Commission is requred to designate, locate, relocate, construct, improve and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts, and for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire a quarry site, and for such purpose the real property hereinafter described as Parcel No. 2 is necessary; and

WHEREAS, the Highway Commission by a certain resolution made and entered on its records on the 16th day of July, 1951, and by a certain resolution made and entered on its records on the 19th day of February, 1952, declared

(cont.)

the necessity and need for the acquisition of a parcel of real property for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Hood River-Mosier Section of the Columbia River Highway, and, in connection therewith, the construction and maintenance of a connecting or approach road between the relocated Columbia River Highway and the existing Columbia River Highway, and a parcel of real property for a quarry site, for use in connection with the proper construction and maintenance of highways of the state highway system, and authorized the acquisition of said parcels of real property in the manner provided by law, and it is now the opinion of the Commission that the said parcel of real property needed for a quarry site, as described in said resolutions, is inadequate for the purpose for which it is needed, and it is, therefore, the opinion of the Commission that the said resolutions of July 16, 1951, and February 19, 1952, should be revised to conform with the present needs of the Highway Commission; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said Columbia River Highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolutions made and entered in its records of July 16, 1951, and February 19, 1952, declaring the necessity for the acquisition of two parcels of real property, be, and the same hereby are, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Hood River-Mosier Section of the Columbia River Highway as a throughway, and, in connection therewith, the construction and maintenance of a connecting or approach road between the relocated Columbia River Highway and the existing Columbia River Highway, the following described real property in fee simple, to wit:

L 1767 (R 17634, R 17635)
Owner: James C. Fulton, et ux

Parcel No. 1:

A parcel of land lying in Government Lot 6 of Section 2, Township 2 North, Range 11 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

EXHIBIT "Q-13" (cont.)

Beginning at a point 333.95 feet South and 1430 feet East of the Westerly Southwest corner of the J. A. Mosier Donation Land Claim No. 37, said point also being on the Southerly right of way line of the Columbia River Highway; thence on said right of way line North 79° 53' 30" East a distance of 167.68 feet; thence along a right of way line parallel to and 100 feet distant Southerly from the Union Pacific Railroad center line, South 73° 22' East a distance of 210.51 feet to the Westerly line of the Frank Ginger property; thence along the said property line South 0° 55' 30" West a distance of 280 feet; thence North 60° 39' 30" West a distance of 516.42 feet; thence North 56° 43' East a distance of 105.18 feet to the point of beginning, containing 1.91 acres.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

3. The Commission does hereby further find and declare that in addition to the acquisition of fee simple title to the above described real property, it is necessary to acquire for a quarry site, for use in connection with the proper construction and maintenance of highways of the state highway system, the following described real property in fee simple, to wit:

Parcel No. 2:

A parcel of land lying in the South half ($S\frac{1}{2}$) of Section 2, Township 2 North, Range 11 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning at the South quarter ($S\frac{1}{4}$) corner of said Section 2; thence North 87° 39' East 1719.97 feet along the South line of said Section 2; thence North 11° 25' West 1154.48 feet; thence North 72° 34' West 201.3 feet; thence North 18° 44' 25" East 705.43 feet; thence North 50° 35' 20" East 194 feet to the Southerly line of Parcel No. 1 above; thence North 60° 39' 30" West 116.42 feet to the most Westerly corner of said Parcel No. 1 above (the preceding courses are based on the Oregon Coordinate System, North Zone), said corner being on the Easterly line of that tract of land being sold to Louis Owens under unrecorded contract which tract is hereinafter described; thence Southerly along the Easterly line of said Owens tract to the intersection of said Easterly line of said Owens tract with the Easterly line of a tract conveyed by Marietta Harlan to Christian A. Hage by deed recorded in Book 54, Page 567, of Wasco County Deed Records; thence Southerly along the Easterly line of said Hage tract to the Southeast corner thereof, said corner being the Northeast corner of a tract conveyed by Marietta Harlan to J. Strein

(cont.)

by deed recorded in Book 57, Page 158, of Wasco County Deed Records; thence Southerly and Westerly along the Easterly line of said Strein tract to the South quarter ($S\frac{1}{4}$) corner of said Section 2, the point of beginning.

The parcel of land to which this description applies contains 28.93 acres.

The description of the tract hereinbefore mentioned as being sold to Louis Owens under unrecorded contract is as follows:

Beginning at the Northwest corner of the Charles and Opal Head property as described in Book 110, Page 25, Wasco County Deed Records; thence Easterly along the North line of said Charles and Opal Head property approximately 250 feet to an iron pipe; thence Southwesterly along the lower bank of an abandoned railroad roadbed approximately 1,000 feet to an iron pipe thence Westerly approximately 30 feet to the West line of the said Charles and Opal Head property; thence Northerly along the West line of said Charles and Opal Head property to the point of beginning, containing 3.5 acres, more or less.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed and located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury of damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

EXHIBIT "Q-14"

Minutes of April 8 and 9, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Union Avenue-Swift Road Junction Section of the Pacific Highway West, and in connection therewith, to construct a connecting road which will join the said Swift Avenue with Denver and Union Avenues to serve as an additional leg of the existing interchange; and

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, may in its discretion acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted,

(cont.)

highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Union Avenue-Swift Road Junction Section of the Pacific Highway West as a throughway, and in connection therewith, the construction and maintenance of a connecting road which will join the said Swift Avenue with Denver and Union Avenues, to serve as an additional leg of the existing interchange, the following described real property in fee simple, to wit:

L 1843A (R-15196)
Owner: Kernan Livestock Farms, Inc., et al

Parcel No. 1:

A parcel of land lying in the East half ($E\frac{1}{2}$) of Section 33, Township 2 North, Range 1 East, and the East half ($E\frac{1}{2}$) of Section 4, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: Those tracts of land which were conveyed by those certain deeds to Kernan Livestock Farms, Inc., recorded in Book 359, Page 169, and in Book 274, Page 377, of Multnomah County Record of Deeds, the said parcel being described as follows:

Beginning at the Northeast corner of that tract of land conveyed by deed to Pacific International Association, recorded in Book 222, Page 236, Multnomah County Record of Deeds, said point being the intersection of the East line of said Pacific International Association tract with the South line of the Swift Secondary Highway, said point also being North 379.6 feet and West 597.1 feet from the Northeast corner of said Section 4; thence South 23° 13' 45" West along the East line of said Pacific International Association tract 911.77 feet; thence South 7° 33' 25" East 139.45 feet; thence South 19° 30' East 120 feet; thence South 31° 00' East 120 feet; thence South 45° 30' East 170 feet to the South line of said Kernan property; thence South 82° 00' East along the South line of said Kernan property 412 feet to the southeast corner thereof, said point being on the West line of North Denver Avenue; thence North 11° 37' East along the East line of said property and the West line

of North Denver Avenue 212.26 feet to a line parallel to and 50 feet Northerly and Easterly of the center line of the Swift-Union Connection as located; thence North 88° 52' West parallel to said Swift-Union Connection center line 76.47 feet to a point opposite Engineer's center line Station 70+98.75; thence continuing parallel to and 50 feet distant from said center line as follows: on a spiral curve to the right (the long chord of which bears North 80° 40' 05" West 295.09 feet) to a point opposite Station 74+18.75 P. S. C.; on a 308.10 foot radius curve to the right (the long chord of which bears North 32° 49' 07.5" West 312.26 feet) 327.46 feet; on a spiral curve to the right (the long chord of which bears North 15° 03' 02" East 295.09 feet) and North 23° 13' 45" East 502.89 feet to a point opposite Station 86+22.24; thence continuing North 23° 13' 45" East 14.83 feet to the South line of the Swift Secondary Highway; thence on a 686.20 foot radius curve to the left (the long chord of which bears North 40° 55' 29.5" West 116.67 feet) along the South line of said Swift Secondary Highway 116.81 feet to the point of beginning.

The parcel of land to which this description applies contains 5.634 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, designated as Parcel No. 1, it is necessary that there be no rights or easements of access between the right of way hereinabove described as Parcel No. 1 and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the right of way hereinabove described as Parcel No. 1 of a width not to exceed 25 feet on the East side of the said right of way, opposite Highway Engineer's center line Station 84+00.

3. The Commission does hereby further find and declare that the acquisition of the real property hereinabove described as Parcel No. 1 and the denial of access thereto as hereinabove set forth will result in depriving the owners of all means of access from that portion of their real property lying Southwesterly of and adjacent to the real property hereinabove described as Parcel No. 1 to any public highway and to their remaining real property, and it is therefore, in the best interests of both the State and the owners for the State to acquire fee simple title to the owners' entire tract of real property lying Southwesterly of the East and North boundaries of the real property hereinabove described as Parcel No. 1, which said tract includes that portion of the real property hereinabove described as Parcel No. 1, and the real property described as follows, to wit:

(cont.)

Parcel No. 2:

A parcel of land lying in the East half ($E\frac{1}{2}$) of Section 4, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at a point which is 911.77 feet South 23° 13' 45" West (along the East line of that tract conveyed to Pacific International Association by deed recorded in Book 222, Page 236 of Multnomah County Deed Records) from the Northeast corner of said tract, which corner is 379.6 feet North and 597.1 feet West of the Northeast corner of said Section 4; thence South 23° 13' 45" West 451 feet to the South line of that tract conveyed to Kernan Livestock Farms, Inc., by deed recorded in Book 359, Page 169, Multnomah County Deed Records; thence South 82° 00' East 423.45 feet along said South line; thence North 45° 30' West 170 feet; thence North 31° 00' West 120 feet; thence North 19° 30' West 120 feet; thence North 7° 33' 25" West 139.45 feet to the point of beginning.

The parcel of land to which this description applies contains 1.637 acres.

4. That in addition to the acquisition of fee simple title to the real property hereinabove described, it is necessary that there be acquired an easement across the following described parcel of real property, hereinafter designated as Parcel No. 3, for the purpose of constructing, maintaining and repairing the slopes or cuts of fills occasioned by or resulting from the construction, improvement and maintenance of the said connecting road. Nothing herein contained shall be construed to convey fee simple title to the land used for slope purposes, nor to prevent the owners, their heirs and assigns, from the full use and domain thereover, provided, however, that such use shall not be permitted to damage or destroy lateral support to the highway. The real property over which this easement is required is described as follows, to wit:

Parcel No. 3:

A parcel of land lying in the East half ($E\frac{1}{2}$) of Section 33, Township 2 North, Range 1 East, and the East half ($E\frac{1}{2}$) of Section 4, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of that property described in those deeds to Kernan Livestock Farms, Inc., recorded in Book 359, Page 169, and in Book 274, Page 377, of Multnomah County Records of Deeds, the said parcel being a strip of land extending from the Westerly line of Denver Avenue to the Southerly line of the Swift Highway, said strip of land being variable in width, lying

(cont.)

on the Northeasterly side of the center line of the Swift Highway connection to Union Avenue as said connection has been located, which center line is described as follows:

Beginning at Engineer's center line Station SU 69+00, said Station being 833.5 feet South and 141.3 feet West of the Northeast corner of said Section 4; thence North 88° 52' West 198.75 feet; thence on a spiral curve right (the long chord of which bears North 80° 20' 50" West) 320 feet; thence on a 358.1 foot radius curve right (the long chord of which bears North 32° 49' 07½" West) 380.6 feet; thence on a spiral curve right (the long chord of which bears North 14° 42' 35" East) 320 feet; thence North 23° 13' 45" East 502.89 feet to Station 86+22.24; thence continuing on the back tangent produced ahead North 23° 13' 45" East 43 feet, more or less, to the Southerly line of the Swift Highway, except that portion of said strip lying in Parcel No. 1 above.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northeasterly Side of Center Line
Westerly line of Denver Avenue	75+00	250 feet
75+00	79+50	150 feet
79+50	Southerly line of Swift Highway	100 feet

5. That the highway facility for which the aforesaid real property and easement are required and are being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

6. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

7. That upon the trial of any suit or action instituted to acquire the said real property and easement, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

EXHIBIT "Q-14" (cont.)

8. That this resolution be entered in full in the minutes and records of the Commission this 8th day of April, 1953.

Portland, Oregon
May 18, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Manager, Accounting Division
Floyd Query, Acting Secretary

The Parks Superintendent reported on the following park matters:

1. Improvement of three CCC buildings at Silver Falls State Park: The Parks Superintendent reported that the present buildings consist of one large room each and that better use can be made of them and more revenue obtained if they are divided into smaller rooms. He recommended, and the Commission approved, the expenditure of $750 to install partitions.

2. Proposal of Daughters of the American Revolution to construct caretaker's cottage on property within the boundaries of Champoeg State Park: The Parks Superintendent explained that in 1931 the Oregon State Board of Control had given them permission to use an area within the park. They now propose to construct a caretaker's cottage at an estimated cost of $12,000 to $15,000. He stated that he had no objection to the erection of the cottage but felt that there should be a more specific type of agreement with the DAR regarding the area granted to them by the Board of Control. After some further discussion, the Commission stated they had no objection to the erection of the caretaker's cottage but instructed that an agreement be prepared with the Daughters of the American Revolution covering the details of their use of the property within the park.

3. Proposal for development of a state park at Ochoco Lake east of Prineville: The Parks Superintendent stated that many organizations have been urging such a development. The lake, he added, has recently been stocked with fish and much use is being made of the lake by fishermen and tourists. The proposed site contains about 15 acres, is wooded, adjoins the highway, and can be purchased for about $5,000. He recommended that he be authorized to study the matter concerning feasibility, cost, and other details. The Commission granted authority as requested but deferred further action pending inspection of the site by the Commission on their trip into central Oregon this coming summer.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for various state Highway improvements and for other purposes. After careful consideration, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the various options, the Right of Way Engineer called attention to the option for the Shell property in Arlington, File No. 19505. He stated that as instructed at a previous meeting, access to the plant is now restricted to the marketing of petroleum products only.

Chairman Chandler inquired if the State was securing salvage value for timber acquired on right of way for state highway construction. The Right of Way Engineer replied that such salvage value was being secured as reflected in the contractor's bid price.

The Commission approved the Right of Way Engineer's request to negotiate acquisition of real property for which no authority previously had been granted by adoption of the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For a list of the properties sold, see a copy of the report prepared by C. W. Parker, Property Manager, dated May 18 and 19, 1953, on file in the Secretary's office.)

The Right of Way Engineer recommended, and the Commission approved, a change of access point for the Krebs' property on the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County. No additional access is being granted.

The Commission also approved a "Lease and Sale of Road Materials" agreement with Roy L. Houck and Son for road building materials to be obtained from the Canby Gravel Bar on the Willamette River-Marion County Line Section of the West Portland-Hubbard Highway in Clackamas County. The Right of Way Engineer explained that it had been originally planned that the contractor should furnish his own material, but such plan had not worked out; that under the proposed lease the contractor is to pay the sum of $0.08 per cubic yard for all materials used in Contract No. 3818 which amount is not more than he would have been required to pay under the original plan.

Consideration was given to a proposed lease to the Richfield Oil Company for the use of a parcel of land containing 25,000 square feet at the 6th and 7th Street connection in the City of Eugene. The Right of Way Engineer explained that the proposed lease is for a four-year term for a consideration of $550 per year and contains a six-months' cancellation clause. Upon his affirmative recommendation, the Commission approved granting the lease as outlined.

The Right of Way Engineer recommended and the Commission approved the sale of the following properties which are no longer needed for state highway purposes:

1. 7,800 square feet on Viento-Hood River Section of the Columbia River Highway, Hood River County, to Thomas C. Meredith and Robert B. Meredith for $780.

2. Portion of Block 14, McMillen's Addition to East Portland, on the Pacific Highway West, Multnomah County, to Ranco Savoff for $825.

3. Portion of Lots 17 and 20, Block 1, Central Addition to Albany, on the Pacific Highway, Linn County, to P. W. and Florence E. Drushella for $1,425.

4. 0.48 acre of land in Troutdale on the Old Columbia River Highway in Multnomah County, to J. J. and Ruth D. Walker for $1,100.

5. 0.32 acre of land on the Roseburg-Coos Bay Highway, Douglas County, to Henry Carel and Lucy May Schattenkerk for $125.

6. Portion of Lots 15 and 16, Estacada Lake Addition, on the Woodburn-Estacada Highway, Clackamas Highway, to Frank J. and Laura M. Bailey for $140.

The Commission considered a release of access restriction form concerning property sold to the State by J. Harold Nichols on the Camas Valley-Pacific Highway Section of the Coos Bay-Roseburg Highway in Douglas County. The Right of Way Engineer explained that the reason for the release is to clear up ambiguous language in the deed which clouded the title and the length of the restricted access strip. He recommended that it be approved. The Commission accepted the recommendation.

The Commission also considered and upon recommendation of the Right of Way Engineer approved sale of a parcel of land containing 1,130 square feet between Blocks 16 and 17 of Roseburg in Section 19, Township 27 South, Range 5 West, Douglas County, to J. F. and Velma Dillard. The property, the Right of Way Engineer stated, is no longer needed for highway purposes and a price of $850 is being received for it. The deed, he stated, is executed upon the condition that no buildings, structures, or fixtures shall ever be placed upon the property.

The Chief Counsel requested authority to acquire by condemnation if necessary the following properties needed as right of way in connection with various highway improvements or for other public purposes and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

2157

Mt. Vernon-John Day Section of the John Day Highway

	Recommended Offer
R 18731 - Daniel Pike Right of Way (Grant) 0.25 acre	*
R 18732 - Josephine Holland Right of Way (Grant) 1.43 acres	*
R 18733 - Clyde Holliday Right of Way (Grant) Parcel No. 1: 0.05 acre Parcel No. 2: 0.015 acre	* *
R 18740 - John Silvers (Grant) Parcel No. 1: Right of way 0.83 acre Parcel No. 2: Easement 0.62 acre	* *
R 18743 - Art Morgan (Grant) Parcel No. 1: Right of way 1.19 acre Parcel No. 2: Easement for irrigation ditch change 0.88 acre Parcel No. 3: Easement for channel change 0.6 acre Parcel No. 4: Easement for ditch change 0.2 acre	*
R 20053 - Alva M. Empey Right of Way (Grant) 0.72 acre	*
R 20036 - School District No. 20 Right of Way (Grant) 0.1 acre	*
R 20171 - Dave Musgrave Right of Way (Grant) 0.15 acre	*
R 20197 - Anales Kirkwood Right of Way (Grant) 0.07 acre	*

Harbor Drive-City Limits Section of the West Portland Expressway

R 19569 - Gregory V. Bride Right of Way (Multnomah) 5,000 square feet	*

May 18, 1953

Rinehart Creek-Frankport Unit of the Rocky Point-Gold Beach Section of the Oregon Coast Highway

	Recommended Offer
R 20172 - Norman J. Nash Right of Way (Curry) 18.58 acres	*
R 20202 - Clayton Mark Right of Way (Curry) 1.75 acres	*
R 20204 - Winston W. Chambers Right of Way (Curry) 45.5 acres	*

Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Section of The Dalles-California Highway

R 17939 - Clarence V. Parsons Right of Way (Klamath) 0.55 acre	*

Zig Zag Rhododendron Section of the Mount Hood Highway

R 12367 - James W. Creighton Right of Way (Clackamas)	
0.02 acre	$750.00
0.50 acre	*
1.55 acres	*

The Commission unanimously granted the authority by adoption of the attached resolutions relative thereto marked EXHIBIT "N-1" through "N-7", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

At 10:00 a.m. bids, as follows, for highway construction were opened and read aloud by the Acting Secretary, pursuant to a previously published notice at the conclusion of which it was announced that the awarding of contracts would be made at 4:45 p.m. in the same room:

BENTON COUNTY
MILL CREEK BRIDGE

C. J. Eldon, Portland	$ 35,520.00
Johnston and Bryant, Newberg *	35,526.50
Babler Brothers, Inc., Portland	37,145.00
Schrader Construction Co., Portland	42,615.00

* Bidder will accept award of only one project.

May 18, 1953

CLATSOP COUNTY
YOUNGS RIVER LOOP COUNTY ROAD

United Paving Co., Edmonds, Washington	$ 93,734.00
United Construction Co., Portland	99,680.00
Warren Northwest, Inc., Portland	102,440.00

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY
GRADING AND BRIDGE PROJECT

Kuckenberg Construction Company, Portland	$755,270.00
C. R. O'Neil, Creswell	769,039.70
Berke Brothers, Portland	809,291.50
Peter Kiewit Sons' Co., Longview, Washington	845,829.00
R. A. Heintz Construction Co. & J. N. Conley, Portland	889,408.50
J. G. Watts Construction Co., Portland *	903,509.00
Carl M. Halvorson, Inc., Portland *	947,923.50
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	963,453.00
Parker-Schram Co., Portland	1,016,223.50
Guy F. Atkinson Co., Portland	1,334,537.90
McNutt Brothers, Eugene	1,366,156.50

* Bidder will accept award of only one project

COLUMBIA COUNTY
ST. HELENS PAVING PROJECT

Parker-Schram Co., Portland *	$ 24,505.00
Porter W. Yett, Portland *	26,390.00
D-H Paving Co., Vancouver, Washington*	28,275.00
Pacific Asphalt Paving Co., Portland *	32,045.00
United Paving Co., Edmonds, Washington	32,384.30
Warren Northwest, Inc., Portland	33,930.00
Babler Brothers, Inc. and Rogers Construction Co., Portland *	37,700.00

* Bidder will accept award of this project only in combination with Sauvie Island Paving Project.

COOS COUNTY
EMPIRE PAVING PROJECT

Porter W. Yett, Portland	$ 12,824.00

COOS COUNTY
MYRTLE POINT PAVING PROJECT

Porter W. Yett, Portland	$ 14,852.00

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OREGON COAST HIGHWAY IN CURRY COUNTY
GRADING AND PAVING BRUSH CREEK-FRANKPORT UNIT

Peter Kiewit Sons' Co., Longview, Washington	$984,239.00
Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co., Portland	996,183.00
Babler Brothers, Inc., Portland	1,041,230.00
Carl M. Halvorson, Inc., Portland *	1,114,202.50
Kuckenberg Construction Co., Portland	1,133,150.00
J. G. Watts Construction Co., Portland *	1,170,480.00
McNutt Brothers, Eugene	1,377,254.00

DOUGLAS COUNTY
WINCHESTER ROAD UNDERCROSSING

Erick Enquist, Troutdale	$ 33,076.00
R & M Construction Co., Central Point	33,170.00
Johnston and Bryant, Newberg *	34,090.00
Tom Lillebo, Reedsport	34,638.00
R. E. Meade and Co., Grants Pass	35,760.00
Babler Brothers, Inc., Portland	36,132.00
Hannan Brothers, Co., Portland	36,334.00
Hamilton and Thoms, Eugene	37,550.00

*Bidder will accept award of only one project.

DOUGLAS COUNTY
COMMUNITY HOSPITAL ROAD OVERCROSSING

R. E. Meade and Co., Grants Pass	$ 50,671.00
Hamilton and Thoms, Eugene	55,480.00
Hannan Brothers Co., Portland	57,550.00
Johnston and Bryant, Newberg *	58,120.00
Babler Brothers, Inc.	59,140.00

* Bidder will accept award of only one project

JOHN DAY HIGHWAY IN GRANT COUNTY
GRADING AND PAVING PROJECT

J. M. Arenz, Portland *	$332,061.00
Rogers Construction, Inc., Portland *	332,986.00
Durbin Brothers and John R. Saxton, Eugene *	338,915.60
Babler Brothers, Inc., Portland *	340,928.00
Curtis Gravel Co., Spokane, Washington *	342,272.50
Acme Construction Co., Eugene *	344,610.10
J. N. Conley, Portland *	351,575.10
R. A. Heintz Construction Co., Portland *	353,469.00
Peter Kiewit Sons' Co., Longview, Washington *	354,848.00

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Grading and Paving on the John Day Highway (cont.)

Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co., Portland *	$355,036.00
Newport Construction Co., Portland	361,687.00
J. L. McLaughlin, Great Falls, Montana *	367,240.20
Central Heating Co. and F. L. Somers, Eugene *	374,702.00
Parker-Schram Co., Portland *	407,429.00
Porter W. Yett, Portland	411,228.00
J. W. Briggs and Associates, Bend *	414,440.00

* Bidder will accept award of this project only in combination with Mt. Vernon-John Day Project.

JOHN DAY HIGHWAY IN GRANT COUNTY
GRADING AND PAVING MT. VERNON-JOHN DAY SECTION

J. M. Arenz, Portland (1)	$342,813.00
Acme Construction Co., Eugene (1) (2)	358,010.00
Rogers Construction, Inc., Portland (1)	362,397.00
Durbin Brothers and John R. Saxton, Eugene (1) (3)	364,806.00
J. N. Conley, Portland (1)	369,070.00
J. L. McLaughlin, Great Falls, Montana (1)	369,376.50
Babler Brothers, Inc., Portland (1)	372,680.00
Peter Kiewit Sons' Co., Longview, Washington (1)	374,721.00
Newport Construction Co., Portland (1) (4)	378,261.10
Curtis Gravel Co., Spokane, Washington (1)	386,279.00
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland (1)	389,007.00
R. A. Heintz Construction Co., Portland (1) (5)	391,156.00
Central Heating Co. & F. L. Somers, Eugene (1)	397,410.00
Parker-Schram Co., Portland (1)	449,658.50
J. W. Briggs & Associates, Bend (1)	456,615.00
Porter W. Yett, Portland (6)	471,337.00

(1) Bidder will accept project only in combination with Fields Creek-Mt. Vernon Unit.

(2) Bidder will make lump sum reduction of $11,000 if also awarded Fields Creek-Mt. Vernon Unit.

(3) Bidder will make lump sum reduction of $1,000 if also awarded Fields Creek-Mt. Vernon Unit.

(4) Bidder will make lump sum reduction of $5,000 if also awarded Fields Creek-Mt. Vernon Unit.

(5) Bidder will make lump sum reduction of $3,000 if also awarded Fields Creek-Mt. Vernon Unit.

(6) Bidder will make lump sum reduction of $10,000 if also awarded Fields Creek-Mt. Vernon Unit.

May 18, 1953

JACKSON COUNTY
THOMPSON CREEK BRIDGES

Central Heating Co. & F. L. Somers, Eugene	$ 54,076.00
R. E. Meade & Co., Grants Pass	55,668.00
Babler Brothers, Inc. Portland	56,210.00
R & M Construction Co., Central Point	57,104.50
Larson Construction Co., Astoria	65,890.00

LAKE COUNTY
MADDOCK CORNER-WEST SIDE SECTION

Peter Kiewit Sons' Co., Longview, Washington	$ 86,410.00

LAKE COUNTY
SILVER LAKE-VALLEY FALLS ROCK PRODUCTION PROJECT

N. A. Toole Construction Co., Ontario	$ 74,275.00
Rogers Construction Co., Portland	80,590.00
Peter Kiewit Sons' Co., Longview, Washington	81,750.00
John R. Saxton, Clatskanie	86,250.00

MULTNOMAH COUNTY
SAUVIE ISLAND GRADING AND PAVING PROJECT

Parker-Schram Co., Portland	$159,718.00
Morrison & Lamping, Walla Walla, Washington	163,275.00
D-H Paving Co., Vancouver, Washington	163,475.00
Porter W. Yett, Portland	164,966.00
Warren Northwest, Inc., Portland	175,140.00
Babler Brothers, Inc., and Rogers Construction Co., Portland	181,080.00
Pacific Asphaltic Paving Co., Portland	205,753.00

YAMHILL COUNTY
SHERIDAN GRADING AND PAVING PROJECT

W. G. Wright, McMinnville	$ 12,846.00
Central Paving Co., Dallas	14,983.10

The meeting was recessed at 12:15 p.m. to reconvene at 2:15 p.m. in the same room with the same persons present and participating.

The Commission considered and approved a report from the Chief Counsel concerning trial of cases since the last Commission meeting as follows:

(1) State vs Delorsa Livina Beck, et al, L 1772: This case involves acquisition of 4.65 acres of land on the Hayes Hill Section of the Redwood Highway in Josephine County. An offer had been made in the amount of $1,270.00 whereas the owners had demanded the sum of $40,000.00. The jury returned a verdict in the sum of $1,120.00.

(2) State vs R. K. D. Company, L 1719, involving the purchase of 0.84 acre of land with complete restriction of access for right of way of Unit No. 2 of the T. H. Banfield Expressway in Multnomah County. The State had made an offer for this property in the sum of $12,000.00. The defendants had demanded $32,212.00 plus $2,500.00 attorneys' fees. The jury returned a verdict in the sum of $12,500.00.

(3) State vs Nellie L. Fromm, et al, L 1968, involving the purchase of 21.88 acres of land for right of way on the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County, with acquisition of all rights of access with the exception of four private accesses and one farm crossing. The State offered for this property the sum of $9,200.00 whereas the owners demanded $34,000.00, plus $2,000.00 attorney's fees. Appraiser's tertimonies as to value varied from $5,600.00 to $36,200.00, the variation being due principally to a difference of opinion as to the highest and best use for the property being acquired. The jury returned a verdict in the amount of $22,000.00.

In discussing the various aspects of the Fromm case, the Chief Counsel brought up the question of using a private access for the removal of timber lying back of the land for which the access was granted. He pointed out that one of the defendants chief arguments in the case was the fact that the State, by granting private access to the owners only would preclude use of a logging road across the property by the owners of timber lying back of the Fromm land. It was pointed out in the trial that the owners of this timber could market it only by crossing Fromm's land. He explained that during the past year, access provisions have been limited "for ordinary travel, for private residential use and for the production and transportation to market of farm and forest products of the defendants remaining land only". This language, he stated, precludes use of the access point by large areas embracing many ownerships. It was his feeling that this clause should be retained in granting access rights. In the discussion following, it was brought out that the Commission did not wish by arbitrary regulations to stop logging operations, and in certain instances, where the circumstances justified the action, they felt that modifications might be necessary. They instructed the Chief Counsel that when such modifications are indicated that the matter be brought to the Commission for its action.

(4) August De Phillips, et ux, vs State, L 1825, for damages to the Beaver State Lodge in Brookings on the Oregon Coast Highway in Curry County. The owners demanded the sum of $51,000.00 for damages resulting from the lowering of the grade of the highway approximately six feet in front of the plaintiff's property. The jury rendered a directed verdict that no damages be assessed against the State.

(5) State vs Tigard Grange No. 148, L 1873, involving acquisition of 3,180 square feet of land required for right of way for the Tigard-Newberg Section of the Pacific Highway West in Washington County. The State offered to pay $1,675.00 for the property whereas the owners had demanded $8,930.00. The jury returned a verdict in the amount of $1,750.00.

(6) State vs Francis G. Murray, L 1953, involving treble value of four ornamental maple trees removed from the right of way on the Pacific Highway East at a point opposite 17720 McLoughlin Boulevard in Clackamas County. The jury awarded a verdict in the sum of $300.00 as damages for the cutting of two trees.

The Commission also considered a written report from the Chief Counsel concerning settlement of the following cases:

(1) State vs Charles J. Marks, L 1975: This case involves enforcement of a specific performance suit on an option for property on the Reedsport-Coos County Line Section of the Oregon Coast Highway in Douglas County. On April 9, 1953, Mr. and Mrs. Marks executed and delivered a deed to the State in compliance with the provisions of the option.

(2) State vs G. N. Tenney, L 1716, concerning the acquisition of 0.30 acre of land for right of way on the T. H. Banfield Expressway in Multnomah County. The owners had demanded $106,000.00 for the property but have now agreed to accept $71,000 which was the original offer made to them in September, 1950.

(3) State vs John William Stewart, L 1952, involving specific performance of an option to convey 0.13 acre of land on the Medford-County Farm Section of the Pacific Highway in Jackson County. On April 15, the Stewarts executed and delivered a warranty deed to the State according to the terms of the option.

(4) State vs the First National Bank of Portland, L 1973. This case involved acquisition of 0.154 acre of land on the Noble Slough-Foster Section of the Santiam Highway in Linn County. The Bank has agreed to accept the sum of $245.00 as originally offered by the State.

(5) State vs Earl Brant, L 1962, involving acquisition of 17.48 acres on the Elkhead Road-Rice Hill Section of the Pacific Highway in Douglas County. The State made an offer of $18,326.00, whereas the owners demanded $30,000.00 for the property. Settlement has been effected on the basis of the State's offer with the Brants to retain ownership of the house and out buildings. They are also obligated to remove these buildings from the right of way immediately.

(6) State vs William E. Tegart, L 1915, concerning the acquisition of 3.15 acres for right of way on Unit No. 5 of the T. H. Banfield Expressway in Multnomah County. The State originally offered $4,200.00, whereas the owners demanded $4,920.00 for the property plus $1,300.00 for crop

damage and the State to assume obligation for draining their land. A settlement has been agreed upon for the sum of $4,200.00 plus $150.00 for attorney's fees with certain clauses to be placed in the option concerning damages which may be suffered by Mr. Tegart due to loss of water from a spring in which he has a water right, and for possible damage to his property from negligence on the part of the highway contractor, neither of these items being covered in the settlement agreed upon. The Commission accepted the Chief Counsel's recommendation that the option be accepted containing the matters set forth above. (For more complete details, see the Chief Counsel's letter of May 12, 1953, in the General Files.)

(7) State vs Peter Menegat, Jr., L 1976, involving acquisition of an easement over 0.96 acre of land for relocating and constructing a section of creek channel on the relocated Forest Boundary-Hauser Section of the Oregon Coast Highway in Coos County. An offer of $175.00 was made for this easement. The owner refused to negotiate unless the State agreed to lower a culvert beneath the old highway for the purpose of draining his remaining land. The owner later agreed to convey the easement for the sum of $200.00 and an option has been secured in that amount.

(8) St ate vs William L. McDonald, L 1905. This case involves purchase of 14.9 acres of land on the Forest Boundary-Hauser Section of the Oregon Coast Highway in Coos County. An offer in the amount of $14,500.00 was made for this property, including all rights of access to the relocated highway except two private use access points. The owners, however, demanded $35,000.00 which they later agreed to reduce to $16,500.00, which amount the Chief Counsel recommended be paid.

(9) State vs Gabriel Mourens, L 1979, involving purchase of 0.37 acre of land on the Barbur Boulevard-Tualatin River Section of the West Portland-Hubbard Highway in Clackamas County. An offer in the amount of $750.00 was made for this property, whereas the owners demanded $1,500.00. After further negotiation, Mr. Mourens agreed to accept the sum of $750.00.

(10) State vs Alice S. Friday, L 1279, concerning acquisition of 2.98 acres of land on the Sunset Highway. The State originally offered $200.00 for the property and a settlement later was arranged in the sum of $350.00.

(11) State vs James E. Langdon, Jr., L 1938; State vs James E. Langdon, Sr., L 1939; State vs Homer Langdon, L 1940. These cases involved acquisition of 31.52 acres of land on the Boones Ferry Road-Marion County Line Section of the West Portland-Hubbard Highway in Clackamas County. An original offer in the amount of $25,923.00 was made which was not acceptable to the owners. A compromise settlement was effected involving the payment of $27,500.00 and the moving and enlargement of a stock pass.

The Chief Counsel recommended and the Commission approved the settlements as presented. (For further details see a copy of the Chief Counsel's report dated May 12, 1953, in the General Files.)

May 18, 1953

The Commission considered and confirmed offers reported by the Chief Counsel for the acquisition of real property needed for various public purposes which offers were tendered to the owners prior to the commencement of condemnation proceedings and in conformity with authority granted him by the Commission in its resolution adopted December 20, 1951, as follows:

Winchester-Garden Valley Road Section of the Pacific Highway

R 17836 - Owner: J. M. Housley, et ux. 13.36 acres for right of way. Amount of offer $10,183.00. Authorized by Chairman Chandler on April 21, 1953.

North Corvallis Section of the Pacific Highway West

R 14612 - Union Bond and Trust Co. 1.46 acre for right of way. Amount of offer $4,000.00. Authorized by Chairman Chandler on April 21, 1953.

County Farm-Ashland Section of the Pacific Highway

R 19273 - Owner: Marcel Klimek, et ux. 1.5 acre for gravel bar. Amount of offer $449.00. Authorized by Commissioner McIver on April 14, 1953.

Tigard-Tualatin River Section of the Pacific Highway West

R 18478 - Owner: Johnny Fredericks, et ux. 1.34 acre for right of way. Amount of offer $41,750.00. Authorized by Commissioner McIver on May 7, 1953.

Kaylor Corner-Marion County Line Unit of the Marquam-Molalla Junction Section of the Cascade Secondary Highway

R 19929 - Owner: August N. Damm. 5.6 acres for quarry site. Amount of offer $1,075.00. Authorized by Commissioner McIver on April 14, 1953.

Unit No. 4 of the T. H. Banfield Expressway

R 20008 - Owner: Elnora A. Ruef. 8,568 square feet for right of way. Amount of offer $4,300.00. Authorized by Chairman Chandler on April 21, 1953.

R 20006 - Owner: Gorden Dudley, et ux. 4,500 square feet for right of way. Amount of offer $2,250.00. Authorized by Chairman Chandler on April 21, 1953.

Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway

R 19565 - Owner: Jennie Halberstadt. 1.153 acre for right of way and 0.907 acre for excess taking. Amount of offer $11,250.00. Authorized by Commissioner McIver on May 7, 1953.

R 19658 - Owner: Leslie M. Erickson, et ux. 0.033 acre for right of way. Amount of offer $2,430.00. Authorized by Chairman Chandler on May 13, 1953.

R 19659 - Owner: Nate B. Cozey, et ux. 0.13 acre for right of way. Amount of offer $3,220.00. Authorized by Chairman Chandler on May 13, 1953.

Joseph-Hayden Gulch Section of the Little Sheep Creek Highway

R 19852 - Owner: Margaret Pooler. 0.40 acre for right of way. Amount of offer $334.00. Authorized by Chairman Chandler on May 13, 1953.

The Chief Counsel presented for the Commission's consideration the claim of Donald McArthur, Florence McArthur, and Joyce McArthur for damages in the sum of $243.17 suffered when a motorcycle they were riding struck a slick section of the Halsey-Sweethome Secondary Highway and skidded off the highway resulting in minor personal injuries and property damages. He explained that in the afternoon of June 11, 1952, a State Highway Department paving crew had left a coating of asphalt on the surface of the highway Near M. P. 18.2. Later in the afternoon it rained and there were several accidents at this spot, including the three McArthurs. An investigation revealed that five cars and one motorcycle had skidded off the highway as a result of the slick condition at this location. In view of these facts, he recommended that the claim be allowed in the sum of $243.17. The Commission approved the recommendation.

Consideration was given to a request from the Scotts Valley School District No. 30 that they be allowed to purchase 10 acres of land lying on the easterly side of the Anlauf-Elkhead Road Unit of the Divide-Rice Hill Section of the Pacific Highway in Douglas County. The Chief Counsel explained that the School District wishes to acquire the property for the purpose of constructing a new school building upon it. He recommended that the 10 acres be sold to them at $250 an acre which he estimated would be a fair market value. In the discussion of this matter, it was pointed out that the entire tract of land consists of 24 acres, and the thought was expressed that the entire tract should be sold, in which case the price would be $200 per acre. Also discussed was the matter of putting up a fence and whether this obligation should be assumed by the School Board or the State. Action was deferred by the Commission pending a personal inspection on their trip to Southern Oregon May 20-23.

The Commission took no action upon the matter of the use of local counsel in the trial of condemnation cases.

The Commission approved the Chief Counsel's request for the dismissal

of a specific performance action against William I. Fisher, et ux, and authorized him to institute condemnation proceedings if necessary with respect to right of way on the Tigard-Onion Flat Unit of the Tigard-Newberg Section of the Pacific Highway West. The attached resolution relative thereto, marked EXHIBIT "O", which resolution is made a part hereof with like effect as though extended in full herein.

The Chief Counsel presented for the Commission's consideration the granting of a quitclaim deed to Mr. Otto King and wife for two tracts of land abutting the Pacific Highway near Talent, Oregon. He explained that no conveyance of property is being made to the Kings but the deed is being given simply to clear up a cloud on the title to the land.

He also presented for consideration the granting of a quitclaim deed to Ralph and Virginia Thomas for 0.177 acre of land at the point of connection of the State Street-South Unit of the Salem By-Pass with the existing Pacific Highway East. This deed is to clear title to the property, and he pointed out that the deed has been prepared setting forth that the same shall not constitute a waiver of any right on the part of the Commission to acquire the right of way needed nor shall it be considered in any way a determination on the part of the Commission that there is no present or future necessity of this land being used for right of way purposes. The Commission approved granting both deeds. (On the following day the papers were signed.)

A request from the County Court of Curry County for the advancement of $20,000 was considered by the Commission. The Chief Counsel explained that the 1953 Legislature had enacted a law whereby any county is authorized to apply to the State Highway Commission for an advancement of monies appropriated to counties by Section 100-129 O. C. L. A. The bill provides that monies so advanced must be used for repairing or reconstructing county roads or bridges damaged by abnormal weather conditions during the period from January 1 to February 1, 1953. The bill passed by the Legislature contained an emergency clause and was signed by the Governor on April 8 so it became effective immediately. The County Court, he stated, has submitted a certified copy of a resolution requesting the advancement of $20,000. These funds are to be reimbursed by withholding an amount from the quarterly allocation of monies to the counties out of the 19 percent highway revenues distributed to counties under the provisions of Section 100-129 O. C. L. A. He recommended that the money be advanced as requested. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from the Attorney General that assistance be granted in making a job analysis and a study of salary schedules of attorneys employed by the Highway Commission and other state agencies. The Chief Counsel explained that the Attorney General wished to undertake a study of salary schedules of all legal personnel assigned to various state agencies, the purpose of the study being to determine if salary adjustments are necessary and also to study the extent and degree of responsibility of work now being done by the respective attorneys. The Civil Service Commission will aid in making this study and will make a charge for their services, a part of which is to be paid by the State Highway Department. The Chief Counsel recommended that he

be authorized to cooperate with the Attorney General as requested and that the Highway Department pay its proportionate share. After some further discussion questioning the value of the study, the Commission approved the cooperation as requested.

The Chief Counsel presented for consideration a request from Mr. Badley that property acquired from him near Otter Crest on the Oregon Coast Highway in Lincoln County will not be used for commercial purposes for a period of 15 years. The Chief Counsel requested authority to furnish Mr. Badley with a letter to such effect. The Commission approved the request.

Consideration was given to a proposed settlement with J. C. Burns and Mary C. Burns involving 13.17 acres of land required for a borrow pit on the T. H. Banfield Expressway near Halsey Street. The State, the Chief Counsel reported, had originally offered $16,770.00, including the building of a road at an estimated additional cost of $860. The defendants, he stated, have now agreed to accept the sum of $17,200 plus $550 interest and the State to build the road. He recommended, and the Commission approved, the settlement as presented.

A report was submitted by the Engineer concerning a request from Clackamas County for improvements on State highways within the county. The report recommended:

1. Early improvement of 82d Avenue between Portland and Oregon City when funds are available.

2. Deferment of consideration concerning construction of a new bridge between Oregon City and West Linn across the Willamette pending a trial of remedial traffic measures at the Oregon City bridgehead.

3. Denial of request for widening the Pacific Highway East between New Era and Hubbard as the Portland-Salem Expressway will absorb much of the traffic.

4. Improvement of 19.04 miles on the Mt. Hood Highway between Sandy and Rhododendron as soon as funds are available.

The Commission accepted the report.

Consideration was given by the Commission to a request from the City of Klamath Falls for additional highway projects within the city as follows:

1. Completion of the new South 6th Street viaduct.

2. One-way traffic on South Fifth Street and South Sixth Street, in lieu of one-way traffic on Sixth Street and South Seventh Street leading to the Sixth Street viaduct.

3. Construction of a truck route through the industrial area utilizing South Second Street, Plum Street, Oak and Spring Streets, or some variant to that route.

The Engineer advised that there is listed in the tentative five-year program construction of a parallel bridge alongside the present Sixth Street viaduct at an estimated cost of about half a million dollars. This project is set up for the year 1955 as a Federal Aid urban project contingent upon the availability of Federal money. Concerning the request for one-way traffic on South Fifth Street and South Sixth Street, he reported that the couplet would cost $88,000 and afford a benefit quotient of 17.51 in comparison with the South Sixth and South Seventh Street couplet which would cost $55,000 and afford a benefit quotient of 38.81. In view of these findings, he recommended that the South Sixth and South Seventh Street couplet be used to connect with the South Sixth Street viaduct when built. With reference to the new truck route, he advised that several plans have been considered, varying in cost from $196,000 to $235,000. It was his recommendation that the Commission continue to refrain from adding truck routes to the highway system and maintaining them. But should construction of a truck route be approved, he recommended the route using Second, Plum, Oak and Spring Streets, costing about $233,000. The Commission deferred action on these matters pending the appearance of a delegation from Klamath Falls on the following day.

The Commission approved a report from the Engineer advising that the conditions governing awards of the following state highway contracts for which bids were received by the Commission on February 18 and April 8 and 9, 1953, have been satisfied and the contract and bond forms have been sent to the respective contractors for execution pursuant to the Commission's instructions:

1. Grading and paving the Noble Slough-Foster Section of the Santiam Highway west and east of Sweet Home in Linn County. Bids received February 18, 1953. Conditions of award satisfied April 13, 1953. Warren Northwest, Inc., contractor.

2. Grading and paving on Sandy Heights Road in Sandy in Clackamas County. Bids received April 9, 1953. Conditions of award satisfied April 13, 1953. Oregon Asphaltic Paving Company, contractor.

3. Paving project on Buford Avenue in Siletz in Lincoln County. Bids received April 8, 1953. Conditions of award satisfied April 14, 1953. Warren Northwest Inc., contractor.

4. Installation of traffic signals on the Mt. Hood Highway in Gresham in Multnomah County. Bids received April 8, 1953. Conditions of award satisfied April 14, 1953. W. R. Grasle, contractor.

5. Construction of the Yoncalla Overcrossing on the Pacific Highway in Douglas County. Bids received April 9, 1953. Conditions of award satisfied April 16, 1953. Todd Building Company, contractor.

6. Construction of the Lone Rock Bridge on the North Umpqua Road in Douglas County. Bids received April 9, 1953. Conditions of award satisfied April 16, 1953. Tom Lillebo, contractor.

7. Crow-Douglas County Line Rock Production Project on the Territorial Highway in Lane County. Bids received April 8, 1953. Conditions of award satisfied April 22, 1953. L. P. Stubblefield, contractor.

8. Grading and paving and furnish crushed materials in stockpiles on the Jacksonville Grade Unit, Provolt-Jacksonville Section of the Medford-Provolt Highway in Jackson County. Bids received April 8, 1953. Conditions of award satisfied April 24, 1953. Central Heating Company and F. L. Somers, contractor.

9. Grading and paving and construction of a concrete bridge on the Molalla Junction-Marquam Section of the Cascade Highway in Clackamas County. Bids received April 9, 1953. Conditions of award satisfied April 24, 1953. Acme Construction Company, contractor.

10. Grading and paving in Molalla on Section Street and Hart Avenue in Clackamas County. Bids received April 9, 1953. Conditions of award satisfied April 29, 1953. Acme Construction Company, contractor.

In the matter of access control on primary state highways, the Engineer presented the matter of granting commercial access on the Umpqua Highway between Scottsburg and Reedsport. He stated that the highway closely parallels the Umpqua River and there are many beautiful recreational sites. The owners of these sites, he stated, are violently protesting the sale of their access rights except for private purposes. So far in acquiring this right of way, no commercial accesses have been granted unless they are presently in existance. Owners of recreational areas adjacent to the river have insisted that they retain the privilege of developing these areas by installation of fishing lodges, boat concessions, etc. He recommended, and the Commission approved, that development of such recreational areas should not be barred where they are so ideally situated and would be extensively used by travelers upon the highway.

The Commission considered a request submitted by Mr. MacDonald of the U. S. Forest Service at the April meeting, that additional surfacing be placed on the Little Sheep Creek Secondary Highway between the north end of the existing oil and the town of Imnaha. The Engineer reported that the southerly 4.2 miles requires additional base rock and that the entire 21.5 miles requires at least $1\frac{1}{2}$" of fine crushed rock to provide for adequate maintenance. Application of the base and surfacing rock, he estimated would cost $80,000, and he recommended approval of the job as a major betterment Federal Aid Project. The Commission approved the recommendation.

A request submitted by Mr. E. V. Nelson for commercial access to his proposed prehistoric gardens adjacent to the Oregon Coast Highway near Mussel Creek in Curry County was considered by the Commission. The Engineer stated that Mr. Nelson proposes to build a garden in which would be displayed prehistoric animals which existed many million years ago. These animals would include dinosaurs, sabre-toothed tigers, three-toed horses, and other animals from the various prehistoric ages. Nothing like this, he pointed out, has ever been done in the United States and would undoubtedly prove a great attraction to tourists. The Commission deferred action on Mr. Nelson's request pending inspection of the site by the Commission on its trip through Southern Oregon May 20-23, 1953.

The Commission considered a report submitted by the Engineer concerning the location of the West Coast Telephone Company phone line along the right of way of the Umpqua Highway between Reedsport and Scottsburg. The Engineer reported that the request for a permit was made on July 14, 1952, along the northerly side from M. P. 1.91 to M. P. 2.63 and from M. P. 6.00 to M. P. 16.24. They also requested permission to rebuild existing facilities along the southerly side of the highway between M. P. 2.63 and M. P. 6.00. Upon investigation, it was found that the Douglas County Court in 1927 had issued a permit along the southerly side from Reedsport to Scottsburg, and this permit was transferred to the Highway Commission when the road was made a state highway. Accordingly after the matter had been further investigated, the phone company had been advised that its request had been denied and that it would be necessary to reconstruct its line along the southerly side of the highway. Action on this matter was deferred by the Commission pending the appearance of a delegation representing the West Coast Telephone Company on the following day.

The Engineer discussed with the Commission a plan to eliminate existing traffic hazards at Sylvan on the Sunset Highway in West Portland. Since the appearance of the delegation from Sylvan at the last Commission meeting, a further study has been made, he stated. It was found that to construct an improvement that will satisfactorily care for traffic until such time as the ultimate depressing of the highway is effected will cost about $87,000. Of this $87,000, approximately $41,000 will be utilized in the ultimate planning so that the actual cost of the temporary work that will eventually be lost is $46,000. The cost of depressing the highway with the overcrossing structure at Skyline Boulevard, he estimated at $500,000. This cost will be reduced by about $37,000, represented by the change in Humphrey Boulevard. Commissioner McIver stated that he had talked to several residents in this area who indicated a desire that only permanent improvements be performed at this time. He pointed out that more traffic is developing on the highways, a vigorous building program is in the making at Cedar Hills, and there is also the possibility of changing the military airport which may considerably alter the traffic picture on the highway. The Commission deferred action on the proposed construction.

Consideration was given by the Commission to a request submitted by the Portland Chamber of Commerce delegation regarding development of Rooster Rock Park along the Upper Columbia Highway. The Engineer reported that following the appearance of the delegation at the April meeting, an investigation had been made to determine the cost of developing the park facilities and the cost of the access road. Development of the park, he stated, is estimated to cost $50,000 and to provide the access road from the highway to the park is estimated to cost $15,000, making a total estimated expenditure for the initial development of $65,000. He recommended that this expenditure be considered in formulating the 1954 budget. The State Parks Superintendent stated that the project is worthy, and he recommended that development be made. The Commission approved the recommendations, the work to start in 1954.

The Commission considered a report submitted by the Engineer con-

cerning a request to be submitted by the Wheeler County delegation on the following day for additional grading and surfacing work on the Shaniko-Fossil Secondary Highway. The Engineer reported that the cost to complete the highway to a graveled surface would be about $1,290,000. At the present time, the average daily traffic, he stated, is considerably under one hundred vehicles daily. He pointed out that $304,300 has been expended to date for grading and gravel surfacing on the highway, and there is in next year's secondary Highway program a tentative allocation of $130,000. Action on this matter was deferred by the Commission pending the appearance of the delegation from Wheeler County on the following day.

A request from the City of Independence was considered by the Commission for state assistance in building of a bridge over Ash Creek on Ash Street in Independence. The Engineer explained that the city has no engineering force to handle this work, and they desire assistance in the design of the structure, the receiving of bids for construction, and supervision by the State after the contract is let. They have agreed, he stated, to reimburse the State for all costs incurred in such work from money allocated to the city from State highway revenues and have also agreed to deposit with the State a certified check in the amount of the estimated cost of the work. He recommended, and the Commission approved, doing the work as outlined.

The Commission considered a request submitted by the Powder River Sportsmen's Club of Baker that the State provide a parking area, picnic and restroom facilities adjacent to the Unity Reservoir, on the Baker-Unity Highway in Baker County. The Engineer reported that an investigation disclosed that the reservoir is much used for fishing, and there is no place to park, with the result that cars park along the shoulders which are narrow, thus creating a hazard. Construction of the facilities requested, he stated, would be almost entirely for the benefit of fishermen as the only available site for such facilities is a considerable distance from the highway. It was his opinion that construction of these facilities might establish a far-reaching precedent, and it appeared there should be some end to the services that can be furnished from highway users' funds. He suggested that it might be more appropriate for the State Game Commission to construct the facilities requested. The Commission deferred action in this matter for further study as to the outcome of the fish planting program and the use of the area by fishermen and motorists.

A petition was considered from the Umpqua Highway Association requesting early improvement of the old Pacific Highway from Drain to Anlauf and from Drain two miles south. The Engineer reported that this section of the old Pacific Highway does have inferior alignment and is of narrow width, but the new Pacific Highway being constructed east of Drain through Scotts Valley will materially relieve traffic on the existing highway. He suggested that the old highway be given a trial to determine its ability to handle the decreased traffic when the new highway section is opened. He also pointed out that no money is available for improvement at the present time. The Commission accepted the suggestion.

The Commission gave consideration to a petition from residents adjacent to the Eddyville-Nashville Secondary Highway requesting the paving of the

highway from Nashville to its junction with US 20, a distance of approximately twelve miles, with the work to be done in 1953. The Engineer advised that an investigation disclosed that the roadbed considered is quite narrow with a thin gravel surface. Before the road could be oiled or paved, it would be necessary to widen the roadbed and add considerable base rock. Performance of this work with the paving requested, he estimated would cost at least $300,000. The average volume of traffic over the section, he pointed out, is only about ninety vehicles per day, which he felt did not justify the expenditure that would be required to improve the highway as requested. He recommended that improvement be deferred until there is more traffic, and other projects having a higher priority have been taken care of. The Commission approved the recommendation.

Consideration was given by the Commission to a request from the City of Huntington for construction of a sidewalk between what is known as the "old town" and the "main part of town". The Engineer advised that the city contends that an old wooden sidewalk was torn out when the highway was rebuilt about 1937 and that the State had promised to rebuild this walk. A diligent search, he stated, has been made and no record can be found of any commitment to build the sidewalk nor can any record be found of the old wooden sidewalk referred to. As it has been, and is the policy of the Highway Commission not to build sidewalks within the corporate limits of cities and towns, he recommended, and the Commission approved, that the request be denied.

Consideration was given to a resolution submitted by the City of Springfield requesting the completion of the South "A" Street project by construction of a second bridge over the Willamette River at Springfield. The petition pointed out the large volume of traffic over the present two-lane bridge and the increasing frequency of accidents on the structure. The Engineer reported that there is no money available now for the project, but funds have been tentatively set up in the third year of the Commission's proposed five-year program. No action was taken.

The Commission considered requests from the Umatilla County Court and the Board of County Commissioners of the County of Walla Walla, Washington, for improvement of a county road extending from Vansycle in Umatilla County to the Washington State line thence to a connection with the Washington State Highway system at Wallula. The Engineer recalled that a similar request had been considered by the Commission in 1949 at which time it was estimated that such an improvement would cost $432,000. The project in Oregon, he stated, is at present a Umatilla County road not on the state highway system, and on which the estimated daily traffic is about fifty vehicles. The proposed highway, he added, would not render any improvement over existing highways as far as McNary Dam is concerned, and furthermore traffic from the east can readily reach the McNary Dam area via the Athena-Holdman Secondary Highway combined with US 395. Commissioner Reynolds pointed out that wheat farmers feel it would be an advantage to them in that it would be a good haul to the Columbia River where the grain could be placed on barges. Also he felt that development of atomic plants at Richland, Washington, would have a bearing on the need for the highway. After further discussion, the Com-

mission instructed the Engineer to contact Washington State road officials as to how they feel about developing the proposed roadway in Washington, and if they indicated a willingness to conduct such development that a reconnaissance survey of the route be made in Oregon.

A request was considered from Mr. C. R. McCoy, Treasurer of the Parkdale Grange for an investigation concerning improvement of the highway approach to the bridge over the east fork of Hood River on the Mt. Hood Highway near Dimmick State Park. An investigation has been made, the Engineer reported, disclosing very little improvement could be made unless the highway were completely relocated and a new bridge constructed. The existing approach, he stated, is on a 36-degree curve and the best that could be obtained without building a new bridge would be a twenty-four degree curve, which reduction he felt would not justify the estimated cost of $12,000. Traffic over the highway is approximately six hundred vehicles daily; not an excessive amount for the existing type of roadway. In view of these conditions, he recommended that no improvement be attempted at this location until funds are available for a relocation. The Commission approved the recommendation.

The Commission also considered a request from a Mr. Reade and a Mr. Strecker of Spray, Oregon, for oiling of the Heppner-Spray Highway. The Engineer reported that the highway carries an average of about twenty vehicles per day, which volume is far below that ordinarily required for oiling. He, therefore, recommended, and the Commission approved, that the request be denied.

A petition was considered by the Commission from residents of the Sumpter area protesting the resurfacing of the Sumpter Valley Highway with crushed gravel and requesting that the contract be cancelled, and the money involved be applied to extending the oil surface. The Engineer reported that the application of the $35,000 set up for crushed gravel would permit construction of not more than a mile of oiled highway, and he felt it was not feasible to undertake such a small section for construction. When further improvement is made, it should be done when funds are available to construct a section at least three or four miles in length. The placement of the crushed gravel, he stated, is necessary to maintain the highway in suitable condition and is not intended as an ultimate solution. He recommended that the petitioners be advised that it is not practical to cancel the existing contract, and that further improvement will be considered when funds are available. The Commission accepted the recommendation.

The Engineer reported that surveys for relocations and improvements of various state highways had been completed. He exhibited maps showing the proposed locations and explained details. He recommended adoption of the following surveys:

1. Relocation of the Monroe Section of the Pacific Highway West in Benton County.

2. Survey for the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County.

3. Relocation of the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

4. Relocation of the Goshen-Divide Section of the Pacific Highway in Lane County.

5. Relocation of the Frankport-Euchre Creek Section of the Oregon Coast Highway in Curry County.

The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

South Unit of the Elbow Lake-Gardiner Section of the Oregon Coast Highway

	Recommended Offer
R 19652 - Crown Zellerbach Corporation Right of Way (Douglas) Parcel No. 1: 1.4 acres Parcel No. 2: 3.6 acres	*
R 19653 - Margaret B. Sparrow Right of way (Douglas) 75.5 acres	*
R 19655 - Gardiner Lumber Company Right of way (Douglas) Parcel No. 1: 9.35 acres Parcel No. 2: 9.78 acres	*

The Commission approved the request by adoption of the attached resolution relative thereto marked EXHIBIT "N-8", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority to conduct a reconnaissance survey for the relocation of the Oregon Coast Highway from Neahkahnie to Brighton in Tillamook County. He explained that routing of the highway along the sand spit next to the ocean and across the small neck of Nehalem Bay had long been contemplated to eliminate the present circuitous route via Wheeler. The County owns a considerable amount of property and is agreeable to transferring to the State at nominal cost any property needed for right of way. Although construction of the section is probably several years in the future, he felt that a reconnaissance survey should be made now to be followed at a later date by an aerial survey. A reconnaissance survey

he estimated to cost $1,500, and the aerial survey was estimated to cost between $4,000 and $5,000. He recommended that the reconnaissance survey be authorized at this time with consideration to be given later to the aerial survey. The Commission approved the authorization.

The Commission gave consideration to a request submitted by the Engineer for the expenditure of $40,000 to construct a bridge at Wolf Creek on the Pacific Highway in Josephine County. The Engineer explained that in 1947, a triple ten-foot by ten-foot concrete box culvert was installed at right angles to the roadway. It has now developed that during each flood period, large amounts of gravel are deposited in the culverts, restricting the waterway and presenting the danger of becoming completely closed which would result in heavy damage to adjacent property. He estimated the cost of the structure at $40,000 and recommended that it be constructed this coming summer from bond funds allocated to the Pacific Highway. The Commission deferred action on this matter pending an inspection by the Commission on their trip through Southern Oregon May 20-23.

Attention was given by the Commission to a proposed change in construction plans which would eliminate new construction on the Brushes Creek Section of the Oregon Coast Highway in Curry County. The Commission deferred action on this matter until they could inspect the section personally on their trip through Southern Oregon May 20-23.

The Commission considered and approved the following agreements covering the financing and maintenance of county road projects on which contract work is to be performed:

1. Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line project in Washington County.

2. Holland-Loop County Road project in Josephine County.

3. Cottonwood Creek and West Side County Road Project in Lake County.

4. Thompson Creek County Road Project in Jackson County.

5. Sprague River County Road Project in Klamath County.

6. Youngs River Loop County Road Project in Clatsop County.

7. Clackamas-Boring County Road Project in Clackamas County.

8. Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections of Multnomah County roads.

(These agreements were signed by the Commission on the following day.)

Improvement of the Grants Pass-Murphy Section of the Williams Secondary Highway in Josephine County was considered by the Commission. The Engin-

eer recalled that at the previous Commission meeting allocation of $150,000 had been withdrawn from this project because this amount was not sufficient to improve the section to Bureau of Public Roads standards. He felt that the expenditure of $390,000 which was the estimated cost if the section were brought up to Bureau of Public Roads standards was not justified, but it was also his thought that the section should be improved by minor widening and the application of a medium type oil surface. He pointed out that traffic on this section is quite heavy, being 3,500 vehicles at the northern terminus and 1,800 at the southern terminus, with an average of 2,650. To keep faith with Jackson County and to effect a satisfactory improvement for the traffic involved, he recommended that improvement of this section be undertaken as a State project at an estimated cost of $110,000. The Commission approved the recommendation.

Consideration was given by the Commission to a request from the City of Portland for additional widening of Barbur Boulevard immediately south of its junction with Harbor Drive in Portland. The Engineer reported that there is in the 1953 budget an approved item of $6,200 for widening at this location to provide an additional traffic lane. The City, he stated, has now requested that the widening be extended a short distance to the south which would cost approximately $3,000 additional plus the cost of constructing a retaining wall for another $3,000. The City has agreed to pay half of the additional cost which would be about $3,000. He recommended, and the Commission approved, the request with the City to perform the work and bear the costs in excess of $9,000.

The Commission discussed briefly with the Engineer the programming of Federal Aid Primary, Urban, and Secondary funds. The Commission took no action on this proposed programming, but instructed the Engineer to provide additional copies for Commissioner Reynolds and Commissioner McIver for consideration on the Commission's trip through southern Oregon, May 20-23.

The Engineer requested authority to enter into a cooperative agreement with Interstate Theater Equipment Company in the construction of a new entrance to their out-door theater adjacent to the Pacific Highway West approximately one mile east of Tigard. He stated that access to the theater would be from an existing county road known as Red Rock Road. This road, however, intersects the State highway at an angle creating a critical turning movement which would be very hazardous to highway traffic. Investigation, he stated, has disclosed that it will cost approximately $13,500 to construct a suitable access of which amount $7,500 would be for construction costs, $3,200 for traffic signals, and $2,800 for right of way. The Theater Company recognizes that this intersection is hazardous and has agreed to cooperate to the extent of paying $10,000 towards the cost of construction. This amount, he stated, is a much larger percentage than any other theater company has agreed to pay, and as access cannot be prohibited to the existing county road, he recommended that an agreement be entered into with the Theater Company whereby it is to pay $10,000 to be deposited in advance, the State to pay the balance of the costs estimated at $3,500 as a minor betterment project. The Commission approved the recommendation.

The Engineer requested authority for the expenditure of $4,600 for the replacement of four old type corner-installed signal installations at the intersections of 6th with Willamette and Olive Streets, and 7th Street with Willamette

and Charnelton Streets in Eugene. The City officials of Eugene, he explained, are anxious to replace the corner installations with overhead signals as they receive many complaints from people who run through the signals because of unawareness. The estimated cost for the four signals involved is $9,200 which would result in a cost of $4,600 each to the State and City. He recommended that the installations be replaced at the four intersections with the City to bear half the costs. The Commission approved the recommendation.

A request was made by the Engineer for an additional expenditure of $10,000 as the State's share in the cost of the Western Association of State Highway Officials test road section at Malad City, Idaho. The tests, he stated, were started last fall and ran until November 27 at which time operations ceased because of a frozen road bed. Tests were started April 1 of this year and will continue until freezing weather again sets in. It was his thought that by that time most of the tests considered necessary will have been obtained but to continue the operations to that time will require approximately $100,000 in additional funds which means that Oregon's share would be $10,000 which he recommended be paid. The Commission approved the expenditure with the stipulation that no further authorization would be granted for this project.

The Commission considered a proposed agreement with the City of Portland for construction of an overcrossing and connec tions to the T. H. Banfield Expressway at 39th Street. The Engineer explained that this plan meets objections voiced by the City to the original plan for a connection at 37th Avenue. The additional cost, he estimated, would be about $260,000. The City, however, has agreed to contribute $75,000 payable $25,000 each year in 1953, 1954, and 1955, plus the acquisition of right of way on 39th Avenue, estimated to cost $46,500. He recommended, and the Commission authorized, the preparation of the agreement.

The Commission considered the status of Highway Contract No. 3756 wherein Mr. E. L. Kennard is the contractor, and upon being advised by the Engineer that Mr. Kennard refuses to complete the performance called for in the said contract, and based upon the recommendation of the Engineer and the Chief Counsel, unanimously declared the contractor, Mr. Kennard, to be in default and instructed the Chief Counsel to take all necessary action against Mr. Kennard and his surety, The Travelers Indemnity Company, to the end that they be held responsible for all damages suffered by the State by reason of said default.

A proposed agreement with the City of Hood River concerning Jaymar Road was considered by the Commission. The Engineer recalled that under the terms of a previous agreement approved by the Commission but not signed by the City of Hood River, the City had consented to level a sawdust pile on City property and cover the same with 6 inches of soil. The second item on this agreement pertained to the paving of Jaymar Road. It was originally estimated that the paving of the road would cost $3,800,and the City was to place rock surfacing on the road at its expense prior to the paving which was to be done on a 50-50 basis. It has now been determined that the cost of the rock which the City will need to place is approximately $1,000, and the City requests that it be given credit for the placement of the rock in the amount of $1,000 and then pay to the State $900 in cash, the State to bear the cost for the paving. As the State was able to save approximately $18,000 by leveling off the sawdust pile rather than by hauling it away, he recommended that a

new agreement be entered into with the City whereby the City would place at least $1,000 worth of crushed rock on the road and pay the State $900 in cash with the State to make arrangements for paving the street. The Commission approved the recommendation.

The Commission gave consideration to the extension of the Havana-Helix Secondary Highway from its connection with the old section of the Oregon-Washington Highway southerly about 0.7 mile to the newly constructed section of the highway. Commissioner Reynolds stated that in company with the Umatilla County Court they had inspected the proposed connection, and it appeared that it could be made at a reasonable cost. In the discussion following, it was pointed out that there is a narrow bridge involved and a bad railroad grade crossing. No action was taken by the Commission at this time pending an inspection of the location on a trip into eastern Oregon this summer.

The Engineer reported that Contracts Nos. 3664, 3709, 3751, 3766, 3775, 3780, 3786, 3787, 3789, 3798, 3821, 3822, and 3827-A for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the following list of cities and towns have fulfilled the legal requirements for expenditure of State Tax Street Funds that have accrued to them during the second six-month period of 1952, and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory:

Arlington	$2,274.31
Butte Falls	1,233.30
Clatskanie	2,987.11
Cornelius	3,308.69
Falls City	2,827.97
Gearhart	1,883.10
Lafayette	2,194.74
Manzanita	1,123.89
Maupin	1,034.38
Nehalem	895.14
Ocean Lake	2,320.73
Phoenix	2,473.23
Waldport	2,284.26

The Engineer recommended approval of the plans by the Commission. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the towns of Glendale, Talent, and Tualatin have fulfilled the legal requirements with respect to expenditures of

State Tax Street Funds that have accrued to them during the first six-month period of 1952 and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer then reported that the City of Richland has fulfilled the legal requirements with respect to expenditure of State Tax Street Funds that accrued to it during the second six-month period of 1951 and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "E-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a proposed expenditure for widening and installation of asphalt markers with reflectorized sight-pasts at the intersection of the realigned Wilson River Highway Connection with Pacific Avenue near the west city limits of Forest Grove. The Engineer reported that there had been numerous complaints concerning this intersection and an investigation had been made. Traffic on the Wilson River Highway approaches at rather high speeds and results in a hazard for westbound traffic on Pacific Avenue which must cross inbound traffic on the highway. Also the new Forest Grove High School is located just west of this intersection which further complicates conditions. It was his thought that some minor widening and the installation of raised asphalt markers with the reflectorized sight-posts at an estimated cost of $2,500 would eliminate this hazard, and he recommended that the work be approved as a minor betterment item. The Commission approved the recommendation.

Reversing of stop sign installations at the intersection of the Wapinitia Highway and The Dalles-California Highway was considered. The Engineer explained that in 1943, the Commission had stipulated that traffic on the Wapinitia Highway need not stop at its intersection with The Dalles-California Highway. Since the opening of the Warm Springs Highway, the traffic has materially decreased on the Wapinitia Highway and has increased on The Dalles-California Highway. He felt that it would be in the best interest of the motoring public for traffic on the Wapinitia Highway to stop before entering The Dalles-California Highway, and he so recommended. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request submitted by the Yaquina Head Grange No. 934 of Agate Beach for a pedestrian crossing lane across the Oregon Coast Highway in Agate Beach, and for the establishment of a restricted speed zone. The Engineer reported that a careful investigation had been made, the results of which disclosed that the accident rate in the vicinity of Agate Beach is higher than the average, being 9.59 accidents per million vehicle miles compared to an average accident rate of 4.96 accidents per million vehicle miles. The in-

vestigation also disclosed that if a pedestrian crosswalk was to be marked between the Post Office and the Lighthouse Road at Ocean Avenue, it would be used by very few people, would create a false sense of security in the mind of the pedestrian, and would increase rather than decrease the hazard to the pedestrian. He, therefore, recommended that the request for the crosswalk be denied, and also recommended that a 50-mile per hour speed zone be established on the Oregon Coast Highway between M. P. 149.72 and M. P. 150.16. The Commission approved the recommendations , by adopting the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

To reduce the accident frequency at both ends of the bridge crossing China Camp Marsh between Coos Bay and Coquille on the Oregon Coast Highway. The Engineer recommended, and the Commission approved, the establishment of a 25-mile per hour speed zone between M. P. 269.24 and M. P. 270.36. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from Marion B. Winslow, Superintendent of Schools in Coos Bay, for a reduced speed zone on the Oregon Coast Highway between the south city limits of Coos Bay and a point south of the Coos River Highway Junction. The Engineer reported that an investigation had been made disclosing that the accident rate in this section was considerably higher than the average accident rate for suburban primary highways. In view of the evidence disclosed in the investigation, he recommended the establishment of a 40-mile per hour speed zone on the Oregon Coast Highway between the south city limits of Coos Bay at M. P. 256.70 and the south entrance to the Bunker Hill School at M. P. 257.24. He also recommended that the existing "School Zone Be Careful" sign which is located at M. P. 257.32 be moved northward to M. P. 257.22. The Commission approved the recommendations by adopting the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the State Speed Control Board at its meeting May 6, 1953, had considered and approved the establishment of speed zones in the City of Empire on the Empire-Coos Bay Highway and had also established speed zones on the Three Mile Lane Secondary Highway in the City of Dayton. He pointed out that the State Speed Control Board has jurisdiction within the cities to establish speed zones, and in these two cases, a parallel action should be taken by the State Highway Commission to establish speed zones beyond the city limits. Such action, he stated, is deemed necessary due to the extent of roadside culture beyond the city limits of the towns involved. He, therefore, recommended, and the Commission approved, the establishment of a 40-mile per hour speed zone between the southeast city limits of Empire at M. P. 0.47 on the Empire-Coos Bay Highway and Bruel street at M. P. 0.60. He also recommended, and the Commission approved, the establishment of a 40-mile per hour speed zone on the Three Mile Lane Secondary Highway from a point 0.07 mile west of 9th Street at M. P. 6.32 to the west city limits of Dayton at

M. P. 6.66, and a 35-mile per hour speed zone from the east city limits of Dayton at M. P. 7.15 to the east end of the Yamhill River Bridge at M. P. 7.40. The Commission thereupon adopted the attached resolutions relative thereto marked EXHIBIT "J-1" and EXHIBIT "J-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered a request submitted by C. G. Reiter, City Manager of Albany, in behalf of the Albany Timber Carnival Association for a permit to use Waverly Lake Park in Albany in conjunction with the annual timber carnival scheduled for July 2, 3, and 4, 1953. The Engineer recalled that the Commission has granted use of the park to the Association for the past several years, and it has cooperated very well with the Department and the State Police in compliance with the terms and conditions of the permit granted to them and in the handling of traffic. He recommended, and the Commission approved that they be allowed to use the park as requested under the terms of a permit to be issued to them.

The Engineer requested that authority be granted him to make application to the U. S. War Department for a permit to construct a bridge across the Columbia River between Vancouver and Portland. He explained that the states of Oregon and Washington have each passed legislation necessary to permit construction of this bridge, and one of the first steps to be taken is the securing of the permit from the U. S. War Department. The Commission granted the authority as requested.

Consideration was given to objections voiced in a letter from the Port Orford Chamber of Commerce to the location of the truck scales in Bandon. They pointed out that trucks loading in Curry County are weighed in Bandon in Coos County, and citations for overloads are issued at Bandon, with the resulting revenue accruing to Coos County. They felt that there should be a scale located in Curry County. The Commission instructed the Engineer to make investigation for a truck scale site in Curry County.

The Engineer recommended, and the Commission approved out-of-state travel expenses for the following personnel:

1. W. C. Williams, Assistant State Highway Engineer, to attend AASHO meeting in Chicago on May 27, 1953.

2. William F. Lieske, Radio Engineer, to attend a meeting of the Association of Police Communication Officers on radio frequency allocations in Seattle, Washington, on May 13 and 14, 1953. Estimated cost $25.

3. F. B. Crandall, Traffic Engineer, to attend meeting of AASHO on revision of manual on Uniform Traffic Control Devices on June 8, 9, and 10, 1953, and a board meeting of the Institute of Traffic Engineers on June 11 and 12, 1953, in Washington, D. C. Estimated cost $365.

4. C. W. Enfield, Chief Counsel, and Forrest Cooper, Assistant

Construction Engineer, to attend the annual meeting of the National Directors of American Right of Way Association in Sacramento on June 20, 1953. Estimated cost $80 each.

The Commission approved a proposed itinerary for their trip through southwestern Oregon May 20-23, 1953. The scheduled trip is to leave Portland on May 20, stopping at Roseburg overnight. From Roseburg on May 21, via the Redwood Highway to Crescent City and north on the Oregon Coast Highway to Gold Beach. On May 22 from Gold Beach to Coquille and Coos Bay. On May 23 from Coos Bay to Portland. Action was deferred on suggested itineraries for trips to be taken by the Commission during the coming summer.

A request from the Clatsop County Court for return to the county of an old bridge over Nehalem River on the Nehalem Secondary Highway was considered by the Commission. The Engineer reported that a new bridge is being constructed on the highway at M. P. 30.7, and the old bridge which is being dismantled, is not suitable for replacement on the highway system. The old structure, he added, was originally built and paid for by Clatsop County, and past practices in such instances have been to turn the old structure over to the county that paid for it. He recommended, and the Commission approved, that the old structure be turned over to the County at the site when the new bridge is opened to traffic.

Consideration was also given to a request from the U. S. Army Engineers for return to them of the old bridge on Fall Creek on the Alsea Highway. The Engineer stated that the existing structure originally constructed by the U. S. Government is a narrow, steel span not suitable for use on the State Highway system. The Army Engineers, he stated, have requested that the bridge be turned over to them for use at The Dalles in connection with construction of The Dalles Dam. As the bridge has practically no value to the state, he recommended that the old bridge be turned over to the U. S. Government at the site when the new bridge is opened to traffic. The Commission accepted the recommendation.

The Commission considered and approved, upon the Engineer's favorable recommendation, an abandonment agreement with Clackamas County, whereby the County agrees to take over and maintain as a county road the old section of the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County when the new section has been completed and opened to traffic. (The agreement was signed by the Commission on the following day.)

The Engineer also recommended, and the Commission approved, an abandonment agreement with Wallowa County whereby the county agrees to maintain as a county road the old section of the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway when the new section is completed and opened to traffic. (The agreement was signed the next day)

The Engineer also recommended, and the Commission approved, an agreement with Columbia County and the City of Clatskanie providing for disposal to the County and to the City of Clatskanie the old route of the Clatskanie-Delena Section of the Columbia River Highway when the new section has been

completed and opened to traffic. (The agreement was signed the next day)

The Engineer requested classification of the Starkey Secondary Highway in Union County from an unclassified status to the status of a Group I highway. Test runs, he stated, have been made over the highway indicating that 60-foot truck-trailer combinations can operate on the proper side of the center line. The Commission approved the request.

The Engineer reported that reduced load limits previously placed on certain highways had been removed as conditions necessitating the reduced limits had changed so that they were no longer required. He requested that the Commission confirm his action in removing the reduced load limits on the following state highways:

1. Medical Springs Secondary Highway, No. 340.

2. Ochoco Highway, No. 41.

3. Weston-Elgin Secondary Highway, No. 330.

The Commission approved the Engineer's request by adopting the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request submitted by the United States Army Engineers for authority to construct a parking area at Government expense adjacent to the Lookout Point Dam on the Willamette Highway. The Engineer explained that the parking area is proposed to be constructed on property owned by the Southern Pacific Company and the State Highway Department. In two years time, he stated, the area constructed at Government expense is to be turned over to the State for maintenance. He felt that the proposed plan is desirable in providing a place for motorists to stop and view the dam site. He, therefore, recommended that the Government be given permission to enter on the State's property, such permission to be covered by a formal permit or agreement as soon as such can be prepared. The Commission approved the recommendation.

The Commission approved a report submitted by the Acting Secretary, showing papers signed in behalf of the Commission during the period from April 6, 1953 to May 15, 1953.

The Commission gave consideration to the following matters of unfinished business appearing on the Secretary's summary dated April 27, 1953:

1. Car parking problem on U. S. Highway No. 30 at Koberg Beach near Hood River. The Engineer stated that his report is not yet ready. The item is to remain on the list of unfinished business.

2. Request of Clackamas County delegation for improvement of 82d Avenue, Portland to Oregon City; (2) construction of a new bridge between Oregon City and West Linn; (3) widening US 99E from New Era to Hubbard and (4) widening of the Mt. Hood Highway east of Sandy.

This matter, the Engineer stated, was covered in his report on this subject made earlier in the day. The item was ordered deleted from the list of unfinished business.

3. Proposed additional parking area at Wallowa Lake Park. Action on this matter was deferred pending an inspection by the Commission on their trip through Eastern Oregon this coming summer. The item was ordered deleted from the list of unfinished business and to be considered as new business when the matter again comes up.

4. Proposed development at Rooster Rock Park on the upper Columbia Highway: This matter was previously considered in the Engineer's report made earlier in the day. The Commission instructed that the item be deleted from the list of unfinished business.

5. Granting of access to the highway in North Powder for a service station and motel. The Engineer reported that action has been taken to provide commercial access. The Commission ordered the item deleted from the list of unfinished business.

6. Policy regarding installation of school crossing pedestrian signals. The Commission instructed that such installations be presented to the Commission for consideration as and when they arise. The item is to be deleted from the list of unfinished business.

7. Proposed hearing regarding the route of the North Santiam Highway as it affects the town of Stayton. The Engineer stated that his report is not yet complete, but he felt that it would be ready prior to the June meeting. This item is to remain on the list of unfinished business.

8. Proposed traffic improvements in the Sylvan area on Canyon Road in West Portland, The Engineer stated that action on this had been taken by the Commission in conjunction with his report submitted earlier in the day. The item was ordered removed from the list of unfinished business.

9. Straightening and widening on Little Sheep Creek Secondary Highway. This matter was previously covered by the Engineer's report submitted earlier in the day. The item was ordered deleted from the list of unfinished business.

10. Request of August Uehlinger to haul logs between Viento Park and Cascade Locks on the Columbia River Highway. The Engineer stated that he would have a report for the Commission on the following day. (See ahead for Engineer's report and Commission action.)

The Commission confirmed the dates of June 25 and 26, 1953 as dates for the next regular meeting of the Commission to be held in the Green Room of the Imperial Hotel, Portland. They also approved the date of July 22, 1953, in the Imperial Hotel as the date for a meeting to take action concerning the sale of

highway bonds authorized by the 1953 legislature. * The Commission also set the dates of August 6 and 7, 1953, as the date for the following Commission meeting to be held in the Green Room of the Imperial Hotel in Portland.

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* FOOTNOTE: It was the Commission's expressed thought that all of the bonds as authorized by the legislature should be sold. They instructed that a resolution be prepared authorizing preparation of the necessary documents for the bond sale, and that an opinion on the proposed sale be obtained from Mr. Shuler in advance so that these matters can be taken care of before July 22.

A letter from Terry D. Shrunk, Multnomah County Sheriff, was considered citing hazards in the vicinity of the Union Avenue Amphitheater on US 99 caused by parking on Union Avenue. The Engineer reported that an investigation had been conducted disclosing that vehicles park on both sides of the highway, particularly on Sundays when races are held, resulting in considerable pedestrian movement and congestion. In order to provide safety for the traveling public, the Engineer recommended that parking be prohibited on Union Avenue from M. P. 4.66 to M.P. 5.81, on the "Y" Line from Engineer's Station 0+00 to Engineer's Station 9+37 where the "Y" Line intersects the "S" Line, from Engineer's Station 36+50 to Engineer's Station 55+00 where the "S" Line intersects the Pacific Highway East. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer the bids received for highway construction at the morning session, and at 4:30 p.m., Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action being by unanimous vote:

"Construction of a bridge over Mill Creek on the Alsea Highway in Benton County: Four bids were received for this project, the low one being submitted by C. J. Eldon of Portland at $35,520.00. The Commission has awarded the contract to the low bidder, C. J. Eldon.

"Grade widening and paving on the Miles Crossing-Johnson Road Section of the Youngs River Loop County Road in Clatsop County: Three bids were received for this project, the low bid being submitted by United Paving Company, Edmonds, Washington at $93,734.00. The contract has been awarded to the low bidder, United Paving Company.

"Grading and construction of a concrete bridge on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County. Seven bids were received on this project, the low bid being submitted by Kuckenberg Construction Company, Portland at $755,270.00. The bid of Kuckenberg Construction Company in the sum of $755,270.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Paving Project (Columbia Boulevard and South First Street) in St. Helens, Columbia County: Parker-Schram Company, Portland, submitted the low bid for this project out of seven bids submitted. The bid of Parker-Schram Company in the sum of $24,505.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of St. Helens and provision has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Paving (Michigan Avenue) in the city of Empire, Coos County: Porter W. Yett, Portland, submitted the only bid for this project. The Commission has rejected the bid as being too high.

"Paving on Ash, Second, and Third Streets in the City of Myrtle Point, Coos County: Porter W. Yett submitted the only bid received for this job. The Commission has rejected the bid as being too high.

"Grading and paving on the Brush Creek-Frankport Unit of the Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County: Seven bids were received for this job, the low one being submitted by Peter Kiewit Sons' Company, Longview, Washington at $984,239.00. The bid of Peter Kiewit Sons' Company in the sum of $984,239.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of a reinforced concrete viaduct over the Pacific Highway near Winchester in Douglas County: Seven bids were received for this project, the low one being submitted by Erick Enquist, Troutdale, at $33,076.00. The Commission has awarded the contract to the low bidder, Erick Enquist.

"Construction of a reinforced concrete viaduct over the Community Hospital Road on the Pacific Highway in Roseburg, Douglas County: R. E. Meade and Company, Grants Pass, submitted the low bid for this job at $50,671.00. Four other bids were also received. The Commission has awarded the contract to the low bidder, R. E. Meade and Company.

"Grading and paving on the Fields Creek-Mt. Vernon Unit of the Dayville-Mt. Vernon Section of the John Day Highway in Grant County: Sixteen bids were received on this project, the low one being submitted by J. M. Arenz, Portland, at $332,061.00. The bid of J. M. Arenz in the sum of $332,061.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving on the Mt. Vernon-John Day Section of the John Day Highway in Grant County: Sixteen bids were received for this project, the low bid being submitted by J. M. Arenz, Portland at $342,813.00. The bid of J. M. Arenz in the sum of $342,813.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau

of Public Roads.

"Construct three concrete bridges on Thompson Creek Road, south of Applegate in Jackson County. Central Heating Company and F. L. Somers, Eugene, submitted the low bid for these structures at $54,076.00. Four other bids were also received. The bid of Central Heating Company and F. L. Somers in the sum of $54,076.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Jackson County has made provisions for the deposit of $12,200.00 which is said County's share of the cost based upon the low bid.

"Application of base rock and oil on the Maddock Corner-West Side Section of the Cottonwood Creek and West Side County Roads, west of Lakeview in Lake County: Peter Kiewit Sons' Company, Longview, Washington, submitted the only bid for this project at $86,410.00. The bid of Peter Kiewit Sons' Company in the sum of $86,410.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Lake County has made provisions for the deposit of $24,400.00, which is said County's share of the cost based upon the low bid.

"Silver Lake-Valley Falls Rock Production Project on the Fremont and Lakeview, Burns Highways in Lake County: N. A. Toole Construction Company, Ontario, submitted the low bid for this work at $74,275.00. Three other bids were also received. The Commission has awarded the contract to the low bidder, N. A. Toole Construction Company.

"Grading and paving on the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections of the Reeder and Gillihan County Roads on Sauvie Island in Multnomah County. Seven bids were received on this job, the low one being submitted by Parker-Schram Company, Portland, at $159,718.00. The bid of Parker-Schram Company in the sum of $159,718.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Multnomah County has made provisions for the deposit of $35,950.00 which is said County's share of the cost based upon the low bid.

"Grading and paving on Monroe Street in the City of Sheridan in Yamhill County: Only two bids were received for this job, the low one being submitted by W. G. Wright, McMinnville at $12,846.00. The contract has been awarded to the low bidder, W. G. Wright.

The meeting was adjourned at 5:00 p.m.

Portland, Oregon
May 19, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, First Assistant State Highway Engineer
W. W. Stiffler, Second Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
Floyd Query, Acting Secretary

Bids as follows for highway construction were opened and read aloud by the Acting Secretary, pursuant to a previously published notice at the conclusion of which it was announced that the awards of contracts would be made at 3:00 p.m. in the same room:

BENTON COUNTY
PHILOMATH PAVING PROJECT

Warren Northwest, Inc., Portland	$ 9,206.00
Lebanon and Harrisburg Sand & Gravel Co., Lebanon	10,056.00
Western Paving and Construction Co., Albany	10,217.00

CLACKAMAS COUNTY
DAMASCUS-BORING GRADING AND PAVING

Babler Bros., Inc. and Rogers Construction Co., Portland	$ 79,584.00
Portland Road & Driveway Co., Portland	94,367.00
Logan Taylor & Co., Portland	95,839.00
United Paving Co., Edmonds, Washington	107,164.40

CURRY COUNTY
MUSSEL CREEK-HUNTER CREEK ROCK PRODUCTION PROJECT

Calkins Crushing Company, Ocean Lake	$ 38,950.00

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CURRY COUNTY
BRUSH CREEK-FRANKPORT UNIT STRUCTURES

Babler Brothers, Portland	$ 75,220.00
R & M Construction Co., Central Point	76,325.00
Tom Lillebo, Reedsport	76,590.00
Larson Construction Co., Astoria	79,930.00

CURRY COUNTY
HARRIS BEACH PARK OVERNIGHT CAMPING AREA

Leroy C. Weideman, Brookings	$ 27,462.40
Wold Brothers, Bandon	27,985.00
R & M Construction Co., Central Point	33,619.00

DESCHUTES COUNTY
BEND OFFICE BUILDING AND STORAGE SHED

Paul B. Emerick, Portland	$393,739.00
Murray Brothers Construction Co. and Murray & Stanford, Bend	396,436.00
Bessonett & Graft, Medford	404,000.90
J. G. Watts Construction Co., Portland	404,965.00
Erwin E. Batterman, Salem	416,990.00
Chas. R. Schmiedeskamp, Portland	426,129.00
Parker-Johnson Co., Portland	428,211.00

DOUGLAS COUNTY
REEDSPORT JUNCTION IRRIGATION SYSTEM PROJECT

Western Golf Course Supply Co., Portland	$ 3,149,10
R & M Construction Co., Central Point	4,308.64
Tom Lillebo, Reedsport	4,420.79

GRANT COUNTY
LONG CREEK SURFACING PROJECT

Russell Olson Construction Co., Pendleton	$ 11,835.00
Babler Brothers, Inc., Portland	14,370.00

GRANT COUNTY
MOON CREEK AND JOHN DAY RIVER BRIDGES

Loree Building Service, La Grande	$ 53,100.00
Babler Brothers, Inc., Portland	56,350.00
Larson Construction Co., Astoria	60,800.00
Valley Construction Co., Portland	60,965.00

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Moon Creek and John Day River Bridges (cont.)

C. E. Blakeley, Klamath Falls	$ 62,650.00
Parker-Johnson Company, Portland	62,948.00
Lindstrom Brothers, Portland	69,450.00

JACKSON COUNTY
GOLD HILL GRADING AND PAVING PROJECT

Central Heating Co. and F. L. Somers, Eugene	$ 13,258.00

JOSEPHINE COUNTY
GRADING AND OILING HOLLAND LOOP COUNTY ROAD

Babler Brothers, Inc., Portland	$110,235.00
Durbin Brothers, Eugene	118,399.00
Central Heating Co. and F. L. Somers, Eugene	141,235.00

KLAMATH COUNTY
OILING SPRAGUE RIVER COUNTY ROAD

Rogers Construction Co., Portland	$ 91,820.00
Peter Kiewit Sons' Co., Longview, Washington	99,780.00
John R. Saxton, Clatskanie *	109,180.00

*Bidder will not accept projects totaling more than $300,000.00

LINCOLN COUNTY
WALDPORT GRADING AND PAVING PROJECT

Central Heating Co., and F. L. Somers, Eugene	$ 11,162.00
Warren Northwest, Inc., Portland	12,728.00

MULTNOMAH, WASHINGTON AND CLACKAMAS COUNTIES
GRADING AND PAVING WEST PORTLAND-HUBBARD HIGHWAY

Rogers Construction, Inc., Portland	$478,685.50
J. N. Conley, Portland	503,489.00
Parker-Schram Co., Portland	511,157.80
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	527,594.50
J. G. Watts Construction Co., Portland	590,713.00
Porter W. Yett, Portland	634,249.00

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MULTNOMAH COUNTY
TROUTDALE GRADING AND PAVING PROJECT

Warren Northwest, Inc., Portland	$ 5,484.50
Parker-Schram Co., Portland	6,391.00
Oregon Asphaltic Paving Co., Portland	7,832.50
Babler Brothers, Inc. and Rogers Construction Co., Portland	7,980.00
Portland Road & Driveway Co., Portland	8,973.00

MULTNOMAH COUNTY
GRADING UNION AVENUE-SWIFT ROAD JUNCTION

General Construction Co., Portland	$112,620.00
Riverbend Construction, Inc., Portland	133,385.00
Kernan Livestock Farms, Inc., Portland	141,075.00
Vernie Jarl, Gresham	142,595.00
J. G. Watts Construction Co., Portland	143,965.00
John A. Logan, Portland	159,845.50

WALLOWA COUNTY
GRADING AND PAVING LITTLE SHEEP CREEK SECONDARY HIGHWAY

Morrison & Lamping, Walla Walla, Washington	$258,774.00
Rogers Construction Co., Portland	260,512.00
Newport Construction Co., Portland	260,939.50
C. E. Leseberg, Nyssa	261,503.50
J. N. Conley, Portland	269,107.50
Morrison-Knudson Co., Inc., Boise, Idaho	269,817.00
John R. Saxton, Clatskanie *	271,785.50
Roy W. Daggett, Enterprise	292,632.38

*Bidder will not accept projects totaling more than $300,000.00

WALLOWA COUNTY
LOSTINE GRADING AND PAVING PROJECT

H. J. & H. W. Miller, Baker	$ 12,802.00
Rogers Construction Co., Portland *	15,595.00
Newport Construction Co., Portland *	17,305.00
K. F. Jacobsen & Co., Inc., Portland	17,365.00
J. N. Conley, Portland *	19,390.00

* Bidder will accept award of this project only in combination with Joseph-Sheep Creek Hill Project.

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WASHINGTON COUNTY
CORNELL AND BARNES COUNTY ROADS WIDENING AND PAVING

Porter W. Yett, Portland	$110,975.00
Warren Northwest, Inc., Portland	121,097.50
Parker-Schram Co., Portland	127,845.50

A delegation representing the City of Seaside appeared before the Commission to discuss securing traffic relief on the Oregon Coast Highway within the city. The following people were present: A. W. Ensor, Seaside, President, Chamber of Commerce; Lester U. Raw, Seaside, Mayor; Avery A. Combs, Seaside, City Attorney; John Philips, Seaside, Director of Chamber of Commerce; Lloyd Eastman, Seaside, Manager of Chamber of Commerce; and N. Brandenburg, Astoria, representing the oil industry. Mr. Lloyd Eastman introduced the various members of the delegagion. Mr. Avery Combs acted as spokesman. He recalled that about six months ago a delegation had requested an extension of Roosevelt Drive as a truck route within the city. The State had made a survey, he stated, and the city had been advised that the proposed construction was too expensive. He pointed out that the traffic situation is getting worse and that the purpose of the delegation today is to bring the problem to the Commission's attention, without asking for any specific project.

Chairman Chandler stated that the situation now, as far as the Highway Department is concerned, is about the same as when the survey was made. He pointed out that there is a segment of opinion in Seaside to keep the light tourist traffic on Holiday Drive and to put the truck traffic on Roosevelt Drive. It was his thought that the ultimate solution would be to by-pass the city. This, however, is an expensive operation, and no money is available at the present time. One of the delegates then inquired if the Commission could provide them with a plan for the ultimate development so that the city officials could undertake a campaign of education among the residents of the city. They were informed by the Chairman that the survey now being conducted in that area is not yet completed, but when it is done, which he thought would be sometime this summer, they would be advised. He urged the delegation to encourage the people of Seaside to decide among themselves the type of improvement they favored.

Mr. and Mrs. C. H. Starrett and Mr. H. A. Kidby appeared before the Commission to request that the Commission buy the Starrett property at 7444 S. W. View Point Terrace on the West Portland-Harbor Drive Section of the Portland-Salem Expressway, Portland. Mrs. Starrett explained that to supplement their retirement income, she and her husband had purchased property and had constructed a house on it with the idea of raising flowers. It had been their plan to pay for this recently acquired property by selling their property on the West Portland-Harbor Drive Section. The property, she stated, had been put up for sale, but they had not been able to sell it due to the fact that the right of way line of the new highway came very near to the property, and as a result, prospective buyers did not wish to purchase a residence so close to an arterial highway. She left with the Commission a number of letters from prospective buyers and others

indicating the lack of interest in the property when it was found that it would adjoin the new highway. She requested the Commission to purchase the property. She was advised by Chairman Chandler that a careful review would be made of the whole situation in order to definitely ascertain all the facts. The Commission, he added, does not wish to injure any individual.

Mr. George N. McBride, District Manager for the West Coast Telephone Company, Mr. Art Scripture, General Commercial Superintendent, and Edwin L. Graham, Attorney, appeared before the Commission to request that they be allowed to install a telephone line along the right of way of the Umpqua Highway between Reedsport and Scottsburg as requested in their permit application. Mr. Graham explained that the old telephone line became worthless when the power line was installed. If the phone company is granted permission to construct the phone line as they desire, they can do so for a cost of about $34,000 to serve thirty-eight potential subscribers, but if they are required to construct their line as indicated by the Highway Department, it will cost them $31,500 additional, which would be too high a figure to justify the construction.

He requested permission to construct a telephone pole line along the north side of the Umpqua Highway from M. P. 1.91 near Reedsport to M. P. 2.63, and along the south side of the highway from M. P. 2.63 to M. P. 6.00, and again on the north side from M. P. 6.00 to M. P. 16.24 at Scottsburg. He pointed out that the north side of the highway right of way lies between the river and the highway and involves much easier construction whereas the south side would involve placing much of the line over very rough and rock terrain.

Chairman Chandler stated that the Commission is aware of the bad terrain on the south side of the highway, but the Commission is also interested in preserving the beauty of the roadway on the north side between the highway and the river. He suggested to the delegation that engineers from the Highway Department go over the matter with engineers representing the phone company and attempt to find a satisfactory solution. This arrangement was agreeable with the phone company representatives, and the Highway Engineer was thereupon instructed to arrange a joint inspection and to make a report on the results at the June meeting.

The Commission again discussed with the Engineer the matter of hauling logs on the Columbia River Highway, which discussion had been precipitated by the application of August Euhlinger to haul logs from Viento to Cascade Locks. The Assistant Highway Engineer, Mr. W. W. Stiffler, exhibited a map and pointed out the routes over which permits have been granted to haul logs on the new and the old Columbia River Highway. He felt that hauling should not be generally permitted until representatives of "Save The Gorge" committee had completed transfers of land with the United States Forest Service.

Chairman Chandler remarked that much of the Columbia River Highway has been rebuilt to modern standards, and he inquired as to why the Commission should refuse to permit log hauling over such reconstructed sections. The Engineer explained that Commissions in the past had never permitted hauling of logs which had developed into a sort of policy. The Chairman then inquired if the Commission had a legal right to deny the use of the highway to log haulers. The Chief Counsel replied that the Commission can refuse to issue a permit only on the basis of safety

to the traveling public and for the protection of the highway roadbed. Commissioner McIver remarked that in his estimation it was not a good policy to link the issuance of log hauling permits with economic or roadside beauty angles. No action was taken by the Commission at this time. (After lunch, the subject was again discussed and the Commission instructed the Engineer to treat the issuance of log hauling permits on the Columbia River Highway on the same basis as he would for any other highway.)

The meeting was recessed at 12:00 noon to reconvene at 2:00 p.m. in the same room with the same persons present and participating.

Mr. John Silvertooth and a Mr. Wood from Antelope, Oregon, appeared before the Commission regarding improvement to the Shaniko-Fossil Secondary Highway. They left with the Commission a petition requesting specifically that the road between Shaniko and Antelope be relocated, straightened and oiled, and that the road between Fossil and Antelope be completed and oiled. Mr. Silvertooth pointed out that farmers, ranchers, and other producers who use the road would save greatly in their hauling costs if the highway was improved. It was his thought that although the traffic on the road is now light that if improved it would increase greatly. He also stated that tentative promises have been made to donate part of the right of way necessary for improvement. Mr. Wood complimented the efficient operation of the state maintenance crews in keeping the present road in as good a condition as it is. He called attention to the dangerous curves on the road and its lack of adequate surface. He felt that the road, if improved, would be much used by haulers from the John Day Highway in their trips to Portland as the route via Fossil and Shaniko is approximately 40 miles shorter to Portland than by way of Arlington. Chairman Chandler informed the delegation that the Commission is aware of the need for improvement and that an engineering study has been made indicating that adequate improvement from Fossil to Shaniko would cost about $1,300,000. He explained that highway funds are allocated to the various divisions in the state to provide fair distribution, and there is no money available for the requested improvement.

A delegation from Klamath Falls appeared before the Commission requesting highway improvements within the city. The following people were present: Paul O. Landry, Mayor; Frank Tarr, City Councilman; E. A. Thomas, City Engineer; Al Hatton, Chairman, Cross Town Traffic Committee; Greer Drew, Member, Cross Town Traffic Committee; Frank Tucker, Secretary, Chamber of Commerce; and Roy Murphy, Keith Cobo, Arthur Dye, N. B. Drew, and George Morgan, Businessmen. Mr. Paul Landry, who acted as spokesman, stated that although there had been considerable difference of opinion among the residents of Klamath Falls as to what projects should be constructed, these differences have now been reconciled, and they are agreed on a program. The City, he stated, is now willing to accept the program offered by the Highway Department with the modification that they would like to have a truck traffic route. Chairman Chandler reviewed the matter pointing out that an economic survey had been made and plans for improvements had been prepared. Property, he stated, has been acquired for the Sixth Street viaduct but no commitment made as to time of construction. In the survey conducted, it was decided that Sixth and Seventh Streets should be one-way streets, also Main and Klamath

Streets; however, the Commission had heard nothing about a truck route until a few days ago. He pointed out that plans have been made on the basis of the traffic and facts disclosed by the economic survey, but no funds have been included for the proposed truck route. Mayor Landry stated that it was the consensus of opinion within the City that the Sixth Street viaduct was the most important item, but they feel that in addition to the cross-town route they should also have the newly proposed truck route. He inquired as to when the viaduct might be constructed. Chairman Chandler stated that the Commission had agreed on the cross-town plan and the Sixth Street viaduct but could not see their way clear for construction of the truck route. Tentative plans provide for construction of the Sixth Street viaduct in 1955 at a cost approaching $600,000, and it is possible that Main and Klamath Street work costing about $100,000 can be performed at an earlier date; however, he stated, if the City insists on including the truck route, then the Commission could not state when the work could be performed as it has not been included in the plans. Mayor Landry pointed out that there had been no highway improvements within the City in the last ten years, and they were very anxious to get the work done. The City, he added, has lost many sawmills in the past few years, and they are very conscious of their economy. He then inquired if the Commission would look at the proposed routes in the City. He was informed by Chairman Chandler that the Commission could do so in connection with the trip which they planned to take during the latter part of July. The Commission, He added, can promise nothing more in the line of improvements than is included in the program. Mayor Landry then inquired if the right of way line could be determined for the west side route as it was his understanding that construction for the west side by-pass was scheduled ahead of the east side by-pass construction. Chairman Chandler recalled that to his memory the east side construction had been scheduled for earliest consideration and due to conflicts, plans to construct the west side route had been practically abandoned. The Commission, he concluded, has no funds set up for construction of the west side route.

A delegation appeared before the Commission requesting permission to haul logs over the Territorial Secondary Highway between the Douglas County Line and the Pacific Highway at Anlauf. The following people were present: William B Adams, representing Harold Woole, Portland; and E. Alvin Allan, Robert W. Rohrer, John Stigers, Eugene E. Boss, and Lee M. Kruse, farmer-loggers, Cottage Grove. Mr. Adams acted as spokesman and pointed out that the approximate 6-mile section of highway from the county line to the Pacific Highway is closed only to the hauling of logs. As a result of this closure, considerable damage may be done to a number of people who felled timber in 1952 planning to haul it out during the spring and summer of 1953. It is realized, he stated, that parts of the Highway are narrow, but the log operators have agreed to widen two curves themselves, and, if required, will put on flagmen to control traffic on a narrow section. The Engineer stated that a section of the road is only 12 feet wide and hauling had been restricted on the basis of safety. Mr. Rohrer stated that he had logs which have been on the ground for over a year, and if granted permission, he would take his equipment and widen the extremely narrow section of about 1/4 mile. He requested that a speed limit be placed on the narrow section. Chairman Chandler stated that unless the State Police were there to enforce it the speed zone would do little good. The Highway Commissio he added, plans to be in that vicinity on May 23, and will make a personal inspection, barring unforseen circumstances, and if there is any plan which can be worked out to provide for the moving of the logs and for the safety of other traffic, it will be done

The Commission discussed with the Engineer the bids received in the morning's session and at 3:00 p.m. Commissioner Reynolds publicly announced the awards of contracts as follows:

"Paving project on "G" Street in Philomath in Benton County: Warren Northwest, Inc., Portland, submitted the low bid out of the total of three bids received for this project at $9,206.00. The Commission has awarded the contract to the low bidder, Warren Northwest, Inc.

"Grading and paving on the Damascus-Boring Section of the Clackamas-Boring County Road in Clackamas County: Babler Brothers, Inc., and Rogers Construction Company of Portland bidding as a joint venture submitted the low bid for this job at $79,584.00. Three other bids were also received. The bid of Babler Brothers, Inc., and Rogers Construction Company in the sum of $79,584 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Clackamas County has made provisions for the deposit of $17,900.00 which is said County's share of the cost based upon the low bid.

"Mussel Creek-Hunter Creek Rock Production Project on the Oregon Coast Highway south of Port Orford, Curry County: Calkins Crushing Company, Ocean Lake, submitted the only bid received for this job at $38,950.00. The contract has been awarded to Calkins Crushing Company.

"Construction of three bridges on the Brush Creek-Frankport Unit of the Oregon Coast Highway south of Port Orford in Curry County. Four bids were received for this project, the low one being submitted by Babler Brothers, Portland, at $75,220.00. Bid of Babler Brothers in the sum of $75,220.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of park facilities in Harris Beach Park on the Oregon Coast Highway north of Brookings in Curry County. Three bids were received for this project, the low one being submitted by Leroy C. Weideman, Brookings, at $27,462.40. The contract has been awarded to the low bidder, Leroy C. Weideman.

"Construction of an equipment repair shop, office, building, and storage shed in Bend, Deschutes County: Paul B. Emerick, Portland, submitted the low bid for this work at $393,739.00. Six other bids were also received. The contract has been awarded to the low bidder, Paul B. Emerick.

"Installation of the Reedsport Junction Irrigation System Project on the Oregon Coast Highway at Reedsport in Douglas County. Western Golf Course Supply Company, Portland, submitted the low bid for this job at $3,149.10. Two other bids were also received. The contract has been awarded to the low bidder, Western Golf Course Supply Company.

"Bituminous macadam surfacing project on East Main Street in Long Creek, Grant County. Two bids were received for this work, the low one being sub-

mitted by Russell Olson Construction Company, Pendleton, at $11,835.00. The contract has been awarded to the low bidder, Russell Olson Construction Company.

"Construct bridges over Moon Creek and John Day River on the John Day Highway west of John Day in Grant County. Seven bids were received for this project, the low one being submitted by Loree Building Service, La Grande, at $53,100.00. The bid of Loree Building Service in the sum of $53,100.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving on Fourth Avenue North and Seventh Street West in the City of Gold Hill in Jackson County. The only bid submitted for this project was received from The Central Heating Company and F. L. Somers in Eugene at $13,258.00. The contract has been awarded to The Central Heating Company and F. L. Somers.

"Grading and oiling on the George Road-East Junction Section of the Holland Loop County Road in Josephine County. Three bids were received for this work. The low one being submitted by Babler Brothers, Inc., Portland, at $110,235.00. The bid of Babler Brothers, Inc., in the sum of $110,235.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Josephine County has made provisions for the deposit of $38,400.00 which is said County's share of the cost based upon the low bid.

"Construction of road base and surface oiling on the Sprague River-Beatty Junction Section of the Sprague River County Road in Klamath County: Three bids were received for this work, the low one being submitted by Rogers Construction Company, Portland, at $91,820.00. The bid of Rogers Construction Company in the sum of $91,820.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Klamath County has made provisions for the deposit of $20,600.00 which is said County's share of the cost based upon the low bid.

"Grading and paving Fayette Street in the City of Waldport, Lincoln County: Only two bids were received for this work, the low bid being submitted by The Central Heating Company and F. L. Somers, Eugene, in the amount of $11,162.00. The contract has been awarded to the low bidder, The Central Heating Company and F. L. Somers.

"Grading and paving on the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Multnomah, Washington, and Clackamas Counties. Rogers Construction, Inc., Portland, submitted the low bid for this work at $478,685.50. Five higher bids were also received. The bid of Rogers Construction, Inc., in the sum of $478,685.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving on the Troutdale Section of the Crown Point Secondary Highway in Troutdale, Multnomah County: Five bids were received for this work, the low one being submitted by Warren Northwest, Inc., Portland, at $5,484.50. The contract has been awarded to the low bidder, Warren Northwest, Inc.

"Grading of a branch road on the Union Avenue-Swift Road Junction Section of the Pacific Highway West at Denver Avenue Junction north of Portland in Multnomah County: General Construction Company, Portland, submitted the low bid for this project at $112,620.00. Also received were five higher bids. The bid of General Construction Company in the sum of $112,620.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway east of Joseph in Wallowa County. Morrison and Lamping, Walla Walla, Washington, submitted the low bid for this job at $258,774.00. Seven higher bids were also received. The bid of Morrison and Lamping in the sum of $258,774.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving Resort Street in the town of Lostine, Wallowa County: Five bids were received for this job, the low one being submitted by H. J. and H. W. Miller, Baker, at $12,802.00. The contract has been awarded to the low bidder, H. J. and H. W. Miller.

"Roadbed widening and paving on the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Sections of the Cornell and Barnes County Roads near Cedar Mills in Washington County: Three bids were received for this work, the low bid being submitted by Porter W. Yett, Portland, at $110,975.00. The bid of Porter W. Yett in the sum of $110,975.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Washington County has made provisions for the deposit of $25,000.00 which is said County's share of the cost based upon the low bid."

The Chief Counsel brought up for the Commission's consideration the matter of granting a quitclaim deed to the South Santiam River Water Control District for five parcels of land along the Santiam River near Sanderson Bridge. He explained that the Army Engineers planned to call for bids for river bank work in the near future, and they need this land for a material source. The land, he stated, is not needed for highway purposes, and he recommended that the deed be approved. The Commission accepted the recommendation.

Mr. W. C. Williams, Assistant Highway Engineer, stated that tests are being conducted on the North Dillard Bridge on the Pacific Highway to determine vibration. The University of California, he added, has special equipment

for this work and has agreed to lend it if the State will send a man and car to the University to pick it up and bring it to Oregon. He requested authority to secure the equipment and return it when the work is performed. The Commission approved the recommendation and authorized the expenditure of $125 to cover expenses.

Commissioner Reynolds stated that a letter had been received from Mr. Garnett Barrett, Morrow County Judge, expressing appreciation for completion of the Lena-Nye Section of the Heppner Highway in Morrow and Umatilla Counties. Also the Commission has been invited to include Heppner in the Commission's itinerary for a future road trip through Eastern Oregon, and to take part in a dedication of the soon to be completed Lena-Nye Section.

Commissioner Reynolds also brought up the matter of a section on Adams Avenue in La Grande striped for four lanes of traffic and near which is a section marked for two lanes. This, he stated, has caused complaints as being hazardous. The Engineer stated that the two-lane section is too narrow for four lanes, unless all parking is prohibited. The Engineer was instructed to take the matter up with the police in the area as to a possible solution.

The Commission discussed briefly the matter of State cooperation on constructing a retaining wall along a city park in Condon, which adjoins the state highway. Commissioner Reynolds stated that State Senator Stewart Hardie had brought the matter to his attention. The Engineer was instructed to reinvestigate the matter and report to the Commission.

Also discussed was the possibility of installing some type of sign in Wallowa Park to advise visitors in the park concerning the sights that can be seen in the park, and also some sort of booklet or pamphlet for tourists informing them of places of scenic and historical interest in Oregon. The Parks Superintendent was instructed to investigate these matters and report later.

The Commission also discussed with the Engineer the wording to be placed on signs at each end of construction projects. Commissioner Reynolds stated that he has heard a number of expressions from various people stating that they liked the signs and he wondered if it might not be advisable to put additional information on them. Commissioner McIver inquired if, in selecting the type of sign now used, the State's advertising consultant had been consulted. The Engineer stated that information had been secured from many states as to the type of signs they used, and out of these had been devised the sign now in use. In this particular case, he added, the advertising consultant had not been contacted. No action was taken.

Commissioner Reynolds stated that he had received a number of commendations from insurance companies on the work being performed by Mr. W. M. Strohmeyer as Safety Engineer of the Highway Department. The Engineer stated that since Mr. Strohmeyer has been acting as Safety Engineer, there has been a material reduction of accidents involving state highway vehicles.

Commissioner Reynolds then inquired of the Engineer as to whether or not an underpass will be required on Highway US 30 at the north entrance to Ontario. He also stated that in letters received from the Ontario Chamber of Commerce they had

expressed appreciation for work performed and invited the Commission to spend an evening with them in Ontario. The Engineer replied, concerning the north entrance to Ontario, that the survey has not yet been completed. He stated, however, that he would check on this matter and report to the Commission later.

The matter of access rights acquired in Lapine on The Dalles-California Highway was discussed briefly. Commissioner Reynolds stated that this matter had been brought to his attention by the property owners who wondered why their access had been restricted while others in the same town had not been restricted. The Engineer stated that this access had been purchased some time ago, and he would be glad to review the matter. Action on this was deferred pending a personal inspection by the Commission on their trip through Central Oregon this coming spring or summer.

Chairman Chandler stated that the Commission now has authority to appoint an Assistant Secretary to carry on the duties of the Secretary when the Secretary is absent. He expressed the opinion that the Commission should take action at this meeting to appoint an Assistant Secretary. Commissioner Reynolds moved that Floyd Query be appointed as Assistant Secretary. Commissioner McIver seconded the motion, and it was declared unanimous by Chairman Chandler.

The Commission signed agreements and other papers as follows:

"Indenture of Access" re change of access point of Krebs property on the Arlington-Heppner Junction Section of Columbia River Highway, Gilliam County.

"Lease and Sale of Road Materials" with Roy L. Houck & Son covering road building materials from Canby Gravel Bar on Willamette River-Marion County Line Section of West Portland-Hubbard Highway, Clackamas County.

"Bargain and Sale Deeds" re sale of following properties:

a. 7,800 sq. ft. on Viento-Hood River Section of Columbia River Highway, Hood River County, to Thomas C. Meredith for $780.

b. Portion of Block 14, McMillen's Addition to East Portland, on Pacific Highway West, Multnomah County, to Ranco Savoff for $825.

c. Portion of Lots 17 and 20, Block 1, Central Addition to Albany, on Pacific Highway, Linn County, to P. W. and Florence E. Drushella for $1,425.

d. 0.48 acre of land in Troutdale on Old Columbia River Highway, Multnomah County, to J. J. and Ruth D. Walker for $1,100.

e. 0.32 acre of land on Roseburg-Coos Bay Highway, Douglas County, to Henry Carel Schattenkerk for $125.

f. Portion of Lots 15 and 16, Estacada Lake Addition, on Woodburn-Mt. Hood Highway, Clackamas County, to Frank J. Bailey, for $140.

"Release of Access Restrictions" with J. Harold Nichols, et al., correcting access restriction on Camas Valley-Pacific Highway Section of Coos Bay-Roseburg Highway, Douglas County.

Two "Agreements" with Washington County covering financing of Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line county projects.

Two "Agreements" with Josephine County covering financing and maintenance of Holland Loop County Road.

Two "Agreements" with Lake County covering financing and maintenance of Cottonwood Creek and West Side County Roads.

Two "Agreements" with Jackson County covering financing and maintenance of Thompson Creek County Road.

Two "Agreements" with Klamath County covering financing and maintenance of Sprague River County Road.

Two "Agreements" with Clatsop County covering financing and maintenance of Youngs River Loop County Road.

Two "Agreements" with Clackamas County covering financing and maintenance of Damascus-Boring County FAS project.

"Abandonment Agreement" re Molalla Junction-Marquam Section of the Cascade Highway in Clackamas County.

"Abandonment Agreement" re Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County.

"Abandonment Agreement" re Clatskanie-Delena Section of the Columbia River Highway in the City of Clatskanie, Columbia County.

Two "Quitclaim Deeds" re clarification of title on the following properties:

a. State Highway Commission to Otto King and wife for land located on the Pacific Highway near Talent, in Jackson County.

b. State Highway Commission to Ralph Thomas and Virginia Thomas, husband and wife, for land located on the Salem By-pass of the Pacific Highway East in Marion County.

"Bargain and Sale Deed" conveying property acquired from the Roseburg School District in Roseburg to J. F. Dillard and Velma Dillard. Consideration $850.

"Agreement" with City of Portland covering traffic signal installation on N. E.

Union Avenue at N. E. Bryant Street and N. E. Portland Boulevard.

Two "Agreements" with Multnomah County covering financing and maintenance of Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections S-135(1) FAS 644.

Special State Tax Street Funds: Empire, Gold Hill, Long Creek, Lostine, Myrtle Point, Philomath, St. Helens, Sheridan, and Waldport.

"Easement" with South Santiam River Water Control District, Linn County.

There being no further business to come before the Commission, the meeting was declared adjourned at 4:15 p.m.

State Highway Engineer

Chairman

Commissioner

Acting Secretary

Commissioner

May 19, 1953

EXHIBITS "A" through "O"

Minutes of

May 18 and 19, 1953

EXHIBIT "A"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of n egotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

WEST PORTLAND EXPRESSWAY

20386 - Carlson, Enoch B. and Hildur A. (Smith)
3906 S. W. Hood Avenue
Right of Way
Option expires November 3, 1953

10,000 sq. ft. at $0.35 per sq. ft.	$3,500.00
House - 1200 sq. ft.	6,000.00
Work shop.	1,200.00
Two garages.	700.00
Shrubs and rockery.	500.00
Amount to be paid owner - chrg to Right of Way	$11,900.00

Takes all -

20380 - Vick, Edward H. and Virginia L. (Grant)
1353 S. W. Falcon
Right of Way
Option expires October 26, 1953

(cont.)

EXHIBIT "A" (cont.)

WEST PORTLAND EXPRESSWAY (cont.)

20380 - Vick, Edward H. and Virginia L. (cont.) (Grant)

4910.5 sq. ft. at $0.06 per sq. ft.	$ 294.63
4910.5 sq. ft. at $0.05 per sq. ft.	245.52
House - 831.5 sq. ft.	4,573.25
Garage -	380.00
Shrubs -	6.60
Amount to be paid owner - chrg to Right of Way	$5,500.00

Takes all -

20382 - Penson, Bernice (Grant)
1615 S. W. Hume Street
Right of Way
Option expires October 26, 1953

7400 sq. ft. at $0.15 per sq. ft.	$1,110.00
House - 784.5 sq. ft.	6,276.00
Garage -	600.00
Shrubs -	14.00
Amount to be paid owner - chrg to Right of Way	$8,000.00

Takes all -

UNIT #4 - T. H. BANFIELD EXPRESSWAY

20011 - Hopkins, James and Ida (Smith)
8253 N. E. Wasco Street
Right of Way
Option expires October 8, 1953

10,000 sq. ft. at $0.20 per sq. ft.	$2,000.00
House - 876 sq. ft.	4,380.00
Garage -	365.00
Worm Pit	115.00
Loss of work and materials in garden.	24.00
Allowance - for shrubs, bird bath, rockery and fence.	80.00
Total Consideration	$6,964.00
Amount to be paid owner - chrg to Right of Way	$6,810.00
Amount to be paid Sears Roebuck & Co. - chrg to Right of Way	154.00

Takes all -

EXHIBIT "A" (cont.)

UNIT #4 - T. H. BANFIELD EXPRESSWAY (cont.)

20069 - Baker, George A. and Doris C. (Johnson)
8604 N. E. Multnomah Street
Right of Way
Option expires October 21, 1953

450 sq. ft. at $0.20 per sq. ft.	$ 90.00
43' Privet hedge at $2. per ft.	86.00
3 fruit trees.	44.00
18' Laurel hedge at $1. per ft.	18.00
Damages.	255.00
Amount to be paid owner - chrg to Right of Way	$493.00

Access not controlled -

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY

18699 - Cook, Harold L. et ux (Mayhew)
Sidewalk permit
Letter of permit signed Nov. 25, 1952

Permit to build slope to support sidewalk. Gratis

Access not controlled -

20308 - Tigard Elementary School (Mayhew)
Sidewalk permit
Permit signed April 9, 1953

Permit to build slope to support sidewalk. Gratis

Access not controlled -

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

19693 - Corning, Glen M. (Smith)
Right of Way
Option expires October 21, 1953

3136 sq. ft. at $0.10 per sq. ft.	$313.60
Amount to be paid owner - chrg to Right of Way	$313.60

EXHIBIT "A" (cont.)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

19693 - Corning, Glen M. (cont.) (Smith)

THINGS TO BE DONE BY THE STATE:

State agrees to remove excess material from right of way. Access granted 25' wide, Westerly side, at Station 281+40, for residential and retail florist business.

Access controlled -

19734 - Oberst, August and Bertha (Grant)
Right of Way
Option expires October 21, 1953

500 sq. ft. at $0.05 per sq. ft.	$25.00
Allowance - to remove fruit stand, rose bushes, etc.	75.00

Amount to be paid owner - chrg to Right of Way $100.00

Access controlled - no access allowed

19710 - Lucas, Clarence L. and Mabel E. (Smith)
Right of Way
Option expires October 21, 1953

0.28 acre. Lump Sum.	$1,000.00
House - 1046 sq. ft.	9,500.00
Garage - 336 sq. ft.	1,000.00

Amount to be paid owner - chrg to Right of Way $11,500.00

Takes all -

19682 - Van Mere, Roy J. and Loretta Grace (Smith) (Grant)
Right of Way
Option expires September 24, 1953

0.21 acre. Lump Sum.	$210.00
Allowance - for fencing, approx. 22 rods of fence at $3.50 per rod.	75.00

Amount to be paid owner - chrg to Right of Way $285.00

Access controlled - Access to County Road only.

(cont.)

EXHIBIT "A" (cont.)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

19730 - Johnson, Albert S. and Anna M. (Grant)
Right of Way
Option expires October 19, 1953

0.08 acre at $1,250. per acre. $100.00

Amount to be paid owner - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE:

Access reserved to present driveway, at Station 430+90, east side, for operation of existing berry farm.

Access controlled -

19725 - List, Fred M. and Emilie (Grant)
Right of Way
Option expires October 20, 1953

2272 sq. ft. at $0.05+ per sq. ft. $114.00
Allowance - for loss of lawn, moving plants & shrubs, and driveway material. 136.00

Amount to be paid owner - chrg to Right of Way $250.00

THINGS TO BE DONE BY THE STATE:

Construct 12' wide accesses, westerly side at Stations 415+90 and 417+00, and gravel same, to be used for residential and farm use.

Access controlled -

19686 - Garcia, Angelo E. and Loretta L. (Smith)
Right of Way
Option expires October 28, 1953

500 sq. ft. at $0.05 per sq. ft. $25.00

Amount to be paid owner - chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE:

Construct 25' access, westerly side at Station 263+50, for residence, commercial park and restaurant.

(cont.)

EXHIBIT "A" (cont.)

ONION FLAT-MIDDLETON UNIT OF TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

19686 - Garcia, Angelo E. and Loretta L. (cont.) (Smith)

THINGS TO BE DONE BY THE STATE: (cont.)

Construct 25' access, westerly side at Station 265+50, for commercial park and restaurant.

Access controlled -

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19885 - Lauer, Arthur E. (Johnson)
Right of Way
Option expires October 21, 1953

1.728 acres at $1,500. per acre.	$2,592.00
Allowance - for moving all improvements.	7,075.00
- for damages.	700.00
Amount to be paid owner - chrg to Right of Way	$10,367.00

Takes all -

19660 - Hunsaker, Daisy (Johnson)
Right of Way
Option expires October 20, 1953

0.099 acre at $1,500. per acre.	$ 148.50
Damages.	4,600.00
Amount to be paid owner - chrg to Right of Way	$4,748.50

THINGS TO BE DONE BY THE STATE:

Reconstruct present driveway to frontage road, 18' wide, and gravel same.

Access controlled - no access allowed

4599 - McCarthy, John D. and Donna J. (Grant)
Release of Access only

Release of access at Station 171+60. Gratis

Access controlled -

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

4822 - Washington County (Grant)
Release of access only

Release of access at Station 178+50. Gratis

Access controlled -

19883 - Wheelbarger, Clarke T. and Emily E. (Johnson)
Right of Way
Option expires October 16, 1953

4175 sq. ft. Lump Sum. $1,488.75
Allowance - for moving fence. 24.50

Amount to be paid owner - chrg to Right of Way $1,513.25

THINGS TO BE DONE BY THE STATE:

Unrestricted access at Stations B 12+28.51 and B 13+63.15, northerly side of road connection.

Access controlled - no access to West Portland-Hubbard Hwy.

4599-A -Mizner, Roy E. and Sally W. (Grant)
Release of access only.

Release of access at Station 171+60. Gratis

Access controlled -

4033 - Hobbs, Thomas A. and Pearl E. (Grant)
Release of access only.

Release of access at Station 118+50. Gratis

Access controlled -

4601 - Roshak, John F. and Filomena (Grant)
Release of Access only

Release of access at Station 171+60. Gratis

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

19888 - Werth, John H. and Katherine (Johnson)
Right of Way
Option expires October 1, 1953

7000 sq. ft. at $0.05 per sq. ft.	$350.00	
Allowance - to replace dry well for sink drain.	100.00	
0.048 acre at $1500. per acre.	72.00	
0.102 acre at $1500 per acre.	153.00	
Allowance - for loss of previously granted access.	100.00	
Amount to be paid owner - chrg to Right of Way		$775.00

Access controlled - no access allowed, except via connection leg

19884 - DeLespinasse, Johann A. and Mary Ruth (Johnson)
Arndt, Otto E. and Mary F.
Right of way
Option expires September 26, 1953

2.39 acres at $1,500 per acre.	$3,585.00	
House - 1050 sq. ft.	7,770.00	
Garage & shop. 1175 sq. ft.	2,350.00	
Chicken house - 192 sq. ft.	96.00	
Cow Barn - 320 sq. ft.	160.00	
Child's Log play house.	50.00	
Amount to be paid owner - chrg to Right of Way		$14,011.00

Takes all -

4818 - Finley, Cecil L. and Sarah (Grant)
Bradbury, J. H. and Stella M.
Release of access only

Release of access at Station 178+50.	$75.00	
Amount to be paid owner - chrg to Right of Way		$75.00

Access controlled -

4820 - Bradbury, J. H. and Stella M. (Grant)
Release of access only

Release of access at Station 178+50, and Station 176+60.		$200.00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

WASHBURN-NORTH PLAINS SECTION - WILSON RIVER HIGHWAY

17111 - Dugdale & Sons (Johnson)
Right of Way
Option expires October 26, 1953

3.3 acres at $400. per acre. $1,320.00

Amount to be paid owner - chrg to Right of Way $1,320.00

THINGS TO BE DONE BY THE STATE:

Construct driveway south side at Station 2208+40, 16' wide, and gravel same, for private residential use, and for farm crossing.

Access controlled -

19771 - Dugdale, Ralph E. and Ethel V. (Johnson)
Right of Way
Option expires October 30, 1953

0.10 acre. Gratis

THINGS TO BE DONE BY THE STATE:

Access granted northerly side at Station 2223+00, for private residential use, and farm activity.
Farm crossing granted at Station 2208+40.

Access controlled -

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY

19452 - Taylor, Carolyne Reynolds and George A. et al (Johnson)
Right of Way (Wayside)
Option expires October 27, 1953

One 80 x 100 lot. (0.18 acre) Lump Sum. $400.00

Amount to be paid owner - chrg to Park Sites $400.00

Access controlled - no access allowed

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY

20263 - Associated Motors, Inc. (Harrington)
Right of Way
Option expires October 29, 1953

(cont.)

EXHIBIT "A" (cont.)

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY (cont.)

20263 - Associated Motors, Inc. (cont.) (Harrington)

5662 sq. ft. at $0.275 per sq. ft. $1,556.97

Amount to be paid owner - chrg to Right of Way $1,556.97

Takes all -

20244 - Watts, James B. and Mary A. (Harrington)
Right of Way
Option expires October 28, 1953

27,443 sq. ft. at $0.10 per sq. ft.	$ 2,744.30
Walks, landscaping etc.	400.00
House - 1245 sq. ft.	11,541.15

Amount to be paid owner - chrg to Right of Way $14,685.45

Grantor to vacate premises by July 1, 1953

Takes all -

20253 - Webb, Gene C. and Hilma E. (Witt)
Right of Way
Option expires October 27, 1953

275 sq. ft. at $0.18+ per sq. ft. $50.00

Amount to be paid owner - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE:

Rebuild concrete block wall and sidewalk along new right of way line.

Access not controlled -

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13906 - Johnson, Eva C. CORRECTION REPORT (Benson)
Right of Way

339 sq. ft. at $0.05 per sq. ft. + 10' slope easement.	$ 16.95
2 large shade trees, shrubbery, & access control.	233.05

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13906 - Johnson, Eva C. (cont.) (Benson)

Amount to be paid owner - chrg to Right of Way $250.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 64+90.

Access controlled -

Previously approved by Commission December 19, 1950.
339 sq. ft. $16.95
+10' easement

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

20071 - Clark, Ernest G. and Hazel B. (Witt)
Right of Way-Boone Road (County Road)
Option expires October 8, 1953

.473 acre at $350. - per acre. $164.50
Allowance - 60 rods of fence at $4. per rod. 240.00

Amount to be paid owner - chrg to Right of Way $404.50

Access not controlled -

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST

20086 - Williamson, S. J. and Helen (Benner)
Right of Way
Option expires October 16, 1953

2744 sq. ft. at $0.10 per sq. ft. $274.40

Amount to be paid owner - chrg to Right of Way $274.40

THINGS TO BE DONE BY THE STATE:

Access granted at Station 1032+10, east side, 25' wide.

Access controlled -

EXHIBIT "A" (cont.)

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST (cont.)

20212 - Robison, Sylvia (Benner)
Right of Way
Option expires October 16, 1953

0.14 acre at $600. per acre.	$ 84.00
Allowance - 80 rods of fence at $4. per rod.	320.00
Damages.	240.00

Amount to be paid owner - chrg to Right of Way $644.00

THINGS TO BE DONE BY THE STATE:

Access allowed at Stations 1022+00 and 1025+30, west side, 25' wide.

Access controlled -

19306 - Stanbrough, Amos C. and Clara (Benner)
Right of Way
Option expires September 25, 1953

8 acres at $600. per acre.	$4,800.00
4.25 acres at $150. per acre.	637.50
House - 687 sq. ft.	2,404.50
Utility building. 268 sq. ft.	536.00
Garage - 264 sq. ft.	86.00
2 barns - 1432. sq. ft.	1,011.00
Tractor shed.	25.00

Amount to be paid owner - chrg to Right of Way $9,500.00

Takes all -

20087 - Calbreath, Charles T. and Grace A. (Benner)
Right of Way
Option expires October 27, 1953

2,310 sq. ft. at $0.10 per sq. ft.	$231.00

Amount to be paid owner - chrg to Right of Way $231.00

THINGS TO BE DONE BY THE STATE:

25' accesses allowed at Stations 1036+00 and 1037+00, east side, unrestricted as to use.

Access controlled -

EXHIBIT "A" (cont.)

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY

19630 - Black, M. W. and Ella J. (Benner)
Temporary Haul Road easement
Easement signed April 10th, 1953

Easement for duration of construction. $100.00

Amount to be paid owner - chrg to Miscellaneous Sites $100.00

THINGS TO BE DONE BY THE STATE:

State to apply Diesel oil for distance of 500' of hauling road.

NORTH CORVALLIS-SECTION - ALBANY-CORVALLIS HIGHWAY

20340 - Belnap, A. D. and Marie (Benner)
Gravel Pit
Option expires October 31, 1953

1.86 acre ± at $155. per acre. $288.00
Allowance - 28 rods of fence at $4. per rod. 112.00

Amount to be paid owner - chrg to Gravel Pit $400.00

THINGS TO BE DONE BY THE STATE:

Grantor permitted to remove material, for use around farm buildings, not to exceed 300 cu. yds of pit-run gravel.

MILL CREEK BRIDGE SECTION - ALSEA HIGHWAY

20292 - Risley, John W. and Dorothy L. (Witt)
Right of Way
Option expires October 13, 1953

0.43 acre at $115. per acre. $50.00

Amount to be paid owner - chrg to Right of Way $50.00

Access controlled - no access allowed

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

19916 - Stapleton, Gertrude (Reeder)
Right of Way
Option expires October 19, 1953

(cont.)

EXHIBIT "A" (cont.)

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY (cont.)

19916 - Stapleton, Gertrude (cont.) (Reeder)

11,100 sq. ft. at $0.06 per sq. ft. $666.00
11,135 sq. ft. at $0.03+ per sq. ft. 359.00

Amount to be paid owner - chrg to Right of Way $1,025.00

Access controlled - no access allowed

20207 - Stockman, Quenton G. and Mildred E. (Reeder)
Right of Way
Option expires October 28, 1953

25' strip of land. (1856 sq. ft.) Lump Sum. $515.00

Amount to be paid owner - chrg to Right of Way $515.00

Access controlled - no access allowed

CHENOWETH PARK-OAKLAND JUNCTION UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

20412 - Truitt, Wendell G. and Ethell (Gemmell)
Right of Way
Option expires November 3, 1953

5.51 acres at $100. per acre. $551.00

Amount to be paid owner - chrg to Right of Way $551.00

Access controlled - no access allowed

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY SHADY SECTION - PACIFIC HIGHWAY

20058 - Tellechea, Samuel F. and Viola B. (Stuntz)
Right of Way
Option expires September 24, 1953

12.61 acres at $637.+ per acre. $8,000.00

Amount to be paid owner - chrg to Right of Way $8,000.00

Takes all -

EXHIBIT "A" (cont.)

ELBOW LAKE-GARDINER SECTION - OREGON COAST HIGHWAY

19653 - Doernbecher Manufacturing Co. (Holt)
Timber on Sparrow Est. Right of Way
Option expires October 13, 1953

211 MBF, Spruce at $17.50 per MBF.	$3,692.50
200 MBF, Fir at $15.00 per MBF.	3,000.00
2 MBF, Hemlock at $5.50 per MBF.	11.00
Amount to be paid owner - chrg to Right of Way	$6,703.50

THINGS TO BE DONE BY THE STATE:

State to reconstruct approaches at Stations 448+50, east side, and Station 388+00, west side, to existing widths.
State to keep these approaches passable during construction.

Access not controlled -

19654 - Coos Bay Pulp Corp. (Holt)
Right of Way
Option expires October 2, 1953

10.41 acres at $20. per acre.	$ 208.20
154 MBF of Spruce at $17.50 per MBF.	2,695.00
150 MBF of Fir at $15. per MBF.	2,250.00
Amount to be paid owner - chrg to Right of Way	$5,153.20

THINGS TO BE DONE BY THE STATE:

Construct an approach to enter new right of way at Station 474+00, west side, and extend Westerly to existing road.
Grantor reserves access at Station 473+00, east side.

Access controlled -

HAUSER-NORTH BEND SECTION - OREGON COAST HIGHWAY

20299 - Stoddard, Clarence L. and Mary C. (Holt)
Harbison, Robert E. and Estelle J.
Right of Way
Option expires October 29, 1953

3.73 acres at $750. per acre	$2,797.50
Amount to be paid owner - chrg to Right of Way	$2,797.50

EXHIBIT "A" (cont.)

HAUSER-NORTH BEND SECTION - OREGON COAST HIGHWAY (cont.)

20299 - Stoddard, Clarence L. and Mary C. (cont.) (Holt)

THINGS TO BE DONE BY THE STATE:

Access granted at Station 235+65, east side, for private use.

Access controlled -

HUNTER CREEK SECTION - OREGON COAST HIGHWAY

20224 - Reeve, Patricia Parks and K. Duane (Stuntz)
Gravel Bar
Option expires November 4, 1953

Lump Sum. $500.00
(For any existing, or future interest grantor may have in bar, which is North & West of center line of Hunter Creek)

Amount to be paid owner - chrg to Gravel Bar $500.00

THINGS TO BE DONE BY THE STATE:

Permit grantor to take up to 50 yds. of gravel for personal use.
State to permit grantor to cross gravel bar during dry weather, at any place which will not interfere with State's operations.

20225 - Remy, Thomas W. and Myrtle A. (Stuntz)
Gravel Bar
Option expires July 7, 1953

Lump Sum. $50.00
(For any existing, or future interest grantor may have in bar, west of center line of Hunter Creek.)

Amount to be paid owner - chrg to Gravel Bar $50.00

THINGS TO BE DONE BY THE STATE:

Grantor given permission to cross gravel bar if they do not interfere with operations of State.

EXHIBIT "A" (cont.)

HUNTER CREEK SECTION - OREGON COAST HIGHWAY (cont.)

14003 - Beaumont, George W. (Stuntz)
Gravel Bar & Haul Road
Option expires July 7, 1953

8.77 acres at $570.+ per acre. (incl. 0.34 Acre Haul Rd. Easement.)	$5,000.00
Amount to be paid owner - chrg to Gravel Bar	$5,000.00

THINGS TO BE DONE BY THE STATE:

State to leave haul road in good usable condition after each hauling operation.
Grantor may use logs and driftwood on gravel bar for purpose of protecting wells and westerly line of property.

RINEHART CREEK-FRANKPORT UNIT - ROCKY POINT-GOLD BEACH SECTION - OREGON COAST HIGHWAY

20080 - Spoerl, Stephen J. (Jones)
Right of Way (Slide area)
Deed signed April 8th, 1953

0.46 acre and 17 rods of fencing.	$77.50
Amount to be paid owner - chrg to Right of Way	$77.50

Access not controlled -

20203 - Chenoweth, Norman and Anna Catherine (Jones)
Right of Way
Option expires November 3, 1953

3.19 acres at $620. - per acre.	$1,975.00
1.1 acre at $50. per acre.	55.00
Allowance - to move garage.	125.00
Allowance - to replace cesspool, lawn, flowers and shrubs.	1,850.00
- replace 121 rods of fence at $4.25 per rod.	514.25
Amount to be paid owner - chrg to Right of Way	$4,519.25

THINGS TO BE DONE BY THE STATE:

Construct 30' access east side at Station 644+00, to be used for private, and farm use.
Access reserves East side at Station 660+00.

Access controlled -

May 18 and 19, 1953

EXHIBIT "A" (cont.)

BEND-LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY

19596 - U. S. National Forest (Cozad)
Timber on Right of Way

147.91 MBF Pondorosa Pine Sawlogs at $30.20 per MBF.
3.53 MBF Lodgepole Pine Sawlogs at $4.00 per MBF. $4,481.00

Amount to be paid owner - chrg to Right of Way $4,481.00

19611 - Flanary, Leonard R. and Marthella (Harrington)
Right of Way
Option expires October 7, 1953

1742 sq. ft. at $0.04 per sq. ftl $52.26

Amount to be paid owner - chrg to Right of Way $52.26

Access controlled - no access allowed

19615 - Jensen, Eugene Thorsten and Mary A. (Harrington)
Right of Way
Option expires September 22, 1953

6970 sq. ft. at $0.12- per sq. ft.	$ 832.00
House - 396 sq. ft.	1,386.00
Garage - 316 sq. ft.	316.00

Amount to be paid owner - chrg to Right of Way $2,534.00

Takes all -

19597 - Conklin, George L. (Cozad)
Right of Way
Option expires October 19, 1953

7.53 acres at $25. per acre.	$188.25
Sawlog pondorosa timber, 11,930 BF. at $30.20 per MBF.	381.75

Amount to be paid owner - chrg to Right of Way $570.00

THINGS TO BE DONE BY THE STATE:

Private access East side at Station 1044+00, and at Station 1039+00, west side, both to be used for transportation to market of products raised on remaining land.

Access controlled -

EXHIBIT "A" (cont.)

BEND-LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

19614 - Buck, John Jesse and Myrtle (Harrington)
Right of Way
Option expires October 20, 1953

5663 sq. ft. at $0.03 per sq. ft. $169.89

Amount to be paid owner - chrg to Right of Way $169.89

THINGS TO BE DONE BY THE STATE:

Construct accesses 25' wide, east side, at Station 1494+70, for private residential use, and at Station 1495+82 and Station 1496+95, for operation of existing service station activity.

Access controlled -

19616 - Bland, Bert and LaVilla (Harrington)
Anson, Floyd H. and Helen Mae
Right of Way
Option expires October 20, 1953

3920 sq. ft. at $0.05 per sq. ft. $ 196.00
Plus low bid for moving building. Est. 2,000.00

Amount to be paid owner - chrg to Right of Way $2,196.00

THINGS TO BE DONE BY THE STATE:

Construct approach 50' wide at Station 1497+75, east side, and pave same to right of way line, to be used for private residential use and operation of existing service station and wrecker service.

Access controlled -

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

18008 - Foss, Wm. (Cozad)
Right of Way (fencing)

Fencing Gov't owned lands under lease,
48 rods of fence at $2.50 per rod. $120.00

Amount to be paid owner - chrg to Right of Way $120.00

EXHIBIT "A" (cont.)

ARLINGTON SECTION - COLUMBIA RIVER HIGHWAY

19505 - Shell Oil Company (Porter)
Right of Way
Agreement

Shell to convey to State 3200 sq. ft.
State to convey to Shell Oil Co. 7462 sq. ft.
being the E. 75' of Lots 8 to 12, Blk 8, outside of normal 50' Columbia River Highway R/W as per agreement. (4262 sq. ft. at $0.10 per sq. ft. difference) Credit to State $ 426.20.
As per agreement-Shell to pay State difference between appraisal value of Blk. 8 (property above) and option price. Credit to State 5,966.40
State to pay Shell Oil Co. for moving bulk plant. 14,500.00

Amount to be paid Shell Oil Co. -chrg to Right of Way $8,107.40

Cost of Shell Oil Co. transaction

Conner property - cost to State.	$15,000.00
Moving bulk plant - to be paid by State.	14,500.00
Less credit noted above.	6,392.60

GRAND TOTAL - Cost of Shell Oil Co. acquisition $23,107.40
In addition State has salvage of Conner Buildings.

THINGS TO BE DONE BY THE STATE:

Convey to Shell Oil Co. that property above (7462 sq. ft.) as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission is no longer needed, required, or useful for highway purposes.

State to rough grade property conveyed, and remove Shell Oil Co. spur track from Right of Way.
State to make a reasonable attempt to secure a franchise for Shell Oil Co. to unload bulk petroleum cars from remaining portion of spur on Washington Street.
One 30' access granted to Columbia River Highway restricted as to use.

Access controlled -

Telephonic approval by Mr. Reynolds - April 13, 1953

Verbal approval by M. K. McIver - April 14, 1953

EXHIBIT "A" (cont.)

ARLINGTON-HEPPNER JUNCTION SECTION - COLUMBIA RIVER HIGHWAY

17298 - White, Glenn P. and Gladys O. (Grant)
Release of Access
Release signed April 4, 1953

Release of access at Station 496+00. Gratis

Access controlled -

EAST UNIT-MT-VERNON-DAYVILLE SECTION - JOHN DAY HIGHWAY

20098 - Pope, Una (Gemmell)
Right of Way
Option expires September 30, 1953

0.23 acre.	$10.00
Allowance - 30 rods of fence at $2.50 per rod.	75.00

Amount to be paid owner - chrg to Right of Way $85.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches 25' wide at Stations 1115+50 and 1118+70, south side, for operation of existing farm activity, only.

Access controlled -

20092 - Geisler, Katherine (Gemmell)
Right of Way
Option expires September 30, 1953

1.08 acres at $600. per acre.	$648.00
.15 acre. Lump Sum.	5.00
Allowance - 116 rods of fence at $2.50 per rod	290.00
Damages.	250.00

Amount to be paid owner - chrg to Right of Way $1,193.00

THINGS TO BE DONE BY THE STATE:

State has right to relocate existing irrigation ditches and structures upon grantors property, irrigation pipe in vicinity of Station 955+00 to be at least 40" in dia. Construct approach north side at Station 952+90, 25' wide, for existing farm activity.

Access controlled -

21611

EXHIBIT "A" (cont.)

EAST UNIT-MT. VERNON-DAYVILLE SECTION - JOHN DAY HIGHWAY (cont.)

19989 - Morris, Clifford D. and Erma E. (Gemmell)
Gravel Pit
Option expires October 1, 1953

8.08 acres at $50. per acre. $404.00

Amount to be paid owner - chrg to Gravel Pit $404.00

19992 - Eastern Oregon Land Co. (Cozad)
Right of Way
Option expires September 23, 1953

3 acres at $10. per acre. $ 30.00
Allowance - 66 rods of fence at $2.50 per acre. 165.00

Amount to be paid owner - chrg to Right of Way $195.00

THINGS TO BE DONE BY THE STATE:

Stock trail or passage way to water hole in slide area, Stations 611 to 614, North side, must be re-established if disturbed.

Access controlled - no access allowed

20101 - Koble, Robert W. and Nancy L. (Gemmell)
Right of Way
Option expires October 1, 1953

0.61 acre at $300. per acre. $183.00
Allowance - 160 rods of fence at $2.50 per rod. 400.00

Amount to be paid owner - chrg to Right of Way $583.00

THINGS TO BE DONE BY THE STATE:

State has right to relocate existing irrigation ditches and structures on Grantors property.
Reconstruct approaches 25' wide, at Stations 1147+50, 1151+40, 1154+35, north side, for operation of existing farm activity only.

Access controlled -

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY

20093 - Geisler, Katherine (Gemmell)
Right of Way
Option expires September 30, 1953

0.19 acre.	Lump Sum.	$45.00
Amount to be paid owner - chrg to Right of Way		$45.00

Access controlled - no access allowed

20060 - Masson, John and Margaret (Gemmell)
Right of Way
Option expires September 23, 1953

0.33 acre. at $100. per acre.	$ 33.00
Allowance - to rebuild corral.	175.00
Allowance - for fencing.	165.00
Amount to be paid owner - chrg to Right of Way	$373.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches 25' wide at Station 1243+65, north and south sides, for operation of existing farm activity, only.

Access controlled -

20103 - Boyer, Guy and Clara J. (Gemmell)
Right of Way
Option expires September 30, 1953

1.23 acres at $300. - per acre.	$364.00
Allowance - for fencing 322 rods at $2.50 per rod.	805.00
Amount to be paid owner - chrg to Right of Way	$1,169.00

THINGS TO BE DONE BY THE STATE:

State has right to relocate all existing irrigation ditches on Grantors property.
Reconstruct approaches 25' wide, at Stations 1209+30, 1222+00, south side, and Station 1225+80, north side, for operation of existing farm activity, only.

Access controlled -

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY (cont.)

20061 - Sharp, Richard and Evelyn (Gemmell)
Right of Way
Option expires September 30, 1953

0.56 acre. Lump Sum.	$ 10.00	
Allowance - 90 rods of fence at $2.50 per rod.	225.00	
Amount to be paid owner - chrg to Right of Way		$235.00

Access controlled - no access allowed

20216 - Stewart Livestock Co. (Cozad)
Quarry Site (2 year material lease)
Option expires October 7, 1953

0.26 acre. Lump Sum.	$50.00	
Amount to be paid owner - chrg to Quarry Site		$50.00

19993 - Weaver, J. L. (Cozad)
Right of Way & Gravel pit
Option expires October 7, 1953

3 acres at $50. per acre.	$150.00	
2 acres at $200. per acre.	400.00	
2.98 acres at $200. per acre. (Gravel Pit)	596.00	
Allowance - 116 rods of fence at $2.50 per rod.	290.00	
- water hole	50.00	
Amount to be paid owner - chrg to Right of Way		$ 890.00
Amount to be paid owner - chrg to Gravel Pit		596.00
Total consideration		$1,486.00

THINGS TO BE DONE BY THE STATE:

Private access 25' wide, north side at Station 643 for transportation to market of farm products.

Access controlled -

19990 - Carter, Robert L. and Ruth Lorene (Gemmell)
Right of Way and Easement for Haul Road
Option expires September 26, 1953

1.96 acres at $300. per acre.	$ 588.00
Allowance - 528 rods of fence at $3.00 per rod.	1,584.00

(cont.)

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY (cont.)

19990 - Carter, Robert L. and Ruth Lorene (cont.) (Gemmell)

0.49 acre at $300. per acre. (Haul Road)	$147.00
Amount to be paid owner - chrg to Right of Way	$2,172.00
Amount to be paid owner - chrg to Gravel Pit.	147.00
Total consideration	$2,319.00

THINGS TO BE DONE BY THE STATE:

Reconstruct all existing irrigation ditches on Grantor's property.
Construct two cattle guards at either end of haul road.
Install culvert through haul road for irrigation ditch.
Reconstruct 25' wide approaches at Station 1022+00, 1057+75, South side; and Stations 1023+35, 1057+75, North side, and at Station 1032+65, North and South side, for operation of existing farm activity only.

Access controlled -

20097 - Tanler, A. J. and Grace (Cozad)
Right of Way
Option expires October 20, 1953

2.11 acres at $300. per acre.	$ 633.00
Allowance - to re-establish 542 rods of fence at $3. per rod.	1,626.00
Allowance - for re-establishing stock guard. (Sta. 1100)	150.00
- re-establish loading shute and corral	100.00
Amount to be paid owner - chrg to Right of Way	$2,509.00

THINGS TO BE DONE BY THE STATE:

State to protect existing irrigation system.
Reserved accesses at Station 1100, south side, for residential use, Stations 1099 & 1083+15, north side; Station 1083+15 and 1056+00 south side; and Station 1066+35, south side, all for production & transportation to market of farm products.

Access controlled -

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY (cont.)

20096 - Fry, Everett (Cozad)
Right of Way
Option expires October 20, 1953

0.53 acres at $300. per acre.	$159.00
Allowance - to fence 137 rods of fence at $3. per rod.	411.00
9 shade trees at $10. each	90.00
2 wooden gates at $20. each.	40.00
Shrubbery, flowers and lawn destroyed.	115.00

Amount to be paid owner - chrg to Right of Way $815.00

THINGS TO BE DONE BY THE STATE:

State to protect existing irrigation system.
Reserved accesses 25' wide, North side, at Stations 1059+00, 1066+25, 1080+50, all for residential and farm purposes.

Access controlled -

20102 - Koble, Robert W. and Nancy L. (Gemmell)
Right of Way
Option expires October 1, 1953

1.24 acres at $300. per acre.	$ 372.00
Allowance - 484 rods of fence at $2.50 per rod.	1,210.00

Amount to be paid owner - chrg to Right of Way $1,582.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing ditch between Station 1161+00 and 1175+00, north side and fill in present ditch.
State has right to relocate all existing irrigation ditches and structures on Grantors property.
State to protect irrigation and drainage structures during irrigation season.
Reconstruct approaches 25' wide, at Stations 1176+40, 1190+50, 1199+80, north and south sides, for operation of existing farm activity only.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY (cont.)

20095 - Campbell, Wallace F. and Jessie E. (Gemmell)
Right of Way
Option expires September 25, 1953

1.95 acres at $75.+ per acre.	$150.00	
Allowance - 270 rods of fence at $2.50 per rod.	675.00	
Amount to be paid owner - chrg to Right of Way		$825.00

THINGS TO BE DONE BY THE STATE:

Install 8" or 12" irrigation pipe through roadway at Station 1015+50.
Reconstruct approaches 25' wide, at Stations 1000+20, 1010+00, south side, and at Stations 1000+50, and 1010+05 north side, for operation of existing farm activity only.

Access controlled -

19988 - Barnes, Arizona (Gemmell)
Right of Way, Gravel Pit, and Haul Road
Option expires September 23, 1953

0.72 acre at $100. per acre. (Right of Way)	$ 72.00	
3.62 acres at $50. per acre. (Gravel Pit)	181.00	
0.21 acre at $50. per acre. (Haul Road)	10.50	
Allowance - 42 rods of fence at $2.50 per rod.	105.00	
Total consideration - to be paid owner		$368.50
Amount to be charged to Right of Way	$177.00	
Amount to be charged to Gravel Pit	191.50	

THINGS TO BE DONE BY THE STATE:

Accesses granted 25' wide at Stations 1238+20 and 1237+00 north side; and at Station 1239+00 south side, and Station 1233+70, north and south sides, for operation of existing farm activity only.

Access controlled -

19996 - Cummings, Earl (Cozad)
Right of Way
Option expires September 24, 1953

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY (cont.)

19996 - Cummings, Earl (cont.) (Cozad)

1.51 acres at $200. per acre.	$300.00	
Allowance - to re-establish 30 rods of fence at $3. per rod.	90.00	
Amount to be paid owner - chrg to Right of Way		$390.00

THINGS TO BE DONE BY THE STATE:

Accesses granted at Stations 843+50, 836+50, 766+00, 764+28, north side, and at Station 722+00, south and north side, for production and transportation of farm products to market.

Access controlled -

20300 - Morris, Nellie (Cozad)
Right of Way
Option expires October 20, 1953

0.51 acre at $300. per acre.	$153.00	
Allowance - to rebuild 103 rods of fence at $3. per rod.	309.00	
Amount to be paid owner - chrg to Right of Way		$462.00

THINGS TO BE DONE BY THE STATE:

Re-establish existing drain ditch between Stations 1125 and 1130. Private access 25' wide, north side at Station 1115+50, and Station 1118+75, for residential and farm and stockraising activity.

Access controlled -

20099 - Morris, Tom (Cozad)
Right of Way
Option expires October 20, 1953

0.05 acre at $300. per acre.	$ 15.00	
Allowance - to re-establish 12 rods of fence at $3. per rod.	36.00	
Amount to be paid owner - chrg to Right of Way		$51.00

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY (cont.)

20099 - Morris, Tom (cont.) (Cozad)

THINGS TO BE DONE BY THE STATE:

Access reserved 25' wide, south side at Station 1128 for production and transportation to market of farm products, and access at Station 1129+25, south side for ordinary private residential use only.

Access controlled -

20062 - Bennett, Gertrude and Zella Green Lee (Cozad)
Right of Way
Option expires October 8, 1953

0.79 acre.	Lump Sum.	$ 75.00
Allowance - to re-establish 90 rods of fence at $2.50 per rod.		225.00
Amount to be paid owner - chrg to Right of Way		$300.00

THINGS TO BE DONE BY THE STATE:

State to protect existing stock watering hole at Station 1255 to Station 1256+50.
Re-establish runway approximately 10' wide.
Accesses granted 25' wide at Station 1267 north side and Station 1268 south side, for farm and stock raising activity.

Access controlled -

20002 - Geisler, Katherine (Gemmell)
Right of Way
Option expires September 30, 1953

0.31 acre at $300. per acre.		$ 93.00
Allowance - for fencing 160 rods at $2.50 per rod.		400.00
Amount to be paid owner - chrg to Right of Way		$493.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches 25' wide at Stations 945+40, and 951+25, north and south side, for operation of existing farm activity.
State has right to relocate all existing irrigation ditches and structures upon grantors property.

Access controlled -

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY (cont.)

19994 - Stewart, Horace (Cozad)
Right of Way & Gravel Pit
Option expires October 7, 1953

0.98 acre. (0.69 acre gravel pit) Lump Sum. $85.00

Amount to be paid owner - chrg to Right of Way $85.00

THINGS TO BE DONE BY THE STATE:

State to install stock guard where haul road intersects highway.

Access controlled - no access allowed

20297 - Dale, Phillip R. and Doris L. (Brainerd)
Morris, Lloyd and Clara
Right of Way
Option expires October 21, 1953

0.07 acre at $500. per acre.	$35.00	
Allowance - 15 rods of fence to be re-established at $3. per rod.	45.00	
- 64 feet picket fence at $0.75 per ft.	48.00	
Amount to be paid owner - chrg to Right of Way		$128.00

THINGS TO BE DONE BY THE STATE:

Private residential access granted, south side at Station 843+30.

Access controlled -

20001 - Moore, E. R. (Cozad)
Right of Way
Option expires October 28, 1953

0.66 acres at $100. per acre.	$ 66.00	
Damages.	132.00	
Allowance - to re-establish 172 rods of fence at $3. per rod.	516.00	
Amount to be paid owner - chrg to Right of Way		$714.00

THINGS TO BE DONE BY THE STATE:

Install 12" irrigation pipe, Station 908+80.

(cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY (cont.)

20001 - Moore, E. R. (cont.) (Cozad)

Provide 72" stock underpass and maintain same.
Re-establish existing irrigation system if disturbed.
Accesses granted, south side at Stations 906+00 and 902+00, for farming activity.
Accesses granted, north side at Stations 905+00 and 902+00, for residential and farming activity.

Access controlled -

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY

20038 - Barry, Esther (Cozad)
Right of Way
Option expires October 28, 1953

0.38 acre at $500. per acre.	$190.00	
Allowance - to re-establish 62 rods of fence at $3. per rod.	186.00	
- to build new stock guard and wooden gate.	220.00	
Allowance - two shade trees at $10. each.	20.00	
Amount to be paid owner - chrg to Right of Way		$616.00

THINGS TO BE DONE BY THE STATE:

Two 25' accesses granted at Stations 270+55, south side and 271+50, north side, for residential, farm and stock-raising activity.

Access controlled -

20043 - Herberger, G. Leslie and Edyth C. (Landon)
Right of Way
Option expires October 28, 1953

0.23 acre at $200. per acre.	$46.00	
Allowance - move 24 rods of fence at $2.50 per rod, and for new gate posts.	62.00	
Amount to be paid owner - chrg to Right of Way		$108.00

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

20043 - Herberger, G. Leslie and Edyth C. (cont.) (Landon)

THINGS TO BE DONE BY THE STATE:

Access granted, south side at Station 331+60, for private residential use only.

Access controlled -

20046 - McKinnis, Harold and Marcella (Landon)
Right of Way
Option expires October 27, 1953

2613 sq. ft. at $0.03 per sq. ft.	$78.39	
Allowance - to move gas tank.	30.00	
- to move 3 rods of fence at $3. per rod	9.00	
Amount to be paid owner - chrg to Right of Way		$117.39

THINGS TO BE DONE BY THE STATE:

Construct road approach, north side at Station 345+00, for private residential use.

Access controlled -

18738 - Morris, Louis (Brainerd)
Right of Way
Option expires October 28, 1953

0.61 acre at $500. per acre.	$305.00	
Allowance - 162 rods of fence at $3.50 per rod.	567.00	
- corrals.	100.00	
11 locust trees, 2 fruit and one shade tree.	75.00	
Amount to be paid owner - chrg to Right of Way		$1,157.00

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system where disturbed by taking.
Access granted north side at Station 162+00, for farming and residential use.
Access granted at Stations 158+10 and 171+20, north side, and at Station 162+00, south side, for farming activity only.

Access controlled -

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

18737 - Oliver, Joe (Cozad)
Right of Way
Option expires October 29, 1953

0.64 acre at $25. per acre.	$ 16.00
Allowance - 60 rods of fence at $2.50 per rod.	150.00
0.02 acre. Lump Sum.	10.00
Allowance - 6 rods of fence at $3. per rod.	18.00
Amount to be paid owner - chrg to Right of Way	$194.00

Access controlled - no access allowed

20040 - Jackson, Carey Elwood and Betty Lee (Landon)
Right of Way
Option expires October 31, 1953

871 sq. ft. at $0.03 per sq. ft.	$26.13
2178 sq. ft. at $0.03 per sq. ft. (Easement for ditch)	65.34
Allowance - 1225 sq. ft. of lawn.	61.25
Amount to be paid owner - chrg to Right of Way	$152.72

THINGS TO BE DONE BY THE STATE:

Reconstruct approach, north side at Station 322+59, for private residential use.

Access controlled -

18734 - Barry, Homer (Cozad)
(Brainerd)
Right of Way
Option expires October 29, 1953

1.96 acres at $500. per acre.	$980.00
3 acres at $100. per acre. (channel change easement)	300.00
Severance damages.	275.00
Allowance - 175 rods of fence at $3. per rod.	525.00
0.25 acre at $500. per acre.	125.00
0.22 acre easement. Lump Sum.	100.00
Allowance - 52 rods of fence at $3. per rod.	156.00
Allowance - to re-establish 200' ditch.	30.00
3 fruit trees at $25. each.	75.00
Amount to be paid owner - chrg to Right of Way	$2,566.00

(cont.)

2165t

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

18734 - Barry, Homer (cont.) (Cozad) (Brainerd)

THINGS TO BE DONE BY THE STATE:

Protect existing irrigation system if disturbed. Access granted 25' wide, north and south side at Station 94+80, and south side at Station 267+40, for farming activity.

Vacate to the Grantor above 0.3 acre, more or less, outside of the 40' right of way, south side between Stations 255+65 and 269+30, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission is no longer needed, required, or useful for highway purposes.

Access controlled -

20196 - Silvers, Joe (Cozad)
Right of Way
Option expires October 29, 1953

3.02 acres at $350. per acre.	$1,057.00
Allowance - 58 rods of fence at $3. per rod.	174.00
Allowance - to remove and rebuild bridge (Station 149+50)	69.00
Amount to be paid owner - chrg to Right of Way	$1,300.00

THINGS TO BE DONE BY THE STATE:

Private access reserved, north side at Station 149+50, for farming activity.

Access controlled -

19923 - Morris, Clark and Romana (Brainerd)
Borrow Pit and Haul Road easement
Option expires October 28, 1953

8.57 acres.	Gratis
0.70 acre.	Gratis

THINGS TO BE DONE BY THE STATE:

If haul road used from October 1, 1953 to April 1, 1954, temporary cattle guard to be constructed. Est. $200.00

(cont.)

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

19923 - Morris, Clark and Romana (cont.) (Brainerd)

Ground to be left in reasonably level condition and not more than one foot below meadow level.

Amount to be charged to Borrow Pit $200.00

20025 - Wyllie, Eula W. and James A. (Brainerd)
Right of Way & Ditch change
Option expires October 29, 1953

0.3 acre at $500. per acre.	$150.00
+ 0.02 acre irrigation ditch easement.	129.00
Allowance - 43 rods of fence at $3. per rod.	35.00
Two trees.	

Amount to be paid owner - chrg to Right of Way $314.00

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system where disturbed.
Road approach at Station 221+55, north side to have culvert at least 20' long.
Access at Station 223+30, north side. Both accesses for existing farming activity and residential use.

Access controlled -

20050 - Cloe, E. T. and Pauline (Landon)
Right of Way
Option expires October 29, 1953

0.40 acre at $200. per acre. $80.00

Amount to be paid owner - chrg to Right of Way $80.00

THINGS TO BE DONE BY THE STATE:

Construct road approach, both sides at Station 355+20, for private residential use.

Access controlled -

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

18739 - Oliver, Frank (Cozad)
Right of Way
Option expires October 29, 1953

0.70 acre at $500. per acre.	$350.00
0.65 acre at $25. per acre.	16.25
+ 1.12 acre ch. change & irrigation ditch easements.	
Allowance - 191 rods of fence at $3. per rod.	577.00
to re-establish corral fence.	25.00

Amount to be paid owner - chrg to Right of Way $964.25

THINGS TO BE DONE BY THE STATE:

Protect water system at Station 184+00.
Reinforce crossing at Station 184+75, north side and Station 185+20, south side for heavy equipment crossing.
Accesses granted north side at Stations 180+35, 182+50, 184+00, 185+20, 190+00, 197+50, all for existing farm activity.
Accesses granted north side at Stations 186+25, and 188+75, for residential and farm activity.
Access granted north side, at Station 185+75, for existing farming activity.

Access controlled -

20194 - Howard, Bert and Amy E. (Brainerd)
Right of Way
Option expires October 24, 1953

0.03 acre at $500. per acre.	$ 15.00
Allowance - to move 100' of ornamental fence.	25.00
900 sq. ft. of lawn and shrubs.	55.00
57½ feet cement curb and graveled driveway area.	48.75
Allowance - rebuild 6 ornamental cement posts.	150.00

Amount to be paid owner - chrg to Right of Way $293.75

THINGS TO BE DONE BY THE STATE:

Accesses granted at Station 105+60 and 106+40, south side, for private residential use.

Access controlled -

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

18744 - Lewis, Bessie (Cozad)
Right of Way
Option expires October 23, 1953

1.00 acre at $500. per acre, + 0.58 acre ditch easement.	$500.00
Allowance - to re-establish 77 rods of fence at $3. per rod.	231.00
- to re-establish one wooden gate.	20.00
Amount to be paid owner - chrg to Right of Way	$751.00

THINGS TO BE DONE BY THE STATE:

Access 25' wide at Station 267+40, north side, for existing farm activity.

Access controlled -

18741 - Wyllie, James A. and Eula W. (Brainerd)
Right of Way & Ditch change
Option expires October 29, 1953

0.23 acre at $500. per acre. + 0.15 acre easement.	$115.00
Allowance - 62 rods of fence at $3. per rod.	186.00
Amount to be paid owner - chrg to Right of Way	$301.00

THINGS TO BE DONE BY THE STATE:

Protect and re-establish grantor's irrigation system where disturbed by taking.
Accesses granted, south side at Stations 223+70, for existing farming activity, and Station 226+80, for private residential use.

Access controlled -

18742 - Morris, Clark and Ramona (Brainerd)
Right of Way, & Easements for Irrigation Ditch change.
Option expires October 28, 1953

0.19 acre at $500. per acre.	$ 95.00
1.31 acres at $25.00 per acre + 0.29 acre easement.	32.75

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

18742 - Morris, Clark and Ramona (cont.) (Brainerd)

Allowance - 162 rods of fence at $3. per rod.	$486.00
4 fruit trees at $25. per tree.	100.00
Allowance - re-establish pig pen and two cement imbedded gates.	100.00

Amount to be paid owner - chrg to Right of Way $813.75

THINGS TO BE DONE BY THE STATE:

Protect and re-establish grantor's irrigation system where disturbed by taking.
Reconstruct existing stock water passage to irrigation ditch.
Grantor given right to run 6" water line thru culvert at Station 515+10.
Accesses granted, south side at Stations 315+70, and 226+90, for existing farm activity; north side at Station 240+00, for farm activity and private residential use.

Access controlled -

20048 - Tureman, Burr (Landon)
Right of Way
Option expires October 28, 1953

2.74 acres at $448.+ per acre.	$1,230.00
Allowance - to move carpenter shop building.	500.00
- to move three small buildings.	50.00

Amount to be paid owner - chrg to Right of Way $1,780.00

THINGS TO BE DONE BY THE STATE:

Construct road approach, south side at Station 350+70.
Provide disposition of waste water from existing irrigation ditch.

Access controlled -

20193 - Thomas, William B. and Emily C. (Brainerd)
Right of Way
Option expires October 24, 1953

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

20193 - Thomas, William B. and Emily C. (cont.) (Brainerd)

0.03 acre at $500. per acre.	$15.00	
Allowance - 9 rods of fence at $3. per rod, to be re-established.	27.00	
Amount to be paid owner - chrg to Right of Way		$42.00

THINGS TO BE DONE BY THE STATE:

Access reserved at Station 105+20, south side, for existing farming activity.

Access controlled -

18735 - Walker, Dora (Cozad)
Right of Way
Option expires November 5, 1953

0.16 acres at $500. per acre.	$80.00	
Allowance - 30 rods of fence at $3. per rod.	90.00	
Damage - to ditch easement.	55.00	
Amount to be paid owner - chrg to Right of Way		$225.00

THINGS TO BE DONE BY THE STATE:

Access reserved north and south sides, 25' wide, at Station 108+50, for residential and farming activity.

Access controlled -

20195 - Walker, Dora (Cozad)
Right of Way
Option expires November 5, 1953

0.04 acre. Lump Sum.	$50.00	
Allowance - to rebuild 7-rods of fence at $3. per rod.	20.00	
Amount to be paid owner - chrg to Right of Way		$70.00

THINGS TO BE DONE BY THE STATE:

25' access reserved south side at Station 107+25, for residential and farm activity use.

Access controlled -

EXHIBIT "A" (cont.)

JOSEPH-SHEED CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY

19862 - Hahn, W. H. and Mildred (Brainerd)
Right of Way
Option expires August 16, 1953

4.52 acres at $300. per acre.	$1,356.00
Severance damage.	1,015.40
Allowance - 172 rods of fence at $3.50 per rod.	602.00
Allowance - for crop, 4.52 acre at $20. per acre	90.40
Amount to be paid owner - chrg to Right of Way	$3,063.80

THINGS TO BE DONE BY THE STATE:

Protect and re-establish grantor's irrigation system where disturbed by taking, and water not to be cut off from severed portion on north side during irrigation season of June 1, to July 1, 1953.
Accesses granted north and south side at Station 140+00.

Access not controlled -

19863 - Estes, Lawrence and Alta, Guy Estes (Brainerd)
Right of Way & Channel Change easement
Option expires October 5, 1953

11.81 acres at $255. per acre.	$3,011.55
Severance damage.	9,988.45
Amount to be paid owner - chrg to Right of Way	$13,000.00

THINGS TO BE DONE BY THE STATE:

Protect and re-establish grantor's irrigation system where disturbed by taking.
Construct approaches at Stations 167+00, 184+00 and 199+00, north and south sides.
State to fence right of way and put gate at road approaches.

634 rods of fence at $3.50 per rod.	$2,219.00
6 gates at $25. each.	150.00
Charge to R/W	$ 2,369.00
GRAND TOTAL (Estimate) Charged to Right of Way	15,369.00

Access not controlled -

(cont.)

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY (cont.)

19859 - Skaggs, Guy and Marcia (Brainerd)
Detour Road Easement
Option expires October 6, 1953

Detour road easement. Gratis

20289 - Farmers' Water Ditch Co. (Brainerd)
Right of Way
Option expires October 6, 1953

0.11 acre. Gratis
Channel change easement.

Access not controlled -

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY

20312 - Verley, Don L. and Lola June (Harrington)
Right of Way
Option expires November 6, 1953

6.76 acres at $40. per acre.	$270.40
Appraised value of timber taken.	250.00
Allowance - 100 rods of fence at $4. per rod.	400.00

Amount to be paid owner - chrg to Right of Way $920.40

THINGS TO BE DONE BY THE STATE:

Construct approach north side at Station 1783+00, for farm and residential use only.
And construct new road to point where old road ends.

Access controlled -

20306 - Zillman, W. W. and Marion (Harrington)
Right of Way
Option expires November 6, 1953

0.27 acre. Lump Sum. $25.00

Amount to be paid owner - chrg to Right of Way $25.00

EXHIBIT "A" (cont.)

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY (cont.)

20306 - Zillman, W. W. and Marion (cont.) (Harrington)

THINGS TO BE DONE BY THE STATE:

Construct access at Station 1776+10, north side, for development, harvesting and transportation of forest products and residential use only.

Access controlled -

20243 - Columbia County (Harrington)
Right of Way
Option expires November 5, 1953

4356 sq. ft. at $0.07 per sq. ft.	$304.92
Amount to be paid owner - chrg to Right of Way	$304.92

Takes all -

MILL CREEK BRIDGE SECTION - ALSEA HIGHWAY

20293 - Vernon, Bethel C. and Margaret (Witt)
Right of Way
Option expires October 31, 1953

2 acres, more or less. Lump Sum.	$1,000.00
Allowance - house - 520 sq. ft.	2,080.00
- wood shed, garage, and cow barn	270.00
- 50' cased well with electric pump	300.00
Amount to be paid owner - chrg to Right of Way	$3,650.00

Takes all South of Hwy.

BRUSH CREEK-RINEHART CREEK SECTION - OREGON COAST HIGHWAY

20443 - Spoerl, Stephen J. (Barnhart)
Right of Way (Slide area)
Option expires November 11, 1953

0.5 acre Lump Sum.	$10.00
Amount to be paid owner - chrg to Right of Way	$10.00

Access not controlled -

EXHIBIT "A" (cont.)

WASHBURN-NORTH PLAINS SECTION - WILSON RIVER HIGHWAY

19823 - Minor, Edwin L. and Ruthe L. (Johnson)
Right of Way
Option expires November 5, 1953

0.43 acre. Lump Sum.	$ 50.00	
Allowance - 30 rods of fence at $4. per rod.	120.00	
Amount to be paid owner - chrg to Right of Way		$170.00

Access controlled - no access allowed

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY

20100 - Schauffler, Goodrich C. (Cozad)
Right of Way
Option expires November 3, 1953

0.62 acre at $300. per acre.	$186.00	
Three large apple trees at $25. each	75.00	
Allowance - to build 160 rods of fence at $3. per rod,	480.00	
Damages - to garden and yard.	40.00	
Amount to be paid owner - chrg to Right of Way		$781.00

THINGS TO BE DONE BY THE STATE:

State to change existing culvert from Station 1144+50 to 1146+00.
Access reserved north side at Station 1146+00, and Stations 1146+00 and 1144+25, south side, for residential and farm use only.

Access controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17807 - The Dalles Equipment Co. (Witt)
Right of Way
Option expires November 6, 1953

0.95 acre. Lump Sum.	$10,000.00	
Amount to be paid owner - chrg to Right of Way		$10,000.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18234 - Menegat, Peter and Freda (Gemmell)
Channel Change
Option expires November 5, 1953

0.96 acre. Lump Sum. $200.00

Amount to be paid owner - chrg to Right of Way $200.00

Access controlled - no access allowed

UNIT #5 - T. H. BANFIELD EXPRESSWAY

20458 - General Welfare Corporation (Smith)
Permanent Storm sewer easement
Option expires July 10, 1953

Easement including installation of 10 x 550', 12" storn sewer. $1,744.00

Grantor agrees to install 12" storm sewer within 30 days of acceptance.

Amount to be paid owner - chrg to Right of Way $1,744.00

THINGS TO BE DONE BY THE STATE:

If grantor does not complete storm sewer, the State may complete by paying General Welfare Corp. for completed work only at $2.00 per lin. ft. of sewer pipe and $4.00 per c. yd. of excavation.

Access not controlled -

WEST PORTLAND-EXPRESSWAY

20381 - Torpling, John C. and Ruth K. (Grant)
Right of Way
Option expires November 4, 1953

20,127 sq. ft. at $0.05 per sq. ft.	$1,006.35
House - 821.5 sq. ft.	2,875.25
Cabin, and Garage.	850.00
Shrubs.	18.40

Amount to be paid owner - chrg to Right of Way $4,850.00

Takes all -

EXHIBIT "A" (cont.)

WEST PORTLAND-EXPRESSWAY (cont.)

20459 - Greenlow, Archie and Lillie (Grant)
Right of Way
Option expires November 4, 1953

7 Lots at $400. per lot. (35,405 sq. ft.)	$2,800.00
House - 1100 sq. ft.	7,150.00
Garage	550.00
Amount to be paid owner - chrg to Right of Way	$10,500.00

Takes all -

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY

20251 - Sandstrom Brothers (Witt)
Right of Way
Option expires November 5, 1953

4792 sq. ft. at $0.25+ per sq. ft.	$1,200.00
Allowance - Building - 2348 sq. ft.	2,700.00
- construct balcony.	85.00
Amount to be paid owner - chrg to Right of Way	$3,985.00

Access not controlled -

20246 - Evenson, C. R. and R. E. (Witt)
Right of Way
Option expires November 5, 1953

6098 sq. ft. at $0.15+ per sq. ft.	$ 915.75
115 sq. ft. at $0.10 per sq. ft.	11.50
13,068 sq. ft. at $0.025 per sq. ft.	325.00
3,920 sq. ft. at $0.25 per sq. ft.	981.25
9800 sq. ft. at $0.25 per sq. ft.	2,450.00
9800 sq. ft. at $0.035 per sq. ft.	341.50
Building - 3000 sq. ft.	3,000.00
Amount to be paid owner -chrg to Right of Way	$8,025.00

Access not controlled -

20245 - Hill, Percy A. (Harrington)
Right of Way
Option expires October 28, 1953

EXHIBIT "A" (cont.)

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY (cont.)

20245 - Hill, Percy A. (cont.) (Harrington)

48,308 sq. ft. at $0.075- per sq. ft.	$3,525.00
6,534 sq. ft. at $0.024- per sq. ft.	150.00
Building - Shed - 600 sq. ft.	600.00
- cabin - 225 sq. ft.	225.00

Amount to be paid owner - chrg to Right of Way $4,500.00

Takes all -

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY

20052 - Janney, Donald and Lola M. (Landon)
Right of Way
Option expires November 5, 1953

0.457 acre at $200. per acre.	$91.40
Allowance - to move 10 rods of fence at $2.50 per rod.	25.00

Amount to be paid owner - chrg to Right of Way $116.40

THINGS TO BE DONE BY THE STATE:

Construct approach, south side at Station 358+68, for private residential use only.

Access controlled -

20199 - Badley, Walter and Nora A. (Brainerd)
Right of Way
Option expires November 8, 1953

0.22 acre at $500. per acre.	$110.00
Damages.	250.00
Allowance - 57 rods of fence at $2.50 per rod.	142.50

Amount to be paid owner - chrg to Right of Way $502.50

THINGS TO BE DONE BY THE STATE:

Accesses reserved south side at Stations 298+95, 301+00 and 303+00, for private residential use only.

Access controlled -

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

20049 - Cline, A. Z. and Sarah G. (Landon)
Gillette, Arthur U. and Nellie R.
Right of Way
Option expires November 7, 1953

0.45 acre at $200. per acre. $90.00

Amount to be paid owner - chrg to Right of Way $90.00

THINGS TO BE DONE BY THE STATE:

Construct access, both sides of highway at Station 153+80, for private residential use only.

Access controlled -

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18527 - Pope & Talbot, Inc. (Stuntz)
Right of Way
Option expires November 7, 1953

0.26 acre at $2,500. - per acre. $625.00

Amount to be paid owner - chrg to Right of Way $625.00

Access controlled - no access allowed

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY

19921 - Pereira, Barney and Mary (Landon)
Right of Way & Haul Road
Option expires November 6, 1953

0.2 acre at $300. per acre.	$ 60.00
0.32 acre at $300. per acre. (haul rd. ease ment)	96.00
0.39 acre. (ditch construction easement)	Gratis
Allowance - to move 50 rods of fence at $3. per rod.	150.00
- 36 rods of fence at $3.50 per rod. (haul road)	126.00

Amount to be paid owner $432.00

(cont.)

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

19921 - Pereira, Barney and Mary (cont.) (Landon)

Amount to be charged to Right of Way	$210.00
Amount to be charged to Gravel Pit	222.00

THINGS TO BE DONE BY THE STATE:

Set Right of Way stakes along east side of haul road. Access reserved at Station 308+42, northerly side, for private residential use only.

Access controlled -

20044 - McKinnis, Wayne and Ruby (Landon)
Right of Way
Option expires November 7, 1953

4356 sq. ft. at $0.03 per sq. ft.	$130.68
Allowance - 26 rods of fence at $3.50 per rod.	91.00
Tree and 2840 sq. ft. of lawn.	152.00
Damages.	150.00

Amount to be paid owner - chrg to Right of Way $523.68

THINGS TO BE DONE BY THE STATE:

Move gate and construct approach n ortherly side at Station 334+00, for private residential use only.

Access controlled -

20037 - Begg, Ronald C. and Georgina L. (Brainerd)
Right of Way
Option expires November 5, 1953

0.09 acre. Lump Sum.	$200.00
Allowance - re-establish 20 rods of fence at $3. per rod.	60.00
5 locust trees at $10. each.	50.00
Allowance - for planted garden area.	15.00

Amount to be paid owner - chrg to Right of Way $325.00

THINGS TO BE DONE BY THE STATE:

Access reserved at Station 255+50, south side, for private residential and farming purpose only.

Access controlled -

EXHIBIT "A" (cont.)

WASHBURN-NORTH PLAIN SECTION - WILSON RIVER HIGHWAY

17112 - Dugdale, Ralph E. and Ethel (Johnson)
Right of Way
Option expires October 13, 1953

1.5 acres at $1000. per acre.	$ 1,500.00
0.5 acre at $300. per acre.	150.00
3.37 acres at $50. per acre.	168.50
House - 1454 sq. ft.	17,500.00
Allowance - 60 rods of fence at $4. per rod.	240.00
Allowance - to move buildings, chicken house, machine shed, and garage.	5,080.00
Severance damage.	2,150.00
Amount to be paid owner - chrg to Right of Way	$26,788.50

THINGS TO BE DONE BY THE STATE:

State to move existing log bridge. Est. Cost $3,500.00
Establish 18' driveway at Station 2223+00, northerly side, and surface with gravel. Access to be used for private residential use and farming purposes.
Farm crossing reserved at Station 2208+40.

GRAND TOTAL (Estimate) Charged to Right of Way $29,288.50

Access controlled -

ARLINGTON-HEPPNER JUNCTION SECTION - COLUMBIA RIVER HIGHWAY

20017 - Lamoreaux, Elra and Elsie (Brainerd)
Right of Way
Option expires November 3, 1953

11,875 sq. ft. at $0.15 per sq. ft.	$ 1,781.25
House - 2 story - 2580 sq. ft.	13,176.00
Allowance - for yard, lawn shrubs and trees.	242.75
Amount to be paid owner - chrg to Right of Way	$15,200.00

Takes all -

MITCHELL SECTION - OCHOCO HIGHWAY

20457 - Harnden, E. A. (Cozad)
Right of Way
Option expires October 29, 1953

(cont.)

21672

EXHIBIT "A" (cont.)

MITCHELL SECTION - OCHOCO HIGHWAY (cont.)

20457 - Harnden, E. A. (cont.) (Cozad)

0.45 acre. Lump Sum. $400.00

Amount to be paid owner - chrg to Right of Way $400.00

Access controlled - no access allowed

20455 - Payne, Baxter and Pearl (Cozad)
Right of Way
Option expires November 6, 1953

0.45 acre. Lump Sum. $10.00

Amount to be paid owner - chrg to Right of Way $10.00

Access controlled - no access allowed

LONG CREEK SECTION - PENDLETON - JOHN DAY HIGHWAY

8680 - McBride, Alton and Nadine (Coffey)
Maintenance Headquarters
Quitclaim deed signed March 16, 1953

Quitclaim Deed to land, giving title to building on property. Lump Sum. $3,500.00

Amount to be paid owner - chrg to Maintenance Site $3,500.00

8680 - Town of Long Creek (Coffey)
Maintenance Headquarters (for land only)
Deed signed May 11, 1953

18,000 sq. ft. Lump Sum. $250.00

Amount to be paid owner - chrg to Maintenance Site $250.00

Takes all -

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY

4031 - Waldele, Lorine A. and Thelma L. (Grant)
Release of Access only

Release of access at Station 118+30. Gratis

Access controlled -

EXHIBIT "A" (cont.)

BARBUR BOULEVARD-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HIGHWAY (cont.)

4078 - Pearson, Albert T. and Viola L. (Grant)
Release of Access only

Release of access at Station 85+50. $10.00

Amount to be paid owner - chrg to Right of Way $10.00

Access controlled -

19887 - Hermsen, Ivah Jones and Henry H. (Johnson)
Right of Way
Option expires October 14, 1953

3.86 acres at $2,000.00 per acre. $ 7,720.00
Allowance - for removing improvements. 11,392.15
(house, garage, well house, pump & pressure system etc.)

Amount to be paid owner - chrg to Right of Way $19,112.15

Takes all -

RINEHART CREEK-FRANKPORT SECTION - OREGON COAST HIGHWAY

20400 - Crook, H. W. and Ruth (Jones)
Right of Way
Option expires November 10, 1953

0.25 acre. Lump Sum. $25.00

Amount to be paid owner - chrg to Right of Way $25.00

Access not controlled - Takes all on West side

CROW-DOUGLAS COUNTY LINE SECTION - TERRITORIAL HIGHWAY

20476 - McCulloch, Charley T. and Grace V. (Reeder)
Davis, Oren C.
Stockpile Site
Option expires July 1, 1953

1.44 acres at $300. per acre. $432.00

Amount to be paid owner - chrg to Stockpile Site $432.00

(cont.)

EXHIBIT "A" (cont.)

CROW-DOUGLAS COUNTY LINE SECTION - TERRITORIAL HIGHWAY (cont.)

20476 - McCulloch, Charley T. and Grace V. (cont.) (Reeder)

THINGS TO BE DONE BY THE STATE:

State to construct necessary fences. Approx. 60 rods of fence at $4.50 per rod, and 1 gate at $25. Est. $295.00

GRAND TOTAL (Estimate) Charge to Stockpile Site $727.00

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY

18751 - Hall, Roy E. (Estate) (Landon)
Right of Way
Option expires October 22, 1953

4.92 acres at $1000. per acre.	$4,920.00
4.18 acres at $200. per acre.	836.00
1.00 acre at $100. per acre.	100.00
Cow barn - 1344 sq. ft.	1,344.00
Damages.	2,800.00

Amount to be paid owner - chrg to Right of Way $10,000.00

Access controlled - no access allowed

20052 - Boyer, Guy and Clara J. (Landon)
Right of Way
Option expires November 10, 1953

0.005 acre. Lump Sum. $10.00

Amount to be paid owner - chrg to Right of Way $10.00

THINGS TO BE DONE BY THE STATE:

Construct approach, north side, at Station 357+12, for private residential use only.

Access controlled -

20198 - Shoun, Arthur H. and Grace May (Landon)
Right of Way
Option expires November 9, 1953

(cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

20198 - Shoun, Arthur H. and Grace May (cont.) (Landon)

1,001 sq. ft. at $0.03 per sq. ft.	$ 30.03
4 shade trees and one lilac bush.	85.00
Allowance - 14 rods of fence at $3. per rod.	42.00
- to move chicken house.	150.00

Amount to be paid owner - chrg to Right of Way $307.03

THINGS TO BE DONE BY THE STATE:

Accesses reserved southerly side at Station 283+12, and 283+93, for private residential use only.

Access controlled -

18747 - City of John Day (Landon)
Right of Way
Option expires November 11, 1953

0.08 acre. Gratis

THINGS TO BE DONE BY THE STATE:

Convey to the City of John day, as an easement for road purposes, over and across the easterly 60 feet of the 2.05 acre tract optioned to State by Burr Tureman, File No. 20048.

Construct approach, north side, at Station 52+10, for operation of city dump.

Access controlled -

20042 - Dale, Phillip and Doris (Landon)
Right of Way
Option expires November 11, 1953

0.17 acre.	Gratis
Allowance - 35 rods of fence to be moved, at $3. per rod.	$105.00
Allowance - for loss of ramp and loading dock.	600.00

Amount to be paid owner - chrg to Right of Way $705.00

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

20042 - Dale, Phillip and Doris (Landon)

Reconstruct existing approaches, north side at Stations 331+98, 326+25 and 334+00, for private residential use. State to remove and dispose of existing ramp and loading dock at Station 326+50, north side.

Access controlled -

20022 - Brazil, John and Gladys (Brainerd)
Right of Way
Option expires November 12, 1953

0.14 acre at $500. per acre.	$ 70.00
Allowance - to move picket fence.	200.00
6 shade trees.	105.00
Allowance - 100 sq. ft. of lawn, garden area, and to move flower beds.	55.00
Allowance - 18 rods of fence at $3. per rod.	54.00
Damages.	500.00

Amount to be paid owner - chrg to Right of Way $984.00

THINGS TO BE DONE BY THE STATE:

Accesses reserved, north side at Station 105+10, and 103+80, for private residential use only.

Access controlled -

20041 - Shaver, Terstam A. and Frances S. (Landon)
Right of Way
Option expires November 10, 1953

0.05 acre at $500. per acre.	$25.00

Amount to be paid owner - chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE:

Access reserved northerly side at Station 324+30, for private residential use only.

Access controlled -

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY

20446 - Caverhill, Leonard and Irene (Brainerd)
Road Materials Lease
Lease signed May 12, 1953 (2 year lease)

2.11 acres. Gratis

JACKSONVILLE GRADE UNIT-PROVOLT-JACKSONVILLE SECTION - MEDFORD-PROVOLT HIGHWAY

19962 - Culy, C. Omar and Irene E. (Jones)
Kimball, Winifred A.
Right of Way
Option expires September 16, 1953

1 acre at $500. per acre.	$ 500.00
2.4 acres at $90. per acre.	216.00
Severance damage.	184.00
Plus low bid for moving (Roy Barnhart)	2,680.00

Amount to be paid owner - chrg to Right of Way $3,580.00

THINGS TO BE DONE BY THE STATE:

Construct approx. 450' of driveway from Station 271+00 to garage.
Construct concrete box type well house over present well.
If well damaged or destroyed, state to replace.
Remove and re-fence 400' of easterly right of way.

Access not controlled -

Confirmation of approval by M. K. McIver - April 23, 1953 by phone.

UNIT #4 - T. H. BANFIELD EXPRESSWAY

20070 - Webb, George L. S. E. corner of N. E. Multno-(Johnson)
Right of Way mah St. & N. E. 87th Ave.
Option expires November 11, 1953

4,750 sq. ft. at $0.20 per sq. ft.	$950.00
Damages.	200.00

Amount to be paid owner - chrg to Right of Way $1,150.00

Access not controlled -

This option includes & supersedes Hagler option, approved Jan. 6, 1953 for 1563 sq. ft. for $255. (Hagler had previously sold to Webb.)

(cont.)

EXHIBIT "A" (cont.)

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST

20083 - Wood, K. N. and Nell (Benner)
Right of Way
Option expires October 8, 1953

3,790 sq. ft. at $0.10 per sq. ft. $379.00

Amount to be paid owner - chrg to Right of Way $379.00

THINGS TO BE DONE BY THE STATE:

Re-establish present street connection to driveway at Station 1028+00, east side, 25' wide.
Access allowed at Stations 1026+00 and 1027+00, east side, 25' wide.

Access controlled -

20085 - Ficklin, Hugh T. and Grace M. (Benner)
Right of Way
Option expires October 16, 1953

1,876 sq. ft. at $0.10 per sq. ft. $187.60

Amount to be paid owner - chrg to Right of Way $187.60

THINGS TO BE DONE BY THE STATE:

Accesses allowed, and driveways connected to right of way at Station 1030+61 and 1031+25, east side.

Access controlled -

19309 - Bartholomy, Milton W. and Olga (Benner)
Right of Way
Option expires October 5, 1953

2,310 sq. ft. at $0.10 per sq. ft. $231.00

Amount to be paid owner - chrg to Right of Way $231.00

THINGS TO BE DONE BY THE STATE:

Access allowed at Station 1035+00, east side, 25' wide.

Access controlled -

EXHIBIT "A" (cont.)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

19690 - Smith, Charles L. and Clara B. (Smith)
Right of Way
Option expires November 4, 1953

.78 acre at $2,012.- per acre.	$1,575.00
4 acres at $500. per acre.	2,000.00
House - 830 sq. ft.	4,410.00
Garage - 396 sq. ft.	2,376.00
Well house and shed.	714.00
Well & pump (500' deep).	2,425.92
Amount to be paid owner - chrg to Right of Way	$13,500.92

Takes all -

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY

20258 - Shepard, Vilas L. and Elsie M. (Witt)
Right of Way
Option expires November 15, 1953

5227 sq. ft. (60' frontage at $100. per ft.)	$6,000.00
Two story frame apartment house. 20,650 sq.ft.	9,500.00
Amount to be paid owner - chrg to Right of Way	$15,500.00

Takes all -

20273 - Lousignont, Donald L. and Jean C. (Harrington)
Right of Way
Option expires November 10, 1953

4.62 acres at $90. per acre.	$415.80
Timber	300.00
Allowance - 52½ rods of fence at $4. per rod.	210.00
Amount to be paid owner - chrg to Right of Way	$925.80

THINGS TO BE DONE BY THE STATE:

Construct approach north side at Station 1737+00, for private residential use and farming purposes.
Construct new road and connect same where old road ends.
Install new cattle guard where new road crosses r/w line.
Existing road to be kept open during construction.

Access controlled -

(cont.)

May 18 and 19, 1953

EXHIBIT "A" (cont.)

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY (cont.)

20310 - Columbia County (Harrington)
Right of Way and Quarry Site
Option expires November 12, 1953

3.06 acres at $40. per acre. (R/W)	$122.40	
Timber.	100.00	
1.50 acres at $100. per acre. (Quarry Site)	150.00	
		$372.40
Amount to be paid owner		
Amount to be charged to Right of Way	$222.40	
Amount to be charged to Quarry Site	150.00	

THINGS TO BE DONE BY THE STATE:

Access reserved at Station 1783+00, north side for residential, development, harvesting and transportation of forest products.

Access controlled -

20242 - Jolma, James W. (Harrington)
Right of Way
Option expires November 13, 1953

0.44 acre (19,166 sq. ft. at $0.057-per sq.ft.) $1,089.00

Amount to be paid owner - chrg to Right of Way $1,089.00

Access controlled - no access allowed

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY

20053 - Empey, Alva M. and Grace B. (Cozad)
Right of Way
Option expires November 14, 1953

0.72 acres at $1000. per acre. $720.00

Amount to be paid owner - chrg to Right of Way $720.00

THINGS TO BE DONE BY THE STATE:

Provide and install 8" culvert under road at Station 362, for irrigation pipe.
Accesses reserved 25' wide at Stations 362+77 and 360+50, north and south sides, for private residential use only.

Access controlled -

EXHIBIT "A" (cont.)

EAST UNIT-DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY

20445 - Bennett, Gertrude Green and Zella V. Green Lee (Cozad)
Lease for road materials
Lease signed May 15, 1953 (2 year lease)

2 year lease (approximately 10 acres) $500.00

No material to be taken from South bank of John Day River.
It is agreed all materials will be taken out under supervision of Grantor's agent.

BOONES FERRY ROAD-MARION CO. LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

20226 - Keil, Leo H. and Fay R. (Smith)
Right of Way
Option expires October 26, 1953

2.385 acres at $795.+ per acre. $1,900.00
Damages. 4,559.80

Amount to be paid owner - chrg to Right of Way $6,459.80

Access controlled - no access allowed

POWELL BUTTE-PRINEVILLE SECTION - OCHOCO HIGHWAY

20477 - Harris, Gilbert W. (Cozad)
Cinder Pit and Haul Road
Option expires November 3, 1953

20 acres at $100. per acre. $2,000.00
+ haul road. 500.00

Amount to be paid owner - chrg to Cinder Pit $2,500.00

THINGS TO BE DONE BY THE STATE:

Provide stock guard and gate where haul road intersects highway, gate to be locked when not in use and haul road watered to hold dust condition to minimum.

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY

20045 - McKinnis, Ralph and Hazel (Landon)
Right of Way
Option expires November 6, 1953

0.08 acre at $500. per acre.	$40.00	
Allowance - 9 rods of fence at $3.50 per rod.	31.50	
Amount to be paid owner - chrg to Right of Way		$71.50

THINGS TO BE DONE BY THE STATE:

Access reserved for private residential use, northerly side at Station 351+80.

Access controlled -

EXHIBIT "B"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes; and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

MARION COUNTY

Niagara-Detroit (at Little Sardine Creek) North Santiam Highway

20395-Carl B. and Vivian Crop

Stock Pile Site 0.28 acres more or less

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this resolution be entered in the minutes and records of the Commission as of May 18, 1953, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

May 18, 1953

EXHIBIT "C"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, the 47th Legislative Assembly enacted Senate Bill No. 405, under the terms of which any county is authorized to apply to the State Highway Commission for an advancement of moneys appropriated to such county by section 100-129, O. C. L. A.; and

WHEREAS, said Senate Bill No. 405 contained an emergency clause and therefore became effective immediately upon its being signed by the Governor, on April 8, 1953, and has been designated as Chapter 303, Oregon Laws 1953; and

WHEREAS, the Highway Commission has received from the County Court of Curry County a certified copy of a resolution requesting an advancement of moneys appropriated to said County by section 100-129, O. C. L. A.; and

WHEREAS, said chapter 303, Oregon Laws 1953 requires that the Highway Commission certify to the Secretary of State certain facts, and authorize advancement of moneys from the State Highway Fund not exceeding the amount requested;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That it is now found and determined, and is hereby certified that.

(a) The State Highway Commission has received from the County Court of Curry County a certified copy of a resolution adopted by said County Court under date of April 10, 1953.

(b) Said resolution discloses a finding by said County Court that the sum of $20,000.00 is required by Curry County to repair and reconstruct county roads and bridges damaged or destroyed by the abnormally inclement weather conditions during the period from January 1, 1953 to February 1, 1953.

(c) Said resolution further includes a request for an advancement from the State Highway Fund of the sum of $20,000.00 to be used by Curry County to repair and reconstruct county roads and bridges damaged or destroyed as aforesaid.

(d) Said sum of $20,000.00 does not exceed one-half the amount distributed to Curry County from the State Highway

(cont)

EXHIBIT "C" (cont)

Fund under section 100-129, O. C. L. A., between February 1, 1952 and February 1, 1953.

2. That the Secretary of State is hereby authorized to advance to Curry County, out of the State Highway Fund, the sum of $20,000.00 under the provisions of chapter 303, Oregon Laws 1953.

3. That this resolution shall be entered in the minutes and records of the Commission on this 18th day of May, 1953, and the Secretary is directed to mail a fully executed copy thereof to the Secretary of State.

May 18, 1953

EXHIBIT "D"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3664, with Arthur Simonson & George Borgen for furnishing crushed material in stockpiles on the Baker-Huntington Section of the Old Oregon Trail Highway in Baker County, completed April 4, 1953.

"Contract No. 3709, with Barney B. Helser for furnishing crushed material in stockpiles on the Wasco-Grass Valley Section of the Sherman Highway in Sherman County, completed March 31, 1953.

"Contract No. 3751, with Tom Lillebo for construction on the Calapooya Creek Bridge on the Elkton-Sutherlin Highway in Douglas County, completed April 24, 1953.

"Contract No. 3766, with Parker-Johnson Co. for construction of a heavy equipment shed at Salem in Marion County, completed April 30, 1953.

"Contract No. 3775, with Trowbridge & Flynn Electric Company for construction of traffic signals on the Pacific Highway in Medford, Jackson County, completed March 31, 1953.

"Contract No. 3780, with Loree Building Service for constructing a maintenance shed at Pendleton in Umatilla County, completed March 31, 1953.

"Contract No. 3786, with Hamilton & Thoms for construction of the Comstock grade separation on the Pacific Highway in Douglas County, completed March 31, 1953.

"Contract No. 3787, with Carl Anderson for fencing on the Middle Unit, Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County, completed April 20, 1953.

"Contract No. 3789, with Harold W. Salter for construction of employee's houses at Lincoln in Jackson County, completed April 28, 1953.

"Contract No. 3798, with Ausland & Dodson for the Wagner Creek Bridge widening and pipe support on the Pacific Highway in

Jackson County, completed April 22, 1953.

"Contract No. 3821, with Newport Construction Company for furnishing crushed material in stockpiles on the Canyon Creek-Poison Creek Section of the John Day-Burns Highway in Grant and Harney Counties, completed March 26, 1953.

"Contract No. 3822, with Harold W. Salter for construction of a maintenance building at Medford in Jackson County, completed April 24, 1953.

"Contract No. 3827-A, with Teller Construction Company for construction on Cereghino haul road bridge on the T. H. Banfield Expressway in Multnomah County, completed May 4, 1953."

THEREFORE BE IT RESOLVED that the work covered by State highway contracts for the construction of said State highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

May 18, 1953

EXHIBIT "E -1"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission appor tioned from revenues accruing during the last six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Arlington	$2,274.31
Butte Falls	1,233.30
Clatskanie	2,987.11
Cornelius	3,308.69
Falls City	2,827.97
Gearhart	1,883.10
Lafayette	2,194.74
Manzanita	1,123.89
Maupin	1,034.38
Nehalem	895.14
Oceanlake	2,320.73
Phœnix	2,473.23
Waldport	2,284.26

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

(cont)

"EXHIBIT E-1" (cont)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of May, 1953.

May 18, 1953

"EXHIBIT E-2"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Glendale	$2,357.56
Talent	2,000.27
Tualatin	671.27

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission, by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of May, 1953.

May 18, 1953

"EXHIBIT "E-3"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the last six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Richland..... $ 690.66

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of May, 1953.

May 18, 1953

EXHIBIT "F"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by the provisions of O. C. L. A., 115-351 as amended by Chapter 428, Oregon Laws 1941, the State Highway Commission with respect to state highways, is authorized to designate main-traveled or through highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 27th day of April, 1943, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or through highways, and adopted certain amendatory resolutions on December 13, 1945, August 25, 1947, November 24, 1947, September 19, 1949, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of April 27, 1943, the Highway Commission declared the Wapinitia Highway to be a through highway and stipulated that traffic on the said Wapinitia Highway need not stop at its intersection with The Dalles-California Highway (M. P. 42. 29) approximately 3 miles west of Maupin; and

WHEREAS, since adoption of said resolution of April 27, 1943, by the Commission a traffic engineering investigation has been made which reveals that conditions have changed at the junction of the Wapinitia Highway with The Dalles-California Highway, that the traffic volume has materially decreased on the Wapinitia Highway since the opening of the Warm Springs Highway, and that the traffic volume on The Dalles-California Highway has considerably increased; and

WHEREAS, based upon the results of said investigation, the State Highway Engineer has recommended to this Commission a modification of the order contained in the afore-mentioned resolution of April 27, 1943.

NOW, THEREFORE, based upon the results of said traffic engineering investigation made by its employees and upon the recommendation of the State Highway Engineer, this Commission, all members being present and voting affirmatively, does hereby find, declare, resolve, and order as follows:

May 18, 1953 (cont)

EXHIBIT "F" (cont)

1. That so much of said resolution of April 27, 1943, permitting traffic on the Wapinitia Highway to enter The Dalles-California Highway at its junction with said The Dalles-California Highway without stopping be and the same hereby is repealed, but in all other respects the provisions of said resolution of April 27, 1943 are hereby reaffirmed and shall remain in full force and effect.

2. That hereafter all vehicles traveling on the Wapinitia Highway shall come to a stop before entering upon the intersection of said highway with The Dalles-California Highway.

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersections shall conform to the types and standards heretofore approved by the Commission.

4. This resolution shall be entered in the minutes and records of the Commission as of the 18th day of May, 1953, and a duly certified copy thereof delivered to the U.S. Bureau of Public Roads and a like copy to each of the following: The Wasco County Court, the Wasco County Clerk, and the Superintendent of the Department of State Police for their information.

May 18, 1953

EXHIBIT "G"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commis sion has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number: 9 Route number: US 101

Location of Termini		Established Speed
M. P. 149.72 (0.22 mile north of Ocean Drive)	to M. P. 150.16 (0.22 mile south of Ocean Drive) (cont)	50 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Oregon State Highway Commission as of May 18, 1953.

May 18, 1953

EXHIBIT "H"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A. as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number: 9 Route number US 101

Location of Termini		Established Speed
M. P. 269. 24 (0. 38 miles south of Center of China Camp, Marsh Bridge	to M. P. 270. 36 (0. 38 miles north of Center of China Camp, Marsh bridge)	25 miles per hour

May 18, 1953 (cont)

EXHIBIT "H" (cont)

(There is an equation in mile points between M. P. 269. 24 and M. P. 270. 36)

BE IT FURTHER ORDERED that the State Highway Engineer be and he he reby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Oregon State Highway Commission as of May 18, 1953.

May 18, 1953

EXHIBIT "I"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisionsoof subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number: 9 Route number US 101

Location of Termini			Established Speed
M. P 256 70 (south city limits of Coos Bay)	to	M. P. 257. 24 (south entrance to the Bunker Hill School)	40 miles per hour

May 18, 1953 (cont)

EXHIBIT "I" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Oregon State Highway Commission as of May 18, 1953.

May 18, 1953

2170

EXHIBIT "J-1"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. a., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter ; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: EMPIRE-COOS BAY SECONDARY HIGHWAY

Highway number: 243 Route number: -

Location of Termini			Established Speed
M P 0.47 (S. E. city limits of Empire)	to	M. P. 0.60 (Bruel Street)	40 miles per hour

May 18, 1953 (cont)

EXHIBIT "J-1" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Oregon State Highway Commission as of May 18, 1953.

May 18, 1953

EXHIBIT "J- 2"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highw ays hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway THREE MILE LANE SECONDARY HIGHWAY

Highway number: 152 Route number: ORE 233

Location of Termini		Established Speed
M. P 6. 32 (0 07 mile west of 9th Street) May 18, 1953	to M. P. 6. 66 (west city limits of Dayton) (cont)	40 miles per hour

EXHIBIT "J-2" (cont)

Location of Termini		Established Speed
M. P. 7.15 (east city limits of Dayton)	to M. P. 7.40 (east end of the Yamhill River bridge)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Oregon State Highway Commission as of May 18, 1953.

May 18, 1953

21704

EXHIBIT "K"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, on the 17th day of February, 1953 and on the 8th day of April, 1953, the Commission passed and adopted resolutions reducing the maximum load limits on various state highways; and

WHEREAS, subsequent to the effective dates shown in said resolutions, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolutions.

NOW, THEREFORE BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limits as set forth in the said resolutions of February 17, 1953 and April 8, 1953 on various state highways and sections of highways, to wit:

Name of Highway and No.	County	Section restriction removed	Date Lifted 1953
Medical Springs Secondary 340	Union & Baker	M. P. 9.6at Catherine Creek to M. P. 20.4 at Medical Springs	May 1 8:00 a.m.
Ochoco Primary 41	Crook & Wheeler	M. P. 34.8, (Jct. with old hwy) to M. P. 56.8 (Jct. with old hwy)	Apr. 28 8:00 a.m.
Weston Elgin Secondary 330	Umatilla & Union	M. P. 8.0 (eight miles East of Weston) to M. P. 37.9 (Summerville Road)	May 18 9:00 a.m.

be and the same hereby is rescinded and cancelled insofar as it pertains to the highways and sections of highways listed hereinabbve, and the maximum load limit permissible on such highways subsequent to the dates shown shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and a like copy to the Superintendent of

May 18, 1953 (cont)

EXHIBIT "K" (cont)

the Department of State Police for his information.

Dated this 18th day of May, 1953.

OREGON STATE HIGHWAY COMMISSION

By Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H Baldock
State Highway Engineer

ATTEST:
Floyd Query, Acting Secretary

May 18, 1953

EXHIBIT "L"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, the Pacific Highway East, otherwise known as US 99E, is one of the major state primary highways and likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that at a location on Union Avenue (Pacific Highway East) just north of its junction with N. E. Vancouver Avenue there is located an establishment known as the Union Avenue Amphitheater and that a hazardous condition is created at and near said Amphitheater by the parking of vehicles on both sides of said Pacific Highway East in the vicinity of said Amphitheater; and

WHEREAS, the parking of vehicles on said highway right of way creates a hazard not only to the traveling public using said highway, but to the parked vehicles and occupants thereof by reason of the fact that this condition results in a considerable pedestrian movement across the highway and congestion due to said shoulder parking; and

WHEREAS, an additional hazard is created by similar parking on the shoulders of the access road which serves said Amphitheater, said access road being hereinafter designated also by the terms "Y" Line and "S" Line as shown on the attached map; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that parking should be prohibited within said areas.

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendation by members of its staff, that the parking of vehicles on either side of the Pacific Highway East (US99E) between M. P. 4.66 (Engineer's Station 100+00) and M. P. 5.81 (Engineer's Station 40+00) and also on the access road to the Union Avenue Amphitheater at the following locations: On the "Y" Line from Engineer's Station 0+00 to Engineer's Station 9+37 where the "Y" Line intersects the "S" Line, and on the "S" Line from Engineer's Station 36+50 to Engineer's Station 55+00 where the "S" Line intersects the Pacific Highway East, creates a hazard not only to traffic but to persons owning and using said parked vehicles.

(cont)

May 18, 1953

EXHIBIT "L" (cont)

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on both sides of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS."

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police and also to the Union Avenue Amphitheater for their information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 18th day of May, 1953.

May 18, 1953

EXHIBIT "M"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of:

1. The Goshen-Divide Section of the Pacific Highway in Lane County;

2. The Monroe Section of the Pacific Highway West in Benton County;

3. The Clatskanie-Delena Section of the Columbia River Highway in Columbia County;

4. The Elbow Lake-Gardiner Section on the Oregon Coast Highway in Douglas County; and

5. The Frankport-Euchre Creek Section of the Oregon Coast Highway in Curry County,

and in connection therewith to prepare maps showing the route and location of each of the said highway sections and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed each of the said surveys and has submitted them for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Goshen-Divide Section of the Pacific Highway beginning at Highway Engineer's Station 60+00 near the town of Goshen and extending in a southerly direction to Highway Engineer's Station 1048+80 near the town of Divide, together with the map which, for identification purposes, bears map file No. 7B-21-10 and the date May, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

2. That the survey of the Monroe Section of the Pacific Highway West beginning at Highway Engineer's Station 118+11 a short distance north of the town of Monroe and extending southerly to Highway Engineer's Station 734+73.3 south of the town of Monroe, together with the map which, for identification purposes, bears map file No. 7B-21-6 and the date April,

1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

3. That the survey of the Clatskanie-Delena Section of the Columbia River Highway beginning at Highway Engineer's Station 1655+36.01, a short distance west of the town of Clatskanie and extending easterly to Highway Engineer's Station 2053+06.09, a short distance east of the hamlet of Delena, together with the map which, for identification purposes, bears map file Nos. 7B-20-8 & 18 and the date May, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

4. That the survey of the Elbow Lake-Gardiner Section of the Oregon Coast Highway beginning at Highway Engineer's Station 268+00 near Elbow Lake and extending southerly to Highway Engineer's Station 657+36.59 in the town of Gardiner, together with the map which, for identification purposes, bears map file No. 7B-15-16 and the date April, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

5. That the survey of the Frankport-Euchre Creek Section of the Oregon Coast Highway beginning at Highway Engineer's Station 720+00 near the village of Frankport and extending southerly to Highway Engineer's Station 879+35 about one-half mile south of Euchre Creek, together with the map which, for identification purposes, bears map file No. 7B-23-7 and the date May, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

6. That when the above described sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations, unless otherwise directed or ordered by the Commission.

7. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "M" (cont)

8. That the surveys of said sections of the Pacific Highway, Pacific Highway West, Columbia River Highway and the Oregon Coast Highway have been made within the meaning and purpose of Chapter 226 Oregon Laws 1947, commonly known as the Throughway Law, and were likewise made within the scope and purpose of those certain resolutions hitherto approved and adopted by the Highway Commission on November 3, 1948, and February 18, 1953, respectively, which resolutions designated certain highways and sections thereof as throughways. Therefore, the construction of the above named sections of the said highways shall be accomplished pursuant to and within the meaning and scope of the said law and said resolutions.

9. That this resolution be entered in the minutes and records of the Commission as of the 18th day of May, 1953.

EXHIBIT "N-1"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Zig Zag-Rhododendron Section of the Mount Hood Highway; and,

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary; and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is

needed and required for right of way purposes, for the proposed relocation, construction, improvement and maintenance of the Zig Zag-Rhododendron Section of the Mount Hood Highway as a throughway, the following described real property in fee simple, to wit:

R-12367
Owner: James W. Creighton, et ux

Three parcels of land lying in the Southeast quarter (SE1/4) of Section 3, Township 3 South, Range 7 East, W.M., Clackamas County, Oregon, and being portions of the following described property: Tract 38 of the independent resurvey with tract segregations as resurveyed and accepted by the Department of the Interior in 1935, the said parcels being those portions of the foregoing described property included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Mount Hood Highway as said highway has been relocated over and across or adjacent to the said property, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 953+64 opposite and 50 feet distant from which point the Southerly line of the said strip of land intersects the North line of said property; said point being 2417 feet North and 2380 feet West of the Southeast corner of Section 3, Township 3 South, Range 7 East, W.M.; thence on a 11,459.16 foot radius curve right (the long chord of which bears South 60° 19' 15" East 1867.42 feet) a distance of 1868 feet to Station 972+32.

Parcel No. 1 is all that part of said property included in said strip of land between Stations 953+64 and 962+11, containing 1.55 acre.

Parcel No. 2 is all that part of said property included in said strip of land between Stations 963+23 and 967+04, containing 0.50 acre.

Parcel No. 3 is all that part of said property included in said strip of land between Stations 971+72 and 972+32, containing 0.02 acre.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Zig Zag-Rhododendron Section of the Mount Hood Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following

EXHIBIT "N"-1" (cont)

a. A right of access to the relocated Mount Hood Highway of a width not to exceed 25 feet on the North side of the said relocated highway, opposite Highway Engineer's center line station 959+00, for private residential use only.

b. A right of access to the relocated Mount Hood Highway of a width not to exceed 25 feet on the South side of the said relocated highway, opposite Highway Engineer's center line Station 964+00, for ordinary travel for private residential use and for the development, harvesting and transportation of forest products of the owners' remaining land only, and shall not be used in connection with any other commercial activity.

c. A right of access to the relocated Mount Hood Highway of a width not to exceed 25 feet on the South side of the said relocated highway, opposite Highway Engineer's center line Station 972+00, for private residential use only.

d. A right of access to the relocated Mount Hood Highway of a width not to exceed 25 feet on the South side of the said relocated highway, opposite Highway Engineer's center line Station 983+00, for private residential use only.

The above said accesses to the relocated highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said accesses for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage roads shall be connected to the said main highway at a point not a greater distance to the West of the owners' remaining property than a point opposite Highway Engineer's center line Station 952+22.05, and a point not a greater distance to the East of the owners' remaining property than a point opposite Highway Engineer's center line Station 991+50.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "N-1" (cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 18th day of May, 1953.

EXHIBIT "N-2"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Rinehart Creek-Frankport Section of the Oregon Coast Highway; and,

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS. for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Rinehart Creek-

EXHIBIT "N-2" (cont)

Minutes of May 18 and 19, 1953

RESOLUTION

Frankport Section of the Oregon Coast Highway as a throughway, the following described real property in fee simple, to wit:

R-20172
Owner: Norman J. Nash, et al

A parcel of land lying in Lots 2 and 3 of Section 19 in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) and the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 20, Township 34 South, Range 14West, W. M., Curry County, Oregon, the said parcel being that portion of said subdivisions included in a strip of land variable in width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station L^4 599+00.65, said Station being 1736.3 feet North and 251.9 feet West of the West quarter (W¼) corner of said Section 20; thence on a decreasing spiral curve left through a spiral angle of 8° 00' (the long chord of which bears South 24° 04' East) 400 feet to Station 603+00.65 back equals 599+59.94 ahead; thence South 26° 44' East 200.61 feet; thence on a spiral curve right (the long chord of which bears South 22° 14' East) 450 feet at which point the radius is 954.93 feet; thence on a spiral curve right (the long chord of which bears South 4° 14' East) 450 feet; thence on a spiral curve left (the long chord of which bears South 3° 04' East) 500 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears South 21° 25' 15" East) 584.38 feet; thence on a spiral curve left (the long chord of which bears South 39° 46' 30" East) 500 feet; thence South 43° 06' 30" East 392.04 feet to Engineer's center line Station 630+36.97. Said center line crosses the North line of said Lot 2 of Section 19 approximately at Station 600+20 and the South line of said Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 20 approximately at Station 629+10.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
599+00.65 through an equation back equals 599+59.94 ahead	603+00.65		
602+50	603+50	To existing highway 150 feet	150 feet

EXHIBIT "N-2" (cont)

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
603+50	605+50	150 feet	120 feet
605+50	610+50	100 feet	120 feet
610+50	613+50	100 feet	100 feet
613+50	615+00	100 feet on a straight line to 235 feet	100 feet
615+00	619+00	235 feet on a straight line to 160 feet	
619+00	626+44.93	160 feet on a straight line to 70 feet	
626+44.93	633+00	300 feet	
615+00	616+50		100 feet on a straight line to 220 feet
616+50	618+50		220 feet on a straight line to 190 feet
618+50	624+00		190 feet on a straight line to 135 feet
624+00	626+44.93		135 feet on a straight line to 130 feet
626+44.93	629+10		280 feet on a straight line to 0 feet (along the South line of the Northwest quarter (NW$\frac{1}{4}$) of the Southwest quarter (SW$\frac{1}{4}$) of Section 20)

The parcel of land to which this description applies contains 20.48 acres, of which 1.9 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 18.58 acres, more or less, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Rinehart Creek-Frankport Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said relocated highway, opposite Highway Engineer's center line Station 614+00, for ordinary travel for private residential use only.

The above said access to the relocated Oregon Coast Highway

from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission, shall have the power to barricade said access for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to or from the aforesaid highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road or roads shall be connected to the said main highway or to other public ways at a point not a farther distance to the North of the said remaining property than Highway Engineer's center line Station 602+00, and at a point not a farther distance to the South of the said remaining property than Highway Engineer's center line Station 632+00.

b. A right to cross under the relocated Oregon Coast Highway under the North approach of the highway bridge to be constructed across Myrtle Creek, for farm purposes only, said undercrossing to be $10\frac{1}{2}$ feet in height and 12 feet in width, opposite Highway Engineer's center line Station 624+11; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Oregon Coast Highway, resulting in the severed portion of said property being owned by different persons, this right of undercrossing shall be forfeited, and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said undercrossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners shall be automatically forfeited, and the Highway Commission shall have the power to close and barricade said undercrossing for all purposes. The construction of a frontage road shall not defeat the right of crossing herein reserved.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 18th day of May, 1953.

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EXHIBIT "N-3"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by viftue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the John Day Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Dayville-John Day Section of the said John Day Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement and maintenance of the Dayville-John Day Section of the John Day Highway, the following described real property in fee simple, towit:

R-18743
Owner: Art Morgan, et al

Parcel No. 1:

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 30, and in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29, Township 13 South, Range 31 East, W.M., Grant County, Oregon, and being a portion of that property described in that deed to Art Morgan, recorded in Book 50, Page 127, of Grant County Records of Deeds, the said parcel being that portion of said property lying in said subdivisions and included in a strip of land 80 feet in width, 40 feet on each side of the center line of the John Day Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 213+86.44, said station being 1627 feet South and 1172 feet West of the North quarter ($N\frac{1}{4}$) corner

of said Section 30; thence North 81° 14' 30" East 645.3 feet; thence on a spiral curve left (the long chord of which bears North 80° 34' 30" East) 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears North 77° 42' 15' East) 307.5 feet; thence on a spiral curve left (the long chord of which bears North 74° 50' East) 400 feet; thence North 74° 10' East 347.59 feet; thence on a spiral curve left (the long chord of which bears North 72° 50' East) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears North 67° 39' 15" East) 251.25 feet; thence on a spiral curve left (the long chord of which bears North 63° 28' 30" East) 400 feet; thence North 61° 08' 30" East 5.99 feet; thence on a spiral curve right (the long chord of which bears North 63° 48' 30" East) 400 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears North 72° 27' 30" East) 165.83 feet; thence on a spiral curve right (the long chord of which bears North 81° 06' 30" East) 400 feet to Station 255+09.9 back equals 255+12.09 ahead; thence North 83° 46' 30" East 87.91 feet to Station 256+00, said center line crossing the South and East lines of said property approximately at Stations 229+00 and 255+70 respectively, excepting therefrom a portion of that tract heretofore conveyed by deed to the State of Oregon recorded in Book 43, Page 142, Grant County Deed Records.

The bearings used herein are based on the Oregon Coordinate System, North Zone.;

The parcel of land to which this description applies contains 1.19 acres, outside of the existing right of way.

2. The Commission does hereby further find and declare that in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired, in connection with the proposed widening, improvement and maintenance of the Dayville-John Day Section of the John Day Highway, a temporary construction easement across the following described two parcels of real property, for the purpose of realigning the channel of an irrigation ditch so that the said John Day Highway can be properly widened, improved and maintained. Said temporary construction easement is to be in effect only during the period of construction of the said realigned channel. The real property across which this temporary construction easement is required is described as follows, to wit:

Parcel No. 2:

A strip of land 20 feet in width lying Northerly of and adjacent to Parcel No. 1 and extending from a line at right angles to the center line at Station 235+00 to the Easterly line of said property, containing 0.88 acre.

Parcel No. 4:

EXHIBIT "N-3" (cont)

A strip of land 20 feet in width lying Northerly of and adjacent to the Northerly line of said Parcel No. 1 and extending from the West line of said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) to a line at right angles to said center line at Station 231+39.24, containing 0.2 acre.

3. The Commission does hereby further find and declare that in addition to the acquisition of fee simple title to the real property hereinabove described as Parcel No. 1, and the temporary easement across the real property hereinabove described as Parcel No. 2 and Parcel No. 4, it is necessary that there be acquired, in connection with the proposed widening, improvement and maintenance of the Dayville-John Day Section of the John Day Highway, an easement across the following described real property, for the purpose of changing the channel of an irrigation ditch so that the said John Day Highway can be properly widened, improved and maintained. The real property across which this easement is required is described as follows, to wit:

Parcel No. 3:

A strip of land 60 feet in width lying Southerly of and adjacent to the Southerly line of Parcel No. 1 and extending from a line at right angles to the above described center line in said parcel at Station 248+00 to the Easterly line of said property, containing 0.6 acre.

4. That in addition to the acquisition of fee simple title to the real property hereinabove described as Parcel No. 1, and the temporary construction easement across the real property hereinabove described as Parcels No. 2 and 4, and the easement across the real property hereinabove described as Parcel No. 3, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Dayville-John Day Section of the John Day Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the John Day Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 229+25, for production and transportation to market of farm products of the owners' remaining land, for operation of existing stock raising activities on the owners' remaining land, and for private residential use only.

b. A right of access to the John Day Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 236+40, for production and transportation to market of farm products of the owners' remaining land, for operation of existing stock raising activites on the owners' remaining land, and for private residential use only.

c. A right of access to the John Day Highway of a width not to exceed 25 feet on the South side of the said highway, opposite Highway Engineer's center line Station 240+00, for production and transportation to market of farm products of the owners' remaining land, for operation of existing stock raising activities on the owners' remaining land, and for private residential use only.

d. A right of access to the John Day Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 251+40, for production and transportation to market of farm products of the owners' remaining land, for operation of existing stock raising activities on the owners' remaining land, and for private residential use only.

The above said accesses to the highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the plaintiff shall have the power to barricade said accesses for all purposes in the event of any violation.

5. That the highway facility for which the aforesaid real property and easements are required and are being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

6. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire the said real property and easements.

7. That upon the trial of any suit or action instituted to acquire the said real property and easements, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be entered in full in the minutes and records of the Commission this 18th day of May, 1953.

EXHIBIT "N-4"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the John Day Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Dayville-John Day Section of the said John Day Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Dayville-John Day Section of the John Day Highway, the following described real property in fee simple, to wit:

R-18732
Owner: Josephine Holland, et vir

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 27, Township 13 South, Range 30 East, W.M., Grant County, Oregon, the said parcel being that portion of said Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) lying Easterly and Northerly of the present John Day Highway and included in a strip of land 80 feet in width, 40 feet on each side of the center line of the John Day Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 75+98.91, said Station being 2292.9 feet North and 1382.3 feet West of the East quarter ($E\frac{1}{4}$) corner of said Section 27; thence on a spiral curve right (the long chord of which bears South

71° 20' East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears South 64° 42' 25" East) 395.97 feet; thence on a spiral curve right (the long chord of which bears South 58° 04' 50" East) 400 feet; thence South 56° 44' 50" East 66.1 feet; thence on a spiral curve left (the long chord of which bears South 57° 28' 36" East) 250 feet; thence on a 3274.04 foot radius curve left (the long chord of which bears South 69° 58' 35" East) 1261.78 feet to center line Station 103+72.76; said center line crossing the Northeasterly right of way line of the present John Day Highway approximately at Station 83+50 and the East line of said Northeast quarter (NE$\frac{1}{4}$) approximately at Station 91+22.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 1.43 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Dayville-John Day Section of the relocated John Day Highway and the said Dayville-John Day Section of the present existing John Day Highway between Highway Engineer's center line Station 70+60 and Highway Engineer's center line Station 91+11, and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the present existing John Day Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 75+00, for the production and transportation to market of farm products of the owners' remaining land, and for private residential use only.

b. A right of access to the present existing John Day Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 80+00, for the production and transportation to market of farm products of the owners' remaining land, and for private residential use only.

c. A right of access to the relocated John Day Highway of a width not to exceed 25 feet on the North side of the said relocated highway, opposite Highway Engineer's center line Station 90+00, for the production and transportation to market of farm products of the owners' remaining land, and for private residential use only.

EXHIBIT "N-4" (cont)

d. A right of access to the relocated John Day Highway of a width not to exceed 25 feet on the South side of the said relocated highway, opposite Highway Engineer's center line Station 90+00, for the production and transportation to market of farm products of the owners' remaining land, and for private residential use only.

The above said accesses to the relocated highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State shall have the power to barricade said accesses for all purposes in the event of any violation.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire the said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, and the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 18th day of May, 1953.

EXHIBIT "N-5"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Lapine-Willamette Highway Junction Section of The Dalles-California Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening,

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EXHIBIT "N-5" (cont)

improvement and maintenance of the Lapine-Willamette Highway Junction Section of the The Dalles-California Highway as a throughway, the following described real property in fee simple, to wit:

R-17939
Owner: Clarence V. Parsons, et al

A parcel of land lying in the Southwest quarter (SW$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) of Section 8, Township 24 South, Range 9 East, W.M., Klamath County, Oregon, the said parcel being that portion of said Southwest quarter (SW$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) lying Easterly of a line which is parallel to and 200 feet Westerly of the center line of the The Dalles-California Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1446+00, said Station being 230 feet North and 1080 feet West of the Southeast corner of said Section 8; thence South 37° 01' West 600 feet to Station 1452+00, the Westerly line of said parcel crossing the East and South lines of said Southwest quarter (SW$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) approximately opposite Stations 1446+65 and 1449+95, respectively, containing 0.55 acre, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Lapine-Willamette Highway Junction Section of the The Dalles-California Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the The Dalles-California Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 1448+50, for production and transportation to market of farm products of the owners' remaining land, for the development, harvesting and transportation to market of forest products of the owners' remaining land, and for private residential use only.

Said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; there-

upon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road or roads shall be connected to the said main highway or to other public ways only at such point or points as may be designated by the State.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 18th day of May, 1953.

EXHIBIT "N-6"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the John Day Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Dayville-John Day Section of the John Day Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary, and access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement and maintenance of the Dayville-John Day Section of the John Day Highway, the following described real property in fee simple, to wit:

R-20036
Owner: Grant County School District No. 3, et al

A parcel of land lying in the Northwest quarter (NW$\frac{1}{4}$) of the Northeast quarter (NE$\frac{1}{4}$) of Section 30, Township 13 South, Range 31 East, W.M., Grant County, Oregon, and being a portion of a one-half acre tract around Schoolhouse as excepted in that deed to Art Morgan, recorded in Book 50, Page 127, of Grant County Records of Deeds, the said parcel being that portion of said tract included in a strip of land 40 feet in width, lying on the Southerly side of the center line of the John Day Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 231+39.24, said Station being 1293 feet South and 547 feet East of the North quarter (N$\frac{1}{4}$) corner or said Section 30; thence North 74° 10' East 347.59 feet; thence on a spiral curve left (the long chord of which bears North 72° 50' East)

400 feet to Station 238+86.83, the Southerly line of said strip of land crossing the Westerly and Easterly line of said tract approximately opposite Stations 234+35 and 236+67, respectively.

The parcel of land to which this description applies contains 0.1 acre outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Dayville-John Day Section of the John Day Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the John Day Highway of a width not to exceed 25 feet on the South side of the said John Day Highway, opposite Highway Engineer's center line Station 235+42, for private residential use only.

The above said access to the John Day Highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said access for all purposes in the event of any violation.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State High-

EXHIBIT "N-6" (cont)

way Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 18th day of May, 1953.

EXHIBIT "N-7"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more ad equately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property herein-

after described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper establishment construction and maintenance of the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, the following described real property in fee simple, to wit:

R-19569
Owner: Gregory V. Bride, et al

Parcel No. 1:

A parcel of land lying in Block 33, Capitol Hill, a subdivision lying in Section 21, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Northwest corner of Lot 5 of said Block 33; thence East 25 feet; thence Southwesterly 32 feet to a point on the West line of said Lot 5, distant thereon 20 feet from the Northwest corner thereof; thence North 20 feet to the place of beginning, containing 250 square feet.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. The Commission does further find and declare that the acquisition of the real property hereinabove described as Parcel No. 1 and the denial of access thereto will result in depriving the owners of all means of access from their remaining real property lying immediately South of the real property hereinabove described as Parcel No. 1 to any public way, and that, therefore, it is in the best interests of the owners and the State for the State to acquire fee simple title to the entire tract of real property described as Lot 5, Block 33, Capitol Hill, a subdivision, situated in Section 21, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, which said tract includes that portion thereof hereinabove described as Parcel No. 1 and the real property described as follows, to wit:

Parcel No. 2:

All of Lot 5, Block 33, Capitol Hill, a subdivision, situated in Section 21, Township 1 South, Range 1 East, W.M., Multnomah

County, Oregon, except Parcel No. 1 as described above, containing 4,750 square feet.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 18th day of May, 1953.

EXHIBIT "N-8"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Elbow Lake-Gardiner Section of the Oregon Coast Highway; and

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Elbow Lake-Gardiner Section of the Oregon Coast Highway as a throughway, the following described real property in fee

(cont.)

simple, to wit:

R 19655
Owner: Gardiner Lumber Company

Parcel No. 1:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 15, Township 21 South, Range 12 West, W. M., Douglas County, Oregon, the said parcel being that portion of said Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 485+00, said Station being 1147.56 feet South and 16.24 feet East of the Northwest corner of said Section 15; thence South 50° 12' East 615.18 feet; thence on a spiral curve right (the long chord of which bears South 48° 52' East) 400 feet; thence on a 2864.70 foot radius curve right (the long chord of which beats South 44° 33' East) 165 feet; thence on a spiral curve right (the long chord of which bears South 40° 14' East) 400 feet; thence South 38° 54' East 419.82 feet to Station 505+00, said center line crossing the North and East lines of said Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) approximately at Stations 487+51 and 502+22, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
485+00	495+15.18	175 feet	150 feet
495+15.18	499+00	150 feet	175 feet
499+00	503+00	150 feet	250 feet
503+00	505+00	150 feet	200 feet

The parcel of land to which this description applies contains 9.20 acres, outside of the existing right of way.

Parcel No. 2:

A parcel of land being a portion of Addison C. Gibbs Donation Land Claim No. 37, and a portion of Lots 2 and 3, Section 15, Township 21 South, Range 12 West, W. M., Douglas County, Oregon, the said parcel being a strip of land extending from

(cont.)

the North line of said Lots 2 and 3 to the Northerly line of the existing Smith River County Road, said strip of land being of variable width lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 500+80.18, said Station being 2227.28 feet South and 1164.13 feet East of the Northwest corner of said Section 15; thence South 38° 54' East 877.88 feet; thence on a spiral curve right (the long chord of which bears South 37° 34' East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears South 32° 52' East) 203.33 feet; thence on a spiral curve right (the long chord of which bears South 28° 10' East) 400 feet; thence South 26° 50' East 1160.33 feet to Station 531+21.72 back equals 689+23.30 ahead; thence on a spiral curve right (the long chord of which bears South 22° 50' East) 400 feet to Station 685+23.30, said center line crossing the North line of said Lot 3 and the center line of said county road approximately at Stations 506+20 and 688+20 respectively, excepting that portion of said strip lying within the existing right of way.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
504+00	508+00	150 feet	200 feet
508+00	513+58.06	150 feet	175 feet
513+58.06	520+00	100 feet	100 feet
520+00	522+00	125 feet	100 feet on a straight line to 50 feet
522+00	525+00	125 feet	50 feet
525+00	531+21.72 back equals 689+23.30 ahead	125 feet	To Westerly line of existing Oregon Coast Highway
689+23.30	688+00	125 feet	To Westerly line of existing Oregon Coast Highway

The parcel of land to which this description applies contains 9.87 acres, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished

all existing, future or potential rights of access between the right of way of the Elbow Lake-Gardiner Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 524+10.

b. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 687+30.

c. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 662+60.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 18th day of May, 1953.

2174

EXHIBIT "O"

Minutes of May 18 and 19, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Tigard-Tualatin River Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement and maintenance of the Tigard-Tualatin River Section of the Pacific Highway West as a throughway, the following described real property in fee simple, to wit:

(cont.)

EXHIBIT "O" (cont.)

R 18647 and R 18648
Owner: William Fisher, et al

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of Section 15, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of the following described property: Those tracts described in those deeds to William Fisher and Sopha Fisher, recorded in Book 293, Page 431, in Book 158, Page 151, and in Book 159, Page 379, and that tract described in that deed to William L Fisher, recorded in Book 112, Page 513, and that tract described in that deed to Wm. I. Fisher, recorded in Volume 131, Page 636, of Washington County Records of Deeds, the said parcel being that portion of said property lying Westerly of a line parallel to and 50 feet Easterly of the center line of the Northbound lane of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 212+45.73, said Station being 644.43 feet South and 594+70 feet West of the North quarter ($N\frac{1}{4}$) corner of said Section 15; thence on a 3819.72 foot radius curve to the left (the long chord of which bears South 11° 54' West) 771.67 feet to Station 220+17.4; thence on a spiral curve to the left (the long chord of which bears South 4° 14' 15" West) 375 feet to Station 223+92.40; thence South 3° 18' West 83.65 feet to Station 224+76.05 back equals 224+79.40 ahead; thence South 3° 18' West 520.6 feet to Station 230+00, said Easterly line crossing the Northerly and Southerly lines of said property approximately opposite Stations 216+50 and 227+49.5, respectively.

The parcel of land to which this description applies contains 1.945 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and all of the owners' contiguous real property which abuts on the said highway remaining after the sale or appropriation of the above described real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway West of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 218+17, for private residential use only.

(cont.)

EXHIBIT "O" (cont.)

b. A right of access to the Pacific Highway West of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 218+75, for private residential use only.

c. A right of access to the Pacific Highway West of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 222+50, for private residential use only.

d. A right of access to the Pacific Highway West of a width not to exceed 50 feet on the East side of the said highway, opposite Highway Engineer's center line Station 226+10.

Said accesses from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said accesses for all purposes in the event of any violation.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 18th day of May, 1953.

VOLUME. 38

PART II.

PART II

OF

VOLUME XXXVIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JUNE 1, 1953

TO

AUGUST 31, 1953

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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21745		Clatsop County. Astoria Ferries. I. A. DeFrance and Floyd H. Simon authorized to sign registration documents. Resolution adopted.
21746		Construction Projects. Program for unobligated balances of Federal Aid Funds discussed. Action deferred.
	June 9	Oregon Coast Highway. Astoria-Newport Section. Improvements and state parks inspected.
		Corvallis-Newport Highway. To Corvallis. Improvements and parks inspected.
21747		Tillamook County. Nehalem. Nehalem Bay Expansion Association. Delegation requests improvements. Further study to be given.
21748		Tillamook County. Tillamook. Highway and parks improvements requested by delegation.
		Benton County. Corvallis. Corvallis Chamber of Commerce. Commission dinner guests at Benton Hotel.
	June 10	Corvallis to Bend. Attended Detroit Dam dedication, inspected Forest Service buildings, then on to Bend.
21749	June 11	Bend to The Dalles via US97 and US 197. Inspected proposed hwy. suggested by County Judge Webber.
		Construction Program for unobligated balances of Federal Hwy. Funds adopted.
21751		Inspected new Columbia River Bridge construction with County Court.
		Returned to Portland via Upper Columbia River Hwy.
21752	June 25	Bids received on construction projects.
21756		Parks Supt. reports on following matters:
		Proposed development of Koberg Park. Hood River County. Improvements discussed; no action.
		Park information in certain state parks. Erection of ten signs approved.
21757		Vista House. Crown Point. Columbia River Hwy. Concession agreement with Jack Flaucher extended for one year.
		Sunset Hwy. Forest Wayside. Clatsop County. Sale of down timber confirmed.
		Saddle Mt. State Park. Clatsop County. Easement to State Board of Forestry for construction of lookout building approved.
		Cape Lookout State Park. Tillamook County. Extension of agreement with Soil Conservation Service approved.
		Yaquina Bay State Park Lighthouse. Lincoln County. Historical Society granted balance of year to raise funds for repairs.

Page	Date 1953	Subject
21758	June 25	Blue Lake. Jefferson County. Acceptance of deed for land donated by the Corbetts approved.
		Spencer Creek Park. Lincoln County. Change in name of park to "Beverly Beach Park" approved.
		Honeyman State Park. Lane County. Increase in swimming rates and plan for development approved.
		Robert W. Sawyer Forest Wayside. Deschutes County. Engineer to investigate possible improvements requested by Mr. Sawyer.
		Real Property. Acquisition authorized. See EXHIBIT "A".
21759		Multnomah County. Banfield Expressway. Engineer to make status report re present and contemplated construction.
		Grant County. Pendleton-John Day Hwy. Long Creek Maintenance Headquarters Site. Purchase of property confirmed.
		Sales of miscellaneous properties confirmed.
		Wallowa County. Joseph-Wallowa Lake Secdy. Hwy. Wallowa Lake State Park. Acquisition of Wiggins property deferred.
		Hood River County. Columbia River Hwy. Port of Hood River Commission. Settlement of damage claim to boat basin approved.
21760		Deeding of 0.153 acre to Port approved.
		Lane County. Florence. Gallagher's Addition. Block 52. Transfer of property to County approved.
		Lane County. Willamette Hwy. Lookout Point Reservoir. Granting of access to the US Corps of Engineers approved.
		Union County. Old Oregon Trail. Ladd Canyon Section. North Powder Connection. Access to Dalton property approved.
		Changes in points of access approved for following properties:
		Coos County. Oregon Coast Hwy. Bay Park-Delmar Section. Baker property.
		Coos County. Oregon Coast Hwy. Coos Bay-Coquille Section. Franz property.
		Jackson County. Pacific Hwy. Medford-County Farm Section. Rynning property.
21761		Douglas County. Oregon Coast Hwy. Clear Lake-Forest Boundary Section. West property.
		Jackson County. Pacific Hwy. Medford-County Farm Section. Wood property.
		Coos County. Oregon Coast Hwy. Bay Park-Delmar Section. Nullet property.
		Marion County. Silver Creek Falls Secdy. Hwy. Silver Creek Falls State Park. Sale of timber authorized. See EXHIBIT "B".
		Acquisition of roadway easement for timber outlet approved.
		Meeting recessed at 12:00 noon and reconvened at 2:00 p.m.
		Wasco County. The Dalles. Laughlin's Addition. 3rd Street. Sale of land to City approved. See EXHIBIT "C".
		Coos County. North Bend. Coos Bay Plat "B" Addition. Sale of property to City approved.
21762		Wasco County. Columbia River Hwy. The Dalles. Laughlin's Addition. Strip of land deeded to Kellers.
		Polk County. Dallas-Coast Secdy. Hwy. Salt Creek-Dolph Corner Section. Strip of land deeded to Hoekstres.

Page	Date 1953	Subject
21762	June 25	Linn County. Santiam Hwy. Cottonwoods Corner. (Albany east). Exchange of property with the Vians approved.
		Deschutes County. The Dalles-California Hwy. City of Redmond's request for annexation of property approved.
21763		Klamath County. Green Springs Hwy. Renewal of two Ground Leases for storage approved.
		Grant County. John Day Hwy. Dayville-Mt.Vernon Section. Lease from Arizona Barnes for use of gravel pit approved.
		Bonds. Proposed sale of $32,000,000 issue discussed. Special meeting set for July 22, 1953.
		Condemnations. Authority granted to acquire properties; see EXHIBITS "O-1" through "O-11".
21765		Court cases re acquisition of land. Report made as follows:
21766		Washington County. Sunset Hwy. Raab Road. SW Scholls Ferry Road. State vs Mary E. Baker.
		Multnomah County. Sunset Hwy. Canyon Road Section. State vs Bert M. Butler. Engineer and Counsel to report further on reason for acquisition.
		Gilliam County. Columbia River Hwy. Arlington-Heppner Jct. Section. State vs Ralph D. Phillips.
		Marion County. Pacific Hwy. East. Salem By-pass Section. State Street South Unit. State vs Helen R. Edmunson.
		Wasco County. Columbia River Hwy. The Dalles Section. State vs Arthur N. Muller.
21767		Coos County. Oregon Coast Hwy. Reedsport-Hauser Section. Forest Boundary-Hauser Unit. State vs H.W. Senter.
		Multnomah County. Banfield Expressway. Portland. State vs Steve Calcagno.
		Leroy Lumber Company vs Oregon State Hwy. Commission. Action dismissed.
		Settlement of following cases re land acquisition approved:
		Clackamas County. West Portland-Hubbard Hwy. Barbur Blvd.-Marion County Line Section. State vs Jennie Halberstadt.
		Coos County. Oregon Coast Hwy. Hauser-North Bend Section. State vs Neil F. Ferre.
		Coos County. Oregon Coast Hwy. Hauser-North Bend Section. State vs Velva Ricketts Ferre.
21768		Clackamas County. West Portland-Hubbard Hwy. Barbur Blvd.-Marion County Line Section. State vs Frank H. Anderson.
		Douglas County. Pacific Hwy. Elkhead Road-Rice Hill Section. State vs Harold Turpin.
		Tillamook County. Oregon Coast Hwy. Bay City-Tillamook Section. State vs Anna Olive Neilson.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Joseph-Hayden Gulch Section. State vs Margaret Pooler.
		Malheur County. Old Oregon Trail. Ontario Spur. State vs J. S. Chambers. Enforcement of option to convey land.
		Lane County. Willamette Hwy. State vs George F. Steiner. Damages to state-owned Snogo.

Page	Date 1953	Subject
21768	June 25	Clackamas County. West Portland-Hubbard Hwy. Barbur Blvd.-Marion County Line Section. State vs Leslie M. Erickson.
21769		Multnomah County. Sunset Hwy. Canyon Road Section. State vs Duane Investment Company.
		Washington County. Beaverton-Aurora Secdy. Hwy. Tualatin River Bridge. State vs Earl Ayers. Ed Freeman and Howard Levil Johnson. Case to recover sum for destruction of bridge.
		Condemnation cases. Offers for property approved.
21770		Grant County. John Day. Agreement with California Pacific Utilitites Company to use their radio facilities approved.
		Umatilla County. Pendleton-Cold Springs Hwy. M.P. 13.93. Start of legal action against Anna E. Davis, Jack M. Davis, and Charolla Craddock for damages to station wagon. Confirmed.
		Multnomah County. Portland. Canyon Road. Payment to Elmer Helmke for loss of nursery stock approved.
		Removal of frontage road provisions in deeds and complaints approved on following properties:
		Grant County. John Day Hwy. Mt. Vernon-John Day Section. Holland, Morgan, and School District #20.
		Douglas County. Oregon Coast Hwy. Elbow Lake-Gardiner Section. South Unit. Gardiner Lumber Company.
		Curry County. Oregon Coast Hwy. Rinehart Creek-Frankport Section and Rinehart Creek-Euchre Creek Section. Winston W. Chambers.
21771		Award of contracts. Engineer reports satisfaction of conditions.
21772		Tillamook County. Netarts-Cape Lookout Secdy. Hwy. Cape Lookout Park. Re-assignment of contract to Ferguson-Cassidy Company approved.
		Wasco County. Columbia River Hwy. Mosier west. Request of Columbia-Hudson Company for construction of log dump denied.
21773		Used equipment and scrap materials. Results of bids on June 15th considered and accepted with exception of item No. 8. Item No. 52. Albert's bid withdrawn due to error.
		Jackson County. Pacific Hwy. Ashland. Engineer reports on survey re improvements of hwy. through city.
		Baker County. Old Oregon Trail. Baker. Broadway Avenue and Main Street. Report on traffic survey. Action deferred.
21774		Marion County. North Santiam Secdy. Hwy. Mehama-Salem Section. Survey for location of hwy.
		Clackamas County. Oswego Hwy. Oswego. City adopts parking regulations. Approved by Commission.
		Klamath County. Crescent Lake Road. Willamette Hwy. Jct. to Crescent Lake. Request for oiling approved.
		Hood River County. Columbia River Hwy. Herman Creek east. Slide area. Further corrective measures authorized.
		Sherman County. The Dalles-California Hwy. Moro RR Grade Separation. Transfer of 1954 FAS funds for project approved.

Page	Date 1953	Subject
21775	June 25	Surveys approved for relocation of 4 sections of hwys.; see EXHIBITS "N-1" and "N-2". Baker County. Baker-Homestead Hwy. Love Bridge-Black Bridge Section. East Unit. Lane County. Willamette Hwy. Deception Creek-Oakridge Section. Grant County. John Day Hwy. Fields Creek-John Day Section Deschutes County. The Dalles-California Hwy. Crooked River-Terrebonne Section.
		Coos County. Oregon Coast Hwy. Coquille-Bandon Section. Mr. Thompson's request for stock-pass denied.
		Grant County. John Day Hwy.-Beech Creek Secdy. Hwy. intersection. Mt. Vernon. Request for flashing beacon denied.
		Marion County. North Santiam Secdy. Hwy. Stayton. Request for two traffic signals. One approved; one denied.
21776		Jackson County. Ashland. Request for traffic signals and crosswalks denied. Larger "School Crossing" signs approved.
		Jackson County. Snider Creek Bridge on FAS 273. Griffin Creek Bridge on FAS 274. County to build bridges. FAS funds into 1955 allotment.
21777		Hood River and Wasco Counties. Columbia River Hwy. Hood River-Mosier Section. Contract #3562. Increase in authorization approved.
		Gilliam County. Heppner Jct. Overcrossing. Contract #3885. Increase in authorization approved.
		Marion County. Salem. South 12th Street. County Court's request for maintenance of street denied.
		Josephine County. Redwood Hwy. Applegate Bridge and West Fork, Illinois Bridge. One-way signals approved.
		Coos County. Oregon Coast Hwy.-Millington Road intersection. Coos Bay south. Installation of two luminaire units approved.
		Hood River County. Columbia River Hwy. Mitchell Point. Tour Inn. Request for luminaire at intersection with hwy. denied.
21778		Gilliam County. Arlington. Main Street. State to move house encroaching on hwy. r/w.
		Tillamook County. Oregon Coast Hwy. Bay City-Garibaldi Section. Request for reconstruction denied.
		Klamath County. Willamette Pass Ski Area. Request for additional parking space approved.
		Lane County. Pacific Hwy. Jct. (old and new). Judkins Point-Goshen Section. Installation of 3 lights at jct. approved.
21779		Deschutes County. The Dalles-California Hwy.-Tumalo-Deschutes Road intersection. Installation of crossroads symbols approved.
		Lake County. Warner Secdy. Hwy. Drake Creek-Adel Section. Contract #3439. Settlement with bonding company discussed.
		Multnomah County. Swift Secdy. Hwy. North Portland. Installation of two flashing beacons denied.

Page	Date 1953	Subject
21780	June 25	Umatilla County. Old Oregon Trail. Meacham. Transfer of funds for storage building approved.
		Wasco County. Columbia River Hwy. (old). The Dalles. Request for traffic lights, turn-out and holding lane approved conditionally.
		State Tax Street Funds. Plans approved. See EXHIBITS "D-1" and "D-2".
21781		Extensions of time to complete contracts granted.
21783		Contracts completed and accepted. See EXHIBIT "E".
21784		Umatilla County. Athena-Holdman Hwy.-Havana-Helix Hwy. Jct. Change in stop signs approved. See EXHIBIT "M".
		Clatsop and Columbia Counties. Columbia River Hwy. Astoria-Rainier Section. "Throughway" designation approved. See EXHIBIT "P".
		Douglas County. Coos Bay-Roseburg Hwy. Camas Valley. Grange request to lower speed limit denied.
21785		Klamath County. Klamath Lake Secdy. Hwy. Klamath Falls west. Request for reduced speed zone denied.
		Washington County. Tualatin Valley Hwy. Gaston north. Extension of speed zone approved. See EXHIBIT "F".
		Lane County. Junction City-Eugene Secdy. Hwy. Crocker Lane. Shoulder parking prohibited.
21786		Marion County. Pacific Hwy. East. Aurora north. Parking on hwy. shoulders prohibited. See EXHIBIT "G".
		Lincoln County. Oregon Coast Hwy. Neotsu. Parking on hwy. shoulders prohibited. See EXHIBIT "H".
		Tillamook County. Netarts Secdy. Hwy. McKinley's Moorage. Shoulder parking prohibited. See EXHIBIT "I".
		Load limits. Removal of reduced limits approved. See EXHIBIT "K".
21787		Load limits. Posting of reduced limits approved. See EXHIBIT "J".
		Coos County. Coos River Secdy. Hwy. Catching Slough-Enegren Ferry. Abandonment agreement approved. See EXHIBIT "L".
		Grant County. John Day Hwy. Mt. Vernon-John Day Section. Abandonment agreement approved.
		Clatsop County. Nehalem Secdy. Hwy. Nehalem River Bridge Section. Abandonment agreement approved.
21788		Marion County. Salem By-pass. Fisher Road. Agreement with County re traffic on Fisher Road approved.
		Award of contracts publicly announced.
21791		Log hauling. Engineer authorized to permit log hauling Saturday afternoons beginning June 20th.
		Malheur County. Weiser Interstate Bridge. Dedication ceremonies. Commissioner Reynolds to represent Commission.
		Harney County. Burns-Crane Hwy. Cinder Pit. Agreement with Morrison-Knudsen Company to remove cinders approved.
		Salaries. Increases for engineering classifications approved.
21792		Washington County. Wilson River Hwy. Glenwood. Permit granted to Forestry Department for scaling platform.

Page	Date 1953	Subject
21792	June 25	R. H. Baldock to Mackinac Island, Michigan, June 30 to July 4, 1953, for AASHO meeting.
		W. C. Williams to Ogden, Utah, June 29-30, 1953, for meeting re WASHO test road.
		C. H. Maison to San Francisco, June 16-18, 1953, to check audit charges of SP RR Company re Modoc Point-Barkley Springs Section of The Dalles-California Hwy.
		US Geological Survey. Stream flow. Extension of agreement for one year authorized.
21793		Lake County. Warner Secdy. Hwy. Adel north. Mr. Crump's request to install cattle-guard denied.
		Secretary's report on papers signed approved.
		Unfinished business matters considered.
		Hood River County. Columbia River Hwy. Koberg Beach. Car parking problem. Deleted from UB list.
		Marion County. North Santiam Secdy. Hwy. Stayton. Proposed hearing re route of hwy. approved. Deleted from UB list.
		Crook County. Ochoco Reservoir. Prineville east. Proposed development of state park pending inspection.
		Douglas County. Pacific Hwy. Divide-Rice Hill Section. Sale of property to Scott's Valley School Dist. approved.
		Condemnation cases. Use of local counsel discussed. No action.
		Curry County. Oregon Coast Hwy. Mussel Creek. "Prehistoric Gardens". Request for commercial access approved.
21794		Douglas County. Umpqua Hwy. Reedsport-Scottsburg Section. Change in location of telephone line. Action deferred.
		Baker County. Baker Unity Hwy. Unity Reservoir. Request for wayside facilities. Action deferred.
		Josephine County. Pacific Hwy. Wolf Creek. Construction of proposed bridge confirmed. Removed from UB list.
		Curry County. Oregon Coast Hwy. Brushes Creek Section. Changes in construction plans pending.
21795		Federal Aid Funds. Program of available funds adopted. Deleted from UB list.
		Umatilla County. Pendleton east. Extension of hwy. from Havana south to Oregon-Washington hwy.
		Curry County. Port Orford. Truck Scale Site. Protest from Chamber of Commerce re weighing of trucks.
		Multnomah County. Portland-Salem Expressway. West Portland-Harbor Drive Section. Starett property not to be purchased.
		Douglas County. Territorial Secdy. Hwy. Douglas County Line-Pacific Hwy. Section. Log hauling permits granted.
		Union County. La Grande. Adams Avenue. Striping of traffic lanes completed. Removed from UB list.
21796		Gilliam County. Condon. City Park. Construction of retaining wall. Action deferred.
		Historical landmark signs and brochure re interesting historical items. Removed from UB list.

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21796	June 25	Malheur County. Ontario. Re location of hwy. Underpass or overpass. Action deferred.
		Deschutes County. The Dalles-California Hwy. Lapine. Request for access pending inspection.
		Tillamook County. Nehalem Bay Expansion Association. Request for 4 improvements denied.
		Commission meeting dates set for: July 22, 1953, special meeting for bond sale; August 6-7, 1953, regular meeting.
21797	June 26	Bids received on construction projects.
21801		Umatilla County. Ordnance to Umatilla. Judge Sturgis requests connecting road. Action deferred.
		Jackson County. Pacific Hwy. Medford-Ashland Section. Ashland Chamber of Commerce requests hwy. improvements.
		Marion County. Champoeg State Park. DAR Caretaker's Building. Agreement approved conditionally.
21802		Legislative Matters. Chief Counsel authorized to prepare bill re operation of historical places, buildings, etc. in State Parks.
		Salmon River Hwy. Van Duzer Corridor. Claim against J. W. Birchell for illegal cutting of timber settled.
		Malheur County. Vale radio transmitting site. Agreement with US Bureau of Land Management for use of site approved.
		Douglas County. Pacific Hwy. (old route). Anlauf-Yoncalla Section. Improvements requested.
21803		Jackson and Josephine Counties. Delegation requests hwy. improvements. Action deferred.
21804		Yamhill County. Pacific Hwy. West. Whiteson. Group requests elimination of dangerous curve. Action deferred.
		Oregon Hwy. Lifesavers, Inc. Placement of 300 "Lifesaver" signs throughout the State approved.
21805		Multnomah County. Sunset Hwy. Sylvan. Purchase of Butler property approved.
		Meeting recessed at 12:00 noon and reconvened at 2:00 p.m.
		Crook County. Ochoco Hwy. Ochoco Reservoir. Prineville east. Acquisition of property for state park deferred.
		Bond Program. Remaining projects out of $40,000,000 reported on by W. C. Williams.
		Inspection trip itinerary through NE Oregon discussed
		Award of contracts publicly announced.
21809		Construction Program. Allocation of 1955 Federal Funds. Projects approved.
21813		Malheur County. Old Oregon Trail. Ontario By-pass. Postponement of this project to 1956 discussed.
		Contract lettings discussed. Projects for three lettings approved.
21815		Road reports. Maintenance Department to check with W. C. Williams re construction features before releasing to papers.
		Salaries and Wages. Salary increases approved for R. H. Baldock and H. B. Glaisyer.
		Agreements and other papers signed.
21818		Meeting adjourned at 4:00 p.m.

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21819	June 25	EXHIBIT "A". Real Property Acquisition.
21879	& 26	EXHIBIT "B". Sale of Timber. Silver Creek Falls Park.
21880		EXHIBIT "C". Sale of Land. The Dalles. Laughlin's Addition.
21881		EXHIBIT "D-1" & "D-2". State Tax Street Funds.
21885		EXHIBIT "E". Contracts Completed and Accepted.
21888		EXHIBIT "F". Speed Zone. Gaston. Tualatin Valley Hwy.
21890		EXHIBIT "G". No Parking on Hwy. Shoulders. Aurora. Pacific Hwy. East.
21892		EXHIBIT "H". No Parking on Hwy. Shoulders. Neotsu. Oregon Coast Hwy.
21894		EXHIBIT "I". No Parking Hwy. Shoulders. McKinley's Moorage. Netarts Secdy. Hwy.
21896		EXHIBIT "J". Posting Reduced Load Limits.
21899		EXHIBIT "K". Removal Reduced Load Limits.
21901		EXHIBIT "L". Abandonment Resolution. Catching Slough-Enegren Ferry. Coos Secdy. Hwy.
21903		EXHIBIT "M" Change of Stop Signs. Athena-Holdman Hwy. - Havana-Helix Jct.
21905		EXHIBITS "N-1" & "N-2". Surveys.
21909		EXHIBITS "O-1" through "O-11". Condemnations.
21949		EXHIBIT "P". Throughway. Astoria-Rainier Sec. Columbia River Hwy.
21951	July 14	Commission Inspection Trip in northeastern Oregon, July 14-18, 1953.
		Portland to Arlington inspecting hwy. construction in Columbia River Gorge enroute.
	July 15	Umatilla County. Conference with delegation re proposed hwy. connection and bridge approach.
21952		Umatilla County projects inspected:
		Pendleton via US730 to Cold Springs; via US395 to Holdman; via County Road to Havana. Inspection of possible connection of Havana-Helix Secdy. Hwy. with ORE 11.
		Pendleton. Emigrant Street. Inspection of site for proposed RR underpass.
		Conferred with delegation from NW Umatilla County re Havana-Helix Road and Van Sycle Road.
		Pendleton Chamber of Commerce.
		Commissioner Reynolds outlined status of hwy. improvements affecting Umatilla County. General discussion followed.
21953		Wallowa County projects inspected:
		Pendleton to Wallowa Lake. Hwy. projects and park developments inspected enroute.
		Enterprise-Lewiston and Little Sheep Creek Secdy. Hwys. Plans for improvement discussed with McDonald of Forest Service.
		Discussed improvements for Wallowa Lake State Park.
	July 16	Wallowa Lake State Park. Boat landing, Anderson property and Wiggins property inspected.

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21954	July 16	Union County projects discussed. Delegation made requests as follows: 1. Starkey-Ukiah Road construction. 2. Old Oregon Trail. La Grande-Hilgard Section survey. 3. Old Oregon Trail. Emigrant Hill improvements. 4. Wallowa Lake Hwy. La Grande-Elgin Section modernization. Chairman Chandler outlined improvements at Wallowa Lake. Baker County. Baker. Met with delegation. No business transacted. Grant County. To John Day via Baker-Unity Hwy. and John Day Hwy. inspecting proposed Unity Dam Reservoir recreational area.
21955	July 17	To Nye (Umatilla) via Pendleton-John Day Hwy. then Heppner Hwy. to county line between Morrow and Umatilla Counties for ceremonies dedicating completion of Lena-Nye Section. Morrow County projects discussed: 1. Heppner-Spray Hwy. Widening, oiling, and re-routing. 2. Greater allocation of forest hwy. funds.
21956		Engineer authorized to make economic study of proposed road from Hardman to Monument via Parkers Mill. Grant County projects discussed. Requests for: 1. Construction, Hardman to Monument via Parkers Mill road. 2. Heppner Hwy. Heppner-Ione Section. Improvement and realignment. 3. Improvement of street leading to Heppner City Hospital. No commitments made. Gilliam County. Condon. Special session called. Following matters disposed of: 1. Umatilla County. US30 at Ordnance to US730 near Umatilla. Request for extension of hwy. denied.
		2. Umatilla County. Havana-Helix Secdy. Hwy. extension. Action deferred pending more information
21957		3. Wallowa County. Wallowa Lake State Park. Purchase of Wiggins property approved plus extra lot. 4. Baker County. Baker-Unity Hwy. Unity Reservoir. Development of parking, picnic and restroom facilities denied. 5. Gilliam County. John Day Hwy. Condon city park. Request for retaining wall deferred to July 22nd meeting. 6. Advisory Committee on State Parks. Request for such committee denied.
21958		7. Curry County. Oregon Coast Hwy. Granting access rights to owners of timber in back country approved. See EXHIBIT "A". 8. Clatsop County. Columbia River Hwy. Astoria. "No Parking on Hwy. Shoulders" established.
21959		9. Umatilla County. Columbia River Hwy. Hat Rock State Park. Agreement with US Engineers re lease of 190 acres approved.

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21960	July 17	10. Multnomah County. Banfield Expressway. Chief Counsel presents status report of r/w acquisitions.
		11. Lane County. Oregon Coast Hwy. Honeyman State Park. Parks Supt. reports re reaction towards increased swimming rates and fence.
		12. Curry County. Gold Beach. Hearing for August 3, 1953 re relocation of Oregon Coast Hwy. south of Rocky Point.
		Dinner guests of Condon Chamber of Commerce. Delegation requests as follows:
		1. Condon. Main Street. (John Day Hwy.) Construction of storm sewer
		2. Wasco-Heppner Secdy. Hwy. Cottonwood Bridge. Request for oiling. Action deferred.
		3. Condon. Retaining wall in front of city park. Request denied.
21961		Chairman Chandler stated possibility of construction of curbs and paving provided city cooperates.
21962	July 18	To Timberline Lodge for luncheon.
		The Wasco-Heppner Secdy. Hwy. , Cottonwood Canyon Section was inspected enroute.
		Returned to Portland.
21963		EXHIBIT "A". Condemnation.
21971	July 22	Bonds. Special meeting called re sale of $32,000,000 Oregon Hwy. Bonds.
		Sale on 13-year maturity basis approved.
		Bids to be received August 7, 1953.
		Resolution adopted. Notice of Bond Sale. See EXHIBIT "A".
21975		Lithographing discussed. Secretary to secure quotations through the Department of Finance and Administration.
		Wasco County. Columbia River Hwy. Shogren-Rowena Unit. Easement granted to O.W.R. & N. Company.
		Condemnation. Authority granted. See EXHIBITS "A-1" through "A-3".
21976		Lane County. Springfield. South "A" Street to Main Street. Deeding of 60-foot wide strip of land to city approved.
		Gilliam County. Old Oregon Trail (new route). Arlington. Request for new hwy. connection denied.
21977		Award of contracts. Engineer reports satisfaction of conditions.
21978		Coos County. Oregon Coast Hwy. Coos Bay-Coquille. Southport Slough log dump. Construction of storage area for trucks approved.
21979		Marion County. Pacific Hwy. East. Salem. Request for 4 overhead type signals approved on 50-50 basis.
		Extensions of time to complete contracts granted.
21982		Commission Trip. Itinerary for SW Oregon trip approved for August 10-13, 1953.
		Floyd Query appointed Assistant Secretary. Resolution adopted.
21983		Clifford H. Maison appointed Auditor. Resolution adopted.
21984		Agreements considered and signed.
21985		EXHIBITS "A-1" through "A-3". Condemnations.

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21994	Aug. 6	Bids received on construction projects.
21996		Deschutes County. Bend-Sisters Hwy. Tumalo. County offers park property. Parks Supt. to investigate.
		Minutes of May 18-19, 1953, meeting and inspection trip of July 8-11, 1953, approved.
		Parks Supt. reports on following matters:
		Columbia River Gorge. Multnomah County. Request that state purchase 2 tracts of land in Gorge denied.
21997		Honeyman State Park. Lane County. Analysis of this year's operations re swimming charges and fence to be made.
		Linn County. Sodaville. Request for use of upper floor of park building approved conditionally.
21998		Ecola State Park. Clatsop County. McClaren School for Boys Work Camp. Transfer of camp approved.
		Champoeg State Park. Marion County. Mr. Barry's suggestions re display and preservation of historical objects.
		Ochoco Reservoir. Crook County. Parks Supt. makes report on proposed park site. Action deferred.
		C. H. Armstrong, Parks Supt., to Georgia, October 12-17, 1953, for meeting of State Parks administrators approved.
		Champoeg State Park. Marion County. DAR's request for electric power for their building approved conditionally.
21999		Real property. Acquisition approved. See EXHIBIT "A".
		Real property. Acquisition of property for which no previous authority had been granted. See EXHIBIT "B".
		Sale of miscellaneous properties confirmed.
		Gilliam County. Columbia River Hwy. Arlington-Heppner Jct. Section. Deed of land to O.W.R. & N. Company approved.
		Access point changes approved:
		Coos County. Oregon Coast Hwy. Bay Park-Delmar Section. Hansen property.
		Douglas County. Umpqua Hwy. Reedsport-Luder Creek Section. Hinsdale property.
		Coos County. Oregon Coast Hwy. Reedsport-Coos County Line Section. Shuttpelz property.
22000		Coos County. Oregon Coast Hwy. North Bend-Coos Bay Section. Lease of land to the Swansons approved.
		Multnomah County. Pacific Hwy. East. Portland. 17th and Schiller-Union Avenue. Property deeded to George Walker.
		Douglas County. Pacific Hwy. Chenoweth Park-Deady Section. Acquisition of oil rights from Union Oil Company approved.
		Condemnations. Authority granted. See EXHIBITS "P-1" through "P-18".
22005		Court cases. Counsel's report:
		Jackson County. Pacific Hwy. Medford-County Farm Section. L. C. Taylor, re acquisition of land approved.
		Jackson County. Pacific Hwy. Medford-County Farm Section. David E. McClurg, re acquisition of land approved.
		Jackson County. Pacific Hwy. County Farm-Ashland Section. Thomas A. Klarin, re acquisition of land approved.
		Douglas and Lane Counties. Pacific Hwy. Divide-Rice Hill Section. L. R. Lawrence, re acquisition of land approved.

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22005	Aug. 6	Douglas County. Pacific Hwy. Winchester-Shady Point Section. John M. Fleck, re acquisition of land approved.
		Douglas County. Pacific Hwy. Winchester-Shady Point Section. William A. Oerding, re acquisition of land approved.
22006		Douglas County. Pacific Hwy. Elkhead Road-Rice Hill Section. E. M. Housley, re acquisition of land approved.
		Jackson County. Sams Valley Secdy. Hwy. Snider Creek-Crater Lake Jct. Section. Contract #3115. Walter Berndt, contractor. Funds held by State paid into the Court.
		Condemnation cases. Counsel reports settlements for acquisition of land:
		Columbia County. Columbia River Hwy. Clatskanie-Delena-Section. C. E. Forsberg.
		Coos County. Oregon Coast Hwy. Reedsport-Hauser Section. William Ruder.
		Douglas County. Oregon Coast Hwy. Elbow Lake-Gardiner Section. Gardiner Lumber Company
22007		Washington County. West Portland-Hubbard Hwy. Bonita Road. Nate B. Cozey.
		Multnomah County. Portland-Salem Expressway. Harbor Drive-Barbur Blvd. Dorothy M. Johnstone.
		Benton County. Pacific Hwy. West. North Corvallis Section. Union Bond and Trust Company.
		Douglas County. Umpqua Hwy. Hinsdale Slough-Luder Creek Section. Frankie L. Boye.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Frank T. Wilson.
		Lane and Douglas Counties. Pacific Hwy. Divide-Rice Hill Section. Divide-Anlauf Unit. C. R. Lawrence.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. M. V. Collette.
22008		Union County. Grande Ronde River Bridge. Elgin. Leo R. Beard. $50.00 for damage to bridge. Case dismissed.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Frances Agnew.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Howard F. Thompson.
		Multnomah County. Mt. Hood Hwy. Gresham west. Otis G. Whipple vs Roy Sellers. Motion for voluntary non-suit received from plaintiff.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. George A. Carlson.
22009		Condemnation cases. Offers for property approved.
		Legislative Matters. Oregon Congressional Delegation urged to sponsor HR 5915 exempting states from Federal Documentary stamp tax.
22010		Washington State. Pacific County. Astoria-Megler Ferry Terminal. 99-year lease on land for terminal approved.
		Law Suits. Counsel authorized to start prosecution.
		Ross and Robert Knott, log haulers. Damages to 2 hwy department vehicles.

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22010	Aug.6	Charles W. Lee for damage to guard rail on Pacific Hwy. East.
		Olaf Everson for damage to guard rail on Wapinitia Hwy.
		Linn County. Albany-Corvallis Hwy. Willamette River Bridge. Contract #3643. P. L. Holloway Painting Company. Suit in interpleader to dispose of money held by the State.
		Union County. Catherine Creek Park. Utility Construction Company vs State. Motion to quash service accepted.
22011		Curry County. Brookings. DePhillips vs State. Grade change damage in City. Case appealed.
		Robert L. May appointed Assistant Chief Counsel. See EXHIBIT "C".
		Jefferson County. Cove Palisades State Park. Transfer of title of lands to State from Federal Government approved.
		Sam Rawson. Action started against Rawson for removing cinders and interference with hwy. contract.
22012		Load Limits. Posting of reduced limits approved. See EXHIBIT "D".
		Lane County. Junction City-Eugene Secdy. Hwy. Crocker Lane Parking of vehicles on r/w prohibited. See EXHIBIT "E".
		Logs dumped on hwy. Engineer to notify owners to remove in 30 days. See EXHIBIT "F".
		Used equipment and scrap materials. Results of bids on July 27th considered and accepted.
22013		Yamhill County. Pacific Hwy. West. Whiteson. Survey completed. Engineer recommends early priority.
		Coos County. Coos River Secdy. Hwy. Eastside. Request for widening hwy. in City denied.
		Crook County. Prineville. Request for replacement of wooden traffic signal poles with steel poles approved on 50-50 basis.
		Marion County. Salem. Changes of traffic flow regulations on East Summer, West Summer and North Capitol approved.
22014		Clackamas County. Pacific Hwy. East. Oregon City. Water and 10th Streets. Traffic signals approved conditionally.
		Josephine and Jackson Counties. Pacific Hwy. Savage Rapids Dam. Improvement to prevent flooding. Action deferred
		Weighmasters Operations:
		Engineer presents report for a three-month period of April, May and June during 1950 to 1953.
22015		Coos County. Powers Secdy. Hwy. Leland W. Post's PUC permit revoked
		Clackamas County. Milwaukie-Gladstone County Road. Contract #3998 awarded to Birkemeier and Saremal.
		Surveys approved on following hwys.: See EXHIBITS "G-1", "G-2".
		Deschutes County. The Dalles-California Hwy. Bend-Lapine Section.
		Jackson County. Pacific Hwy. Blackwell Hill-Medford Section.
		Curry County. Oregon Coast Hwy. Rocky Point-Brush Creek Section.
		Wallowa County. Enterprise-Lewiston Hwy. Forest Boundary-Flora Jct. Section.

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22015	Aug. 6	Polk County. Independence Secdy. Hwy. Independence. North Main Street. Request for widening and curbs denied.
22016		Lake County. Lakeview-Burns Hwy. Lakeview. "F" Street. Request for widening pavement denied.
		Wheeler County. Service Creek-Mitchell Secdy. Hwy. Donnolly Grade. Request for early improvement of hwy. denied.
		Columbia County. Nehalem Secdy. Hwy. Vernonia. Request for curb to curb pavement denied.
		Yamhill County. Dayton. Request for improvements to hwys. in this vicinity. Engineer to make report.
22017		Washington County:
		Beaverton-Aurora Secdy. Hwy. Durham-Tigard Section. Request for widening denied.
		Beaverton-Aurora Secdy. Hwy.-Durham Road intersection. Erection of traffic signs approved.
		Beaverton-Aurora Secdy. Hwy.-Pacific Hwy. West intersection. Traffic signals and channelization approved.
		Washington County. Sunset Hwy. Barnes Road intersection. Construction of turn-out for left-turn traffic approved.
22018		Clackamas County. Gladstone. Pacific Hwy.-East and SE Glen Echo Avenue intersection. Request for stop-light denied.
		Clatsop County. Astoria Ferry. Cut-over street from Bond to Commercial. Request for lighting approved.
		Umatilla County. Stanfield-Pendleton Secdy. Hwy. Echo east. Request for stock-pass denied.
		Harney County. Drewsey-Van County Road. Addition to FAS system approved.
22019		Malheur County. Deletion of certain county roads from FAS system and addition of others approved.
		State Tax Street Funds. Disbursement of funds for first six months of 1953 approved. See EXHIBIT "H".
		Morrow County. Heppner. Lower Willow Creek Bridge. Request for widening of bridge denied.
22020		Deschutes County. Redmond. 5th Street (US97)-Evergreen Avenue (US126). Request for flashing beacon approved on 50-50 basis.
		Deschutes County. Redmond. 6th Street (US97-Evergreen Avenue (US126). Request for flashing beacon approved on 50-50 basis.
		Multnomah County. Portland. Union Avenue-NE Ainsworth and NE Alberta. Installation of modern signals approved.
		Umatilla County. Pendleton. Adoption of a Federal Aid Urban highway system in Pendleton area approved.
		Extensions of time to complete contracts granted.
22021		Contracts completed and accepted. See EXHIBIT "I".
		Umatilla County. Hermiston Secdy. Hwy. Umatilla River Bridge. Reduced load limit approved. See EXHIBIT "J".
22022		Contracts. Award of contracts publicly announced.
22023		Load Limits. Removal of reduced limits confirmed. See EXHIBIT "K".

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22023	Aug. 6	Hood River County. Hood River Secdy. Hwy. Hood River. Reduced speed zone established. See EXHIBIT "L-1".
22024		Sherman County. Columbia River Hwy. Rufus. 45 mph speed zone established. See EXHIBIT "L-2".
		Umatilla County. Old Oregon Trail. Meacham. Reduced speed zone established. See EXHIBIT "L-3".
		Jackson County. Crater Lake Hwy. Mill Creek Falls-Prospect. Request for hwy. improvement and reduced speed zone denied.
		Lane County. Oregon Coast Hwy. Florence-Heceta Beach Jct. Section. Request for painting of crosswalks denied.
22025		Reduced speed zone approved. See EXHIBIT "L-4".
		Columbia County. Columbia River Hwy. Warren. Request for speed zone denied.
		Harney County. Burns west. Burns Butte radio site. Establishment of state station approved.
22026		Hood River County. Columbia River Hwy. Gorton Creek-Warren Creek slide area. Settlement with Pacific Tel. & Tel. approved.
		Marion County. Portland-Salem Expressway. Salem. Claim of B. R. Wallace for damage to wheat crop approved.
		Highway Research Board subscription. Renewal of subscription approved.
22027		Clackamas County. Mt. Hood Hwy. Government Camp building. Refund of Mr. Greenwalt's down payment approved.
		Union County. Old Oregon Trail. Ladd Canyon Wayside. Installation of textboard at mouth of Canyon approved.
		Portland-Salem Expressway. Short film to be made re stages of hwy. construction.
22028		Fire Insurance. Auditor's report on fire insurance plan approved.
		Hood River County. Columbia River Hwy. Hood River-Mosier Section. Abandonment agreement approved. See EXHIBIT "M".
		G. W. Harra to Chicago, September 17-18, 1953, for meeting of Materials Committee of AASHO.
		F. B. Crandall to Buffalo, N.Y., September 27 to October 2, 1953, for meeting of Institute of Traffic Engineers.
22029		R. H. Baldock, W. C. Williams, C. W. Enfield, G. S. Paxson, and H. B. Glaisyer to Santa Fe, N.M., October 6-10, 1953, for WASHO meeting
		Ben R. Chandler, R. H. Baldock. W. C. Williams, W. W. Stiffler, G. S. Paxson, H. B. Glaisyer, and C. W. Enfield to Pittsburg, Pa., November 10-13, 1953, for AASHO meeting.
		Tillamook County. Wilson River Hwy. County Fairgrounds. No parking zone established during fair. See EXHIBIT "N".
		Hood River County. Hood River. Interstate Bridge. Request for tourist information center at intersection denied.
		Secretary's report on papers signed approved.
22030		Unfinished business matters considered.
		Ochoco Reservoir. Crook County. Proposed development of state park reported on earlier.

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22030	Aug 6.	Condemnation cases. Consideration of use of local counsel considered. Action deferred.
		Douglas County. Umpqua Hwy., Reedsport-Scottsburg Section. Agreement re relocation of phone line approved.
		Baker County. Unity Reservoir. Development of parking, picnic and restroom facilities denied.
		Curry County. Oregon Coast Hwy. Brushes Creek Section. Survey of the location adopted.
		Umatilla County. Havana-Helix Secdy. Hwy. extension. Engineer to report at September meeting.
		Gilliam County. Condon. City Park retaining wall. Action deferred.
		Malheur County. Old Oregon Trail. Ontario north entrance. Location survey in progress.
22031		Deschutes County. The Dalles-Californis Hwy. Lapine. Request for access. Commission to inspect.
		Deschutes County. McKenzie-Bend Hwy. Robert W. Sawyer Forest Wayside. Engineer's report not ready.
		Multnomah County. Banfield Expressway. Progress report accepted.
		Wallowa County. Wallowa Lake. Option obtained on Wiggins property.
		Umatilla County. US30 (near Ordnance)-US730 (near Umatilla) connection. Matter disposed of.
		Josephine and Jackson Counties. Request for hwy. improvements considered earlier in meeting.
		Yamhill County. Pacific Hwy. West. Whiteson. Improvements to hwy. Report given earlier in meeting.
		Tillamook County. Oregon Coast Hwy. Tillamook. Request of Chamber of Commerce to erect "Welcome" signs denied.
22032		Polk County. Monmouth. Oregon College of Education. College signs to be placed on their own property.
		Douglas County. Pacific Hwy. Myrtle Creek. Delegation to attend September 25th meeting re by-passing town.
		Commission meeting dates set.
		Delegations. Problems of the various delegations discussed. No action taken.
		Wasco County. Columbia River Hwy. The Dalles-Seufert Section. B.P.A's. request to move heavy transformers approved conditionally.
		Wallowa County. Wallowa Lake Park. No decision reached re jurisdiction over 1 mile of road.
22033		Harney and Grant Counties. John Day-Burns Hwy. Idlewilde. (Burns north). Dedication of newly completed section.
		Access Rights and Severance Damages. Method used to determine the value of property.
		Contract jobs scheduled for September letting. Engineer reports status of funds for each job.
		Umatilla County. Old Oregon Trail. Emigrant Hill. Report on delay in acquiring r/w.
		Surveys outside of construction program. Surveys done at odd times when men are available.
		Permits for over-height hauling. Resolution adopted. See EXHIBIT "O".

Page	Date 1953	Subject
22034	Aug. 7	Bonds. Bids received for purchase of $32,000,000 of hwy. construction bonds.
22038		Bids received on construction projects.
22040		Marion County. Champoeg State Park. DAR building. Agreement with DAR re museum articles and power line approved.
		West Portland-Salem Expressway. 15-minute film re different stages of hwy. construction approved.
		Bonds. Kuhn, Loeb & Co., Halsey, Stuart & Co.Inc., and Associates' offer for $32,000,000 of Hwy. Bonds accepted.
22041		Security Banknote Company's (Chicago) offer accepted for lithographing.
		R/W Engineer gives status report on r/w acquisition for projects at the September letting.
		Five-year Construction Program. Discussion of Engineer's suggestions re adjustment of funds. Action deferred.
22042		Engineer to prepare appropriate minute entry re this matter.
		Bonds. Discussion of projects to be financed from hwy. bonds sold this date.
		Yamhill County. West Side Hwy. Association requests improvements to 99W and Amity-Dayton Secdy. Hwy.
22043		Lincoln County. Oregon Coast Hwy. Oceanlake. Delegation urges state park in city. Action deferred.
22044		Tillamook County. Netarts Secdy. Hwy. Delegation requests remedy to high tides. Engineer to investigate.
		Lane County. Route "F". Eugene to coast. Request for early construction of route denied.
		Construction projects. Status of funds for projects at the September letting. Engineer presents report.
		Clackamas County. Hwy. up Clackamas River. Estacada-Milwaukie Section. Economic survey to be made.
22045		Contracts. Award of contracts publicly announced.
22046		Multnomah County. Columbia River Hwy. Columbia Gorge. Mrs. Jensen protests Commission's refusal to purchase Gorge property.
22047		Agreements and other papers signed.
22049		EXHIBIT "A". Options to purchase real property
22097		EXHIBIT "B". Acquisition of property
22099		EXHIBIT "C". Resolution re appointment Robert L. May, Jr. Assistant Counsel.
22100		EXHIBIT "D". Reduced Load Limit Resolution
22103		EXHIBIT "E". No Parking Resolution. Crocker Lane. Junction City-Eugene Secdy. Hwy.
22105		EXHIBIT "F". Logs dumped on Highway. Owners to remove.
22107		EXHIBITS "G-1", "G-2". Surveys.
22110		EXHIBIT "H". State Tax Street Funds.
22120		EXHIBIT "I". Contracts Completed and Accepted.
22124		EXHIBIT "J". Reduced Load Limits. Umatilla River Bridge.
22126		EXHIBIT "K". Removal of Reduced Load Limits.
22127		EXHIBIT "L-1". Reduced Speed Zone. Hood River. Hood River Secdy. Hwy.
22129		EXHIBIT "L-2". Speed Zone. Rufus. Columbia River Hwy.

Page	Date 1953	Subject
22131	Aug.7	EXHIBIT "L-3". Reduced Speed Zone. Meacham. Old Oregon Trail.
22133		EXHIBIT "L-4". Reduced Speed Zone. Hecata Beach Road. Florence. Oregon Coast Hwy.
22135		EXHIBIT "M". Abandonment Resolution. Hood River-Mosier Section.
22139		EXHIBIT "N". No Parking during Fair. Tillamook County Fair-grounds. Wilson River Hwy.
22141		EXHIBIT "O". Permits for Over-height Loads.
22145		EXHIBIT "P-1" through "P-18". Condemnations.
22214	Aug.13	Marion County. Stayton. Rerouting North Santiam Hwy. By-passing towns of Aumsville, Sublimity and Stayton.

INSPECTION TRIP

June 8 through June 11, 1953

During the four day period commencing Monday, June 8, 1953, and ending Thursday, June 11, 1953, the members of the State Highway Commission made a personal inspection of state highways in the northwestern part of the state, viewing contract work under construction, recently completed projects, projects proposed for the future, and a number of state parks. Present during this trip were the following:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
C. H. Armstrong, State Parks Superintendent
Ralph Watson, Public Relations Consultant
H. B. Glaisyer, Secretary

Also present in the group were A. G. Skelton, Division Engineer, who accompanied the Commission through Division No. 1; J. D. Walker, Division Engineer, who accompanied the Commission through Division No. II; William E. Chandler, Division Engineer, and Dean Swift, Assistant Division Engineer, who accompanied the Commission through Division No. IV; W. L. MacDonald, Highway Engineer, U. S. Forest Service; and Don J. Sterling, Jr., representing the Oregon Journal.

Following is a brief resume of events that occurred during the progress of this inspection trip and action taken by the Commission on special items:

Portland, Oregon
June 8, 1953

The morning hours were spent inspecting highways in and adjacent to the City of Portland. During the progress of this inspection the Commission considered and disposed of the following matters:

1. Approval of the relocation survey for the Zigzag-Rhododendron Section of the Mt. Hood Highway in Clackamas County: The Engineer exhibited a map showing the proposed location and explained details. He pointed out that the change is a forest highway section and if the Commission approves and adopts the survey, then the U. S. Bureau of Public Roads will be in position to advertise construction of the project for bids to be received at an early date. He recommended approval of the survey at this time. The Commission approved the recommendation unanimously

by adoption of the following resolution relative thereto upon motion by Commissioner McIver which was duly seconded by Commissioner Reynolds:

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Zigzag-Rhododendron Section of the Mt. Hood Highway in Clackamas County, and in connection therewith to prepare a map showing the route and location of said section of said highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Zigzag-Rhododendron Section of the Mt. Hood Highway beginning at Highway Engineer's Station 899+00 west of the hamlet of Zigzag and extending in an easterly direction to Highway Engineer's Station 1032+83.2 at the easterly edge of the community of Rhododendron, together with the map which for identification purposes bears map File No. 6B-30-16, the date of May, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

2. That when the above said section of said highway is permanently constructed the same shall be done in accordance with said survey and location, unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of said section of the Mt. Hood Highway has been made within the meaning and purpose of Chapter 226, Oregon Laws 1947,

commonly known as the Throughway Law, and was likewise made within the scope and purpose of those certain resolutions hitherto approved and adopted by the Highway Commission on November 3, 1948 and February 18, 1953, respectively, which resolutions designated certain highways and sections thereof as throughways. Therefore, the construction of the above named section of said highway shall be accomplished pursuant to and within the meaning and scope of the said law and said resolutions.

5. That this resolution be entered in the minutes and records of the Commission as of the 8th day of June, 1953.

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2. Delegation of authority to Mr. I. A. DeFrance, Assistant Maintenance Engineer, and Mr. Floyd H. Simon, District Maintenance Superintendent, to sign and execute either jointly or individually, as the case may be, in behalf of the State Highway Commission, all marine and U. S. Treasury Department documents as may be required by the Office of the Collector of Customs in connection with the licensing of the Astoria ferries, M. R. Chessman, Tourist No. 3, and Tourist No. 2: The Engineer explained that the Federal laws require registration of these vessels with the Collector of Customs, and that the registration of any motor vessel is valid for one year only, therefore, subject to renewal annually. He further stated that the registration of the three vessels under discussion expires on this day, so if they are to be operated legally, they must be re-registered at once. As a result of this discussion, the Commission authorized Mr. DeFrance and Mr. Simon to act for the Commission on such matters. The following resolution relative thereto was adopted by the Commission by unanimous vote:

RESOLUTION

WHEREAS, the Highway Commission, since June 1, 1946, has operated ferry service between Astoria, Oregon, and Megler, Washington, as a connection between that certain highway known as US101 in the State of Oregon, with the same highway in the State of Washington, and

WHEREAS, the furnishing of such ferry service requires the operation of the following motor vessels, to-wit: M. R. Chessman, Tourist No. 3, and Tourist No. 2, and

WHEREAS, the laws of the United States Government require the registration of the aforesaid vessels with the Collector of Customs, and

WHEREAS, the registration of any motor vessel with the Collector of Customs is valid for one year only and, therefore, subject to renewal annually, and

WHEREAS, it is cumbersome, inconvenient and burdensome for the Highway Commission to make a special trip to the Customs House

located in Astoria annually to sign and execute the documents necessary to register the said vessels, and

WHEREAS, it is deemed to be necessary and in the public interest that the Highway Commission be relieved of the above mentioned burdensome duties, and that the same be duly delegated to responsible employees of the State Highway Department, as hereinafter set forth,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That Floyd H. Simon, District Maintenance Superintendent, and I. A. De France, Assistant Maintenance Engineer, both of whom are employees of the Oregon State Highway Department, be delegated and hereby are delegated and authorized to sign and execute, either jointly or individually, as the case may be, for and on behalf of the State Highway Commission, all marine and Collector of Customs, U. S. Treasury Department, documents necessary and required by the Office of Collector of Customs, for the continued "Enrollment of License" for the following motor vessels, to-wit: M. R. Chessman, Tourist No. 3, and Tourist No. 2.

2. This resolution shall be entered in the minutes and records of the Highway Commission on this 8th day of June, 1953.

The Commission discussed adoption of a program for unobligated balances of Federal Aid Funds, totaling $420,000 Primary Funds, $1,060,000 Urban Funds, and $435,000 Secondary Funds. The Engineer presented a list of desirable projects, dated May 15, 1953. Action thereon was deferred by the Commission until later in the trip. (The Commission adopted the program recommended by the Engineer during its stop-over in The Dalles on Thursday, June 11, 1953. See ahead for additional paragraph.)

Following the morning inspection, the Commission returned to Portland for luncheon and thereafter at 3:00 p.m., motored to Astoria over the Lower Columbia River Highway, inspecting highway projects enroute. An overnight stop was made at Astoria and the trip resumed on the following morning.

Tuesday, June 9, 1953
Enroute from Astoria to
Corvallis

The Commission resumed its inspection trip, leaving Astoria at 8:30 a.m. Highway improvements and state parks were inspected along the Oregon Coast Highway as far south as Newport, and along the Corvallis-Newport Highway to Corvallis.

At 11:15 a.m. the Commission met with a delegation representing the Nehalem Bay Expansion Association at Manzanita Junction Cafe, a short distance west of the town of Nehalem. The local group was composed of eleven people headed by Mr. K. A. Banks, Secretary of the Association, and included the following: Messrs. Glen Spicer, President, Merle Ferrell, Lee Meade, Postmaster of Nehalem, Larkin, Cherry, Ben Lane, Mrs. Webber and others. Mr. Meade was principal spokesman. He stated that their association consists of citizenry of the Nehalem Bay Recreational Area which includes the towns of Brighton, Wheeler, Mohler, Nehalem, Bayside Gardens, Manzanita Beach, and Neahkahnie. He asked the Commission for the following: That a study be made of a proposed highway connecting the Sunset Highway at Elsie with the Necanicum Highway at a place known as Markam and Callow Camp, about seven miles north of the town of Mohler.

Mr. Meade alleged that construction of this "cut-off" highway will provide the shortest route to the sea from metropolitan Portland, being seven miles shorter than the Hamlet Junction route. He further stated that the road is now partially built and there remains only about three miles to construct. He alleged that the people of this district were promised this "cut-off" road by former State Highway Commissioner Charles K. Spaulding when the Seaside and Tillamook areas had been taken care of. He further mentioned that this route was considered by a former Highway Commission along with the other routes during the time "Portland's Short Road to the Sea" was first discussed, being known then as the Ridge Route. Mr. Banks endorsed Mr. Meade's remarks. Mr. Lane asked for two projects: (1) construction of a park road on the Nehalem Sand Spit and (2) establishment of a roadway extending across Short Sand Beach State Park from U.S. Highway 101 to the summit of Neahkahnie Mountain. He said that such road will provide one of the world's highest, if not the highest, accessible ocean view points directly above the sea.

Chairman Chandler responded to the group stating that the Commission will take their requests under advisement for study.

The meeting adjourned at 11:30 a.m., following which the Commission motored to the City of Tillamook where the Commission luncheoned at 12:30 p.m. with a representative local group, consisting of 14 businessmen, in a place known as Victory House, a short distance south of the city proper. Included in the local group were the following: County Judge O. E. Effenberger, County Commissioner August Schollmeyer, Hon. H. C. Elliott, Mayor of the City of Tillamook, Verne Tinnerstet, Manager of Chamber of Commerce, Charles Ross, and Arthur O. Waud, Manager of Oregon Coast Association. Informal discussion was held following the luncheon, during which Chairman Chandler gave the group a brief outline of the objectives of the inspection trip, particularly mentioning the proposed developments at Cape Lookout State Park and construction

of a proposed extension of the Wilson River Highway from Glenwood to a connection with the Sunset Highway near North Plains. As to Cape Lookout State Park, he advised that the Commission has in mind to develop an overnight camping area that will accommodate about thirty parties, and is estimated to cost about $60,000. As to the Wilson River Highway extension, he said that the survey has been completed and adopted by the Commission following the old railroad grade and that the right of way is nearly all acquired. This project, he said, is scheduled to be financed with monies derived from the sale of bonds which were authorized by the 1953 Legislature, so it should not be too long before work is done, although the Commission is somewhat concerned about the sale of the bonds. However, an attempt is to be made to sell them early in August.

Judge Effenberger mentioned a hazardous condition on U.S. 101 at the north entrance of the City of Tillamook and requested that it be eliminated. The Engineer advised that he will investigate the condition and report his findings to the Commission. Mayor Elliott inquired as to when the Commission proposes to construct the new Wilson River Highway entrance into the City of Tillamook. He was informed by Chairman Chandler that such improvement is included in the Federal Aid Program for either 1955 or 1956. At the request of Judge Effenberger, Mr. Armstrong, Parks Superintendent, gave a few facts concerning Cape Lookout State Park and the proposed developments at that place. Judge Effenberger then mentioned a prospective state park in the Cape Mears Lighthouse area. He also stated that the County is interested in construction of a roadway extending from Oceanside to Bayocean, mentioning that the County has between $50,000 and $75,000 available to assist in financing the work. He suggested designation of the road as a Federal Aid Secondary County Road, and he expressed the hope that an arrangement can be effected with the State to build the road. He asked the Commission to authorize the Engineer to make an investigation. The Commission took no action.

The meeting adjourned at 1:30 p.m., following which the Commission motored to Cape Lookout State Park, thence to Corvallis over the Corvallis-Newport Highway.

At 7 00 p.m. the Commission and its party were the guests of the Corvallis Chamber of Commerce for dinner in the Benton Hotel. Following the dinner a short informal meeting was held presided over by Mr. J. Reynolds of the local group. The meeting adjourned at 9:00 p.m.

June 10, 1953
Enroute from Corvallis to Bend

The Commission group left Corvallis at 9:00 a.m. and drove to Detroit Dam on the North Santiam Highway via U.S. 20, Ore 226 and Ore 222. Luncheon was had at the dam, following which the Commission attended the dedication of the Dam, which was concluded at 3:30 p.m. Inspection was made of some Forest Service maintenance buildings near

Detroit, and the group then motored to Bend for an overnight stop, arriving there at approximately 5:30 p.m. At 8:00 p.m. the Highway group attended a banquet honoring Hon. Douglas McKay, Secretary of U. S. Department of Interior, Hon. Paul Patterson, Governor of Oregon, Hon. Len Jordan, Governor of Idaho, General Samuel D. Sturgis, Jr., Chief of Army Engineers and others. Hon. Robert W. Sawyer, Bend, Editor of the Bend Bulletin, and former president of the National Reclamation Association, presided during after dinner talks. Adjournment was taken at 10:00 p.m.

June 11, 1953
Enroute from Bend to The Dalles

The Commission left the City of Bend at 8:00 a.m. and motored to The Dalles for luncheon traveling over U.S. 97 and U.S. 197. Enroute the Commission inspected a proposed highway suggested by County Judge Ward R. Webber as an approach to the bridge that is being constructed across the Columbia River near The Dalles. The highway group were guests of The Dalles Chamber of Commerce for luncheon at Hi-way Cafe. Local people present included:County Judge Ward Webber, S. M. Hix and Vernon Obrist, County Commissioners, Melvin A. Davidson, Mayor of The Dalles, Leland M. Swanson, City Manager, and Wm. Nelson, Manager of The Dalles-Wasco Chamber of Commerce. An informal meeting was held following the luncheon during which Judge Webber welcomed the group and Chairman Ben R. Chandler responded. The Commission at this time held a brief session of its own for adoption of a program for the unobligated balances of Federal Highway Funds in the amounts of $420,000 for Primary Federal Aid Projects, $1,060,000 for Urban Federal Aid Projects, and $435,000 for Secondary Federal Aid Projects. The Commission unanimously approved the following projects for such funds as recommended by the Engineer.

PROPOSED PROGRAM-UNOBLIGATED BALANCES

May 15, 1953

Division	County	Project	Allotment
		PRIMARY FEDERAL-AID PROJECTS	
1	Washington	Bridge over Tualatin River, US-99W near Tigard	$200,000

Division	County	Project	Allotment
		PRIMARY FEDERAL - AID PROJECTS (cont.)	
3	Lane	Goshen-Divide Section, Bridge at Northerly Crossing of Coast Fork of Willamette River	$220,000
			$420,000
		URBAN FEDERAL-AID PROJECTS	
1	Multnomah	Harbor Drive. Clay St.-Columbia St., Traffic Interchange	$600,000
1	Multnomah	Banfield Expressway, Grading or Structures Units 3 and 4	$460,000
			$1,060,000
		SECONDARY FEDERAL-AID PROJECTS	
2	Lincoln	Siletz Secondary. Bear Creek-Reed Creek, Grading and Paving	$160,000
3	Lane	Territorial Secondary. Gillespie Corner-Lorane, Paving	$275,000
			$435,000

The meeting was declared adjourned at 2:00 p. m. The Commission then inspected the new Columbia River Bridge construction in company with the County Court and other members of the local group. Thereafter, the Commission returned to Portland over the new Upper Columbia River Highway, arriving there at approximately 5:00 p. m. Thus was concluded the second inspection trip during the 1953 season.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

June 11, 1953

Portland, Oregon
June 25, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2d Asst. State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read aloud pursuant to previously published notice, at the conclusion of which, it was announced that the awards of contracts would be made at 4:00 p.m. in the same room:

NEW BRIDGE COUNTY ROAD IN BAKER COUNTY
GRADING AND OILING NEW BRIDGE-RICHLAND SECTION

Arthur Simonsen, Baker	$ 44,390.50
K. F. Jacobsen & Co., Inc., Portland	44,604.00

PACIFIC HIGHWAY WEST IN BENTON COUNTY
GRADING AND PAVING NORTH CORVALLIS SECTION

Berke Brothers, Portland	$285,426.00
John Havlik, Jr., Scappoose	292,273.00
R. A. Heintz Construction Co., Portland	293,057.00
Durbin Brothers, Eugene	295,927.50
C. R. O'Neil, Creswell	298,719.50
J. W. Briggs & Associates, Bend	302,513.00
J. G. Watts Construction Co., Portland	304,528.00
Natt McDougall Co., Portland	309,545.00
Parker-Schram Co., Portland	319,530.50
Peter Kiewit Sons' Co., Longview, Washington	325,727.00
Geo. E. Blaisdell & Son and Herman Kathman, Portland	326,111.00
Babler Bros., Inc., and Rogers Construction Co., Portland	327,915.00
J. N. Conley and Porter W. Yett, Portland	329,644.00
Fred H. Slate Co. Oreg. Ltd. and E. C. Hall Co., Portland	332,546.50

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CLACKAMAS AND WASHINGTON COUNTIES
OREGON CITY AND FOREST GROVE TRAFFIC SIGNALS

Trowbridge & Flynn Electric Co., Medford	$ 6,040.00
Mill Electric Co., Salem	6,499.80
Baldwin Electric, Hubbard	6,736.49
W. R. Grasle, Portland	6,870.00

RAINIER-APIARY COUNTY ROAD IN COLUMBIA COUNTY
APIARY SECTION GRADING AND ROCK BASE

M. L. O'Neil & Son, Eugene	$ 41,740.50
Frank Lyons & Co., Portland	49,276.00
Harbert Brothers, Estacada	49,966.60
F. C. Scott Construction Co., Portland	51,776.00
Q. L. Rufener, Portland	53,200.00
J. G. Watts Construction Co., Portland	54,590.00
A. H. Saxton & Son, Corvallis	55,353.00
Diamond Tractor & Equipment Co., Portland	56,899.00
Rex C. Ayers Construction Co. and Shirley G. Stone Co., Portland	57,954.00
John A. Logan, Portland	59,898.00
John Havlik, Jr. Scappoose	59,945.00
E. C. Hall Co., Portland	60,618.00
Walter Goodat, Portland	66,575.00
Kuckenberg Construction Co., Portland	72,670.00
J. N. Conley, Portland	74,873.00

OREGON COAST HIGHWAY IN COOS COUNTY
CHINA CAMP MARSH SECTION GRADING AND SURFACING

Keith Brothers, Medford	$ 70,612.00
Calkins Crushing Co., Ocean Lake	75,210.00
Fred H. Slate Co. Oreg. Ltd., Portland	76,230.50
C. R. O'Neil, Creswell	80,568.00
M. L. O'Neil & Son, Eugene	85,655.50
E. L. Gates & Co., Inc., Salem	93,590.00

COOS COUNTY
EMPIRE PAVING PROJECT

Porter W. Yett, Portland	$ 11,436.00

COOS COUNTY
MYRTLE POINT PAVING PROJECT

Porter W. Yett, Portland	$ 13,170.00

June 25, 1953

GILLIAM COUNTY
WILLOW CREEK BRIDGE

Hamilton & Thoms, Eugene	$151,435.00
Parker-Johnson Co. & Marshall Const. Co., Portland	154,229.00
R. H. Jones, Hillsboro	165,706.00
General Construction Co., Portland	171,850.00
J. A. Terteling & Sons, Inc., Boise, Idaho	190,628.00

GRANT COUNTY
MONUMENT PAVING PROJECT

J. C. Compton Co., McMinnville	$ 11,810.00
Leslie Harris, Pendleton	14,440.00
H. J. & H. W. Miller, Baker	15,775.00

LANE COUNTY
COBURG JUNCTION LANDSCAPING PROJECT

Rich & Sons Nursery, Hillsboro	$ 12,186.40
Heceta Landscape Co., Portland	12,500.90
Service Center, Salem	12,876.34

LINN COUNTY
BILYEU CREEK BRIDGE

Lindstrom Brothers, Inc., Portland	$ 12,796.00
Wall and Son, Portland	13,340.00
Erick Enquist, Portland	14,610.00
Babler Brothers, Inc., Portland	16,310.00

LINN COUNTY
CRABTREE CREEK BRIDGE

Lindstrom Brothers, Inc., Portland	$ 27,704.00
Babler Brothers, Inc., Portland	30,838.00

SCIO-STAYTON COUNTY ROAD IN LINN COUNTY
OILING AND SHOULDER CONSTRUCTION

J. C. Compton Co., McMinnville	$ 72,273.00
Lebanon Sand & Gravel Co. and Harrisburg Sand & Gravel Co., Lebanon	76,143.00
Harr and Horton, Portland	77,673.50
J. R. Taggart, Salem	81,432.00
Babler Brothers, Inc., Portland	85,183.00

June 25, 1953

MORROW COUNTY
HEPPNER GRADING AND PAVING PROJECT

Warren Northwest, Inc., Portland	$ 15,804.00
H. J. and H. W. Miller, Baker	16,251.00
K. F. Jacobsen & Co., Inc., Portland	16,356.50
Leslie Harris, Pendleton	17,601.50
Morrison & Lamping, Walla Walla, Washington	19,703.00

TILLAMOOK COUNTY
NEHALEM DRAW BRIDGE APPROACH REPLACEMENT

H. G. Palmberg, Astoria	$ 66,814.00
General Construction Co., Portland	74,333.00
Babler Brothers, Inc., Portland	111,615.00

FRIEND COUNTY ROAD IN WASCO COUNTY
GRADING AND OILING FRIEND-DUFUR SECTION

J. N. Conley, Portland	$ 74,288.00
E. C. Hall Co., Portland	79,107.00
John R. Saxton, Clatskanie	79,530.00
Newport Construction Co., Portland	82,500.00

WASHINGTON COUNTY
FOREST GROVE MAINTENANCE SHED

J. E. Jeremiah, Portland	$ 6,503.75
V. C. Johnson, Gladstone	7,160.00
Ferguson-Cassady Co., Portland	7,431.00
Enoch I. Maerz, Salem	8,460.00
W. M. Arrington & Son, Hillsboro	9,750.00

WASHINGTON COUNTY
MANNING MAINTENANCE BUILDING

J. E. Jeremiah, Portland	$ 15,394.00
Robt. C. Wilson, Corvallis	15,790.00
V. C. Johnson, Gladstone	16,577.00
R. H. Jones, Hillsboro	16,954.00
Ferguson-Cassady Co., Portland	17,431.00
Enoch I. Maerz, Salem	17,960.00
J. Bacaloff, Portland	18,976.00

YAMHILL COUNTY
BUCK HOLLOW BRIDGE

Hamilton & Thoms, Eugene	$ 51,770.00
Lindstrom Brothers, Inc., Portland	53,636.00
Babler Brothers, Inc., Portland	54,198.00
Parker-Johnson Co., Portland	57,183.00
Tom Lillebo, Reedsport	68,546.00
General Construction Co., Portland	74,738.00

The Commission approved the minutes of its meeting held on April 8 and 9, 1953.

The Parks Superintendent reported on the following park matters:

1. Proposed development of Koberg Park adjoining the Columbia River Highway about 1½ miles east of Hood River: The Parks Superintendent reported that to adequately develop the area, including removal of the old Koberg Building, the filling of a water hole and construction of a parking area, would cost approximately $14,000. He called attention to a report submitted by the Highway Engineer advising that the estimated cost to widen the pavement and to provide approach roads and parking facilities is about $20,000. The Engineer stated that the area had been used as a park by the City of Hood River a number of years ago, and the City now wishes it rebuilt as a State Park project. The Parks Superintendent stated that in its present condition about 100 people at a time can use the area. It was his opinion since it is close to the City of Hood River, that the development should be made by the City. The matter of providing safe and adequate access between the park area and the highway was also discussed and report was submitted by the Engineer showing that such facilities would cost about $20,000. The Commission ordered that no action be taken at this time and the area be observed for about a year under present conditions to determine the amount of use and what may be required to provide adequate access to the park area. The Commission also ordered a report concerning these matters which shall include a statement as to the number of people who use the area.

2. Installation of park information in certain state parks: The Parks Superintendent reported that as instructed by the Commission at the May meeting he investigated various suggestions with respect to the dissemination of information concerning state parks, including the printing of pamphlets, maps, folders, and the installation of signs showing park information. It was his opinion that the construction and installation of a large sign displaying a state park map and showing the location of the parks with information relative to each would be most suitable. He exhibited a sketch showing a proposed sign and advised that the cost of construction and placement would be approximately $25 per sign. He recommended and the Commission approved the installation of ten of the signs at this time so as to provide means to study their effect with the general public, and the installation of others if they appear to be desirable.

3. Renewal of Vista House lease on the old Columbia River Highway with Mr. and Mrs. Jack Flaucher: The Parks Superintendent reported that the Flauchers have operated the concession for several years and that their return to the State in 1952 was $5,577.79. Their operations, he stated, have been very satisfactory, and he recommended that the present lease be extended for one year from March 31, 1954 to March 31, 1955, subject to the same details and conditions as are now in force. The Commission approved the recommendation.

4. Sale of down timber on the Sunset Highway Forest Wayside in Section 2, Township 3 North, Range 6 West, W. M.; Section 31, Township 4 North, Range 5 West, W. M.; and Section 5, Township 3 North, Range 5 West, W. M.: The Parks Superintendent reported that sometime ago blow-down timber in this area was sold to Schmidlin Brothers under an auction bid arrangement. A small area was eliminated from this sale, he said, for the reason that it was felt the timber could not be removed without considerable damage to the remaining stand; however, a scheme now has been worked out whereby the down timber can be removed without serious damage. The total amount of the timber, he stated, is 38,000 board feet, and Schmidlin Brothers have offered to pay $1,310 for it. He mentioned that the sale has had previous phone approval by Chairman Chandler and Commissioner McIver, and he requested that the sale be confirmed. The Commission unanimously confirmed the sale.

5. Proposed permit easement to the State Board of Forestry for construction and use of a permanent type fire lookout building in Saddle Mountain State Park: The Parks Superintendent reported that for the past several years the State Board of Forestry has maintained a lookout on top of the butte in this park without any formal written agreement. The Board now plans to replace the old building with a stone and metal structure; and as it is necessary to maintain such a structure for the control of fires in the area, including the state park, it would be desirable to have an agreement prepared covering the matter. He recommended and the Commission approved the granting of a permanent easement to the State Board of Forestry covering the location, construction and use of the lookout building as proposed.

6. Supplemental agreement with the Soil Conservation Service of the Department of Agriculture for furnishing beach grass at Cape Lookout State Park for the period from July 1, 1953, to June 30, 1954: The Parks Superintendent stated that this agreement would merely be an extension of a previous agreement entered into for the providing of beach grass culms. The price paid in 1952 and 1953, he stated, was $2 per thousand. He recommended that the supplemental agreement be approved without definite stipulation as to the amount of beach grass to be furnished or the exact price to be paid as the amount required is not known and the price is to be based on cost. The Commission adopted the recommendation.

7. Proposed plan to make Yaquina Bay Lighthouse in Yaquina Bay State Park a national historical monument: The Parks Superintendent recalled that this matter had been before the Commission a number of times in former years and that the Commission previously had given the Lincoln County Historical Society one year's time which expired February, 1953, to raise funds to repair the building which is unsafe and has been padlocked. He estimated that it would cost approximately $15,000 to repair the building to a safe standard. In the discussion following, it was brought out that the Commission is responsible for the building and unless it is made

into a safe structure it should be torn down. The Commission agreed to grant those interested in restoring the building the balance of this year within which to make the repairs. The building is to be razed if satisfactory progress on the repairs is not accomplished by that time.

8. Acceptance of deed from Mr. and Mrs. Henry L. Corbett for land at the south end of Blue Lake in Jefferson County as a memorial to their son Elliott R. Corbett II: The Parks Superintendent stated that at a previous Commission meeting the offer of the Corbetts to donate the land had been accepted, and at this time they are offering a deed for about one-half the area, the remaining portion probably to be deeded next year. The area covered in the deed, he stated, is in Lot 4, Section 27, Township 13 South, Range 8 East, W. M. He presented a letter from Mr. Corbett indicating his desire to have the area known as the Elliott R. Corbett II Memorial Park to be preserved as a wilderness area and suggesting that the Corbetts might wish to install a placque and small improvements in keeping with the spirit of the park. The Parks Superintendent recommended that the Commission accept the deed. His recommendation was approved.

9. Proposed change of name of "Spencer Creek Park" to "Beverly Beach Park": In the discussion on this matter Chairman Chandler pointed out that the area had been known as "Beverly Beach" for a number of years, and it was his thought that the area should retain that name. The Commission approved the change in name and ordered signs erected in conformity therewith.

10. The Parks Superintendent brought up for discussion the change recently made in charges for using swimming facilities in Honeyman State Park. Previous charges, he stated, had been 10 cents for children and 20 cents for adults which had been changed to 15 cents for children and 30 cents for adults. He pointed out that the facilities provided are worth about $100,000 and that approximately 9,000 swimmers had used the area in 1952 out of which 4,000 paid for the use. A fence is now being installed so that it will be more difficult for people to use the swimming facilities without paying. There has, he stated, been some objection to the increase in price but the problem has been simply either a reduction in services to the public or an increase in the charges. The Engineer stated that in his opinion it is important that the facilities be kept up and adequate life guards furnished. The Commission unanimously confirmed the increase in rates and approved the Parks Superintendent's plan for development and handling of the park area.

Chairman Chandler instructed the Engineer to contact the Parks Superintendent regarding possible improvements to the Robert W. Sawyer Forest Wayside a short distance north of Bend. He stated that he had received a letter from Mr. Sawyer concerning this matter and instructed that after investigation had been made that a report be rendered to the Commission.

The Right of Way Engineer presented for the Commission's consideration options secured for the acquisition of real property needed for various highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which

resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission instructed the Engineer to prepare and submit an up-to-date report showing the status of construction on the Banfield Expressway in Portland including contracts that have been let and those contemplated. The Commission expressed the desire to complete the Expressway to 39th Street in the city of Portland as soon as possible in order to relieve traffic congestion on Sandy Boulevard. The Engineer commented that an agreement has now been reached with the City regarding 39th Street. The Assistant Engineer, Mr. W. C. Williams, pointed out that there are only a few right of way acquisitions remaining to be completed including the Howard-Cooper property, Providence Hospital, and an agreement with the Railroad Company concerning its property, and he advised that if settlement can be reached with the Railroad Company, it might be possible to award another contract in September. He recalled that past experience with the Union Pacific Railroad had shown that it took a great deal of time to complete agreements after the basic details had been worked out locally. The Commission instructed the Engineer to expedite as much as possible the completion of the Railroad agreements and, if necessary, to contact Mr. Perry Lynch, Vice President, Operating, of the Company at Omaha.

The Right of Way Engineer asked the Commission to formally confirm acquisition of real property needed for the maintenance headquarters' site at Long Creek on the Pendleton-John Day Highway in Grant County. He explained that the Commission informally authorized this acquisition and on April 8 had approved an option for 0.489 acre of land to Harlan Hansen for the sum of $250, and on May 18 had approved an option to the Town of Long Creek for the acquisition of 0.414 acre for the sum of $250 and also on May 18 had approved an option in favor of Alton and Nadine Mc Bride for a building in the amount of $3,500, the three transactions totalling $4,000. He explained that the Highway Department has been paying rental for this site for a considerable length of time and a good maintenance structure has been erected on it. He recommended for the records that the Commission formally confirm the purchase of this property. The Commission accepted the recommendation.

The Commission unanimously confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For list of properties sold, see copy of report prepared by Mr. C. W. Parker, Property Manager, dated June 25 and 26, 1953, on file in the Secretary's office under the heading "Lease Sales".)

Consideration was given by the Commission to the acquisition of approximately 35 acres of land from Mrs. Irene Wiggins as an addition to Wallowa Lake State Park, consideration $50,000. Action on this matter was deferred by the Commission pending personal inspection of the property on its trip through this area in the middle part of July.

The Right of Way Engineer presented for the Commission's consideration the matter of compensating the Port of Hood River Commission in the sum of $2,000 for damage caused their boat basin in connection with the new Columbia River Highway construction at Hood River. It was his opinion that the settlement agreed upon is a very nominal sum, and he recommended that payment in the sum

of $2,000 be made to the Port of Hood River Commission. The Commission approved the recommendation.

In this connection the Right of Way Engineer also brought up the matter of deeding to the Port 0.153 acres of ground on which to place a roadway for the Port's use. This parcel of property, he stated, is no longer needed for highway purposes, and he recommended that it be deeded to the Port of Hood River Commission inasmuch as the transfer of the land is a part of the basis of settlement of the damage claim. The Commission accepted the recommendation.

The Commission considered deeding to Lane County 5,050 square feet of land situate in Block 52, Gallagher's Addition to the City of Florence. The Right of Way Engineer explained that it is proposed to transfer this property to the County without cost inasmuch as it no longer is required for highway purposes and because the County originally deeded the property to the State without cost. Lane County, he stated, has requested permission to acquire the ground for erection of a county building to handle county matters in the Florence area. He recommended that the property be transferred to the county with complete restriction of access to the highway. The Commission approved the recommendation. (A Quitclaim Deed was signed by the Commission on the following day.)

The granting of access to the U. S. Corps of Engineers at Lookout Point Reservoir on the Willamette Highway in Lane County was also considered by the Commission. The Right of Way Engineer explained that the point of access is necessary for the Engineers' operations and that they will place a gate across the access to prevent public use. He recommended and the Commission approved granting of the access. (On the following day the Commission signed the "Grant of Access".)

The Commission also considered granting to Mrs. Allie Dalton two points of access on the North Powder Connection with the Ladd Canyon Section of the Old Oregon Trail in Union County. The Right of Way Engineer reported that the Dalton property has been bottled up by construction of the Ladd Canyon Section which also required reconstruction of a section of the Anthony Lakes Road where it intersects the Old Oregon Trail. In order to provide suitable means of access for the Dalton property, he recommended that two points of access be granted. The Commission approved the recommendation. (On the following day the Commission signed the "Grant of Access" form.)

The Right of Way Engineer presented to the Commission proposed changes in points of access for the following properties:

a. Baker property on the Bay Park-Delmar Section of the Oregon Coast Highway in Coos County, File 14922.

b. Franz property on the Coos Bay-Coquille Section of the Oregon Coast Highway in Coos County, File 15205.

c. Rynning property on the Medford-County Farm Section of the Pacific Highway in Jackson County, File 18428.

d. West property on the Clear Lake-Forest Boundary Section of the Oregon Coast Highway in Douglas County, File 18712.

e. Wood property on the Medford-County Farm Section of the Pacific Highway in Jackson County, File 19116.

f. Nullet property on the Bay Park-Delmar Section of the Oregon Coast Highway in Coos County, File 15209.

He explained that no additional access is being granted, and he recommended that the changes be approved as presented. The Commission accepted the recommendation. ("Indentures of Access" covering the above were signed by the Commission on the following day.)

A resolution was considered by the Commission providing for the sale of timber from a section of Silver Creek Falls State Park. The Right of Way Engineer recalled that the Commission at a previous meeting had authorized sale of this timber in connection with a transfer of land to improve the State Park holdings. The timber to be sold, he stated, is in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) and the Northwest quarter ($NW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 17, Township 8 South, Range 2 East, W. M., Marion County, and contains slightly in excess of 2,000,000 board feet of timber, valued at $37,500. He asked the Commission to confirm its prior approval of the sale at the price of $37,500. The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Commission considered and upon the Right of Way Engineer's recommendation authorized the securing of a roadway easement to serve timber land located in Sections 8 and 16, Township 8 South, Range 2 East, Marion County. The Right of Way Engineer explained that it is necessary to secure the easement in order to provide an outlet for timber which the Commission proposes to sell in Silver Falls Park.

The meeting recessed at 12 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Sale of a parcel of land situate in Lot 9, Block 21, Laughlin's Addition to the City of The Dalles was considered by the Commission. The Right of Way Engineer explained that this property which is located on 3d Street in the City of The Dalles no longer is needed for highway purposes, and he recommended that it be advertised for sale at a minimum price of $6,000 cash. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer presented the matter of selling to the City of North Bend certain property described as the westerly 30 feet of Lot 9, Block 30, Coos Bay Plat "B", addition to North Bend. The city, he stated, wishes to acquire the property for installation of a pumping plant in connection with their sewage

system. As the property is not required for highway purposes, he recommended that it be sold to the city for the sum of $125. The Commission approved the recommendation. (A deed was signed by the Commission on the following day.)

The Right of Way Engineer also brought up the matter of selling to Mr. and Mrs. G. E. Keller of The Dalles, a five-foot strip of land that lies on the northerly side of the Columbia River Highway in Lot 8 of Block 21, Laughlin's Addition to the City of The Dalles. This property, he stated, was acquired originally for slope purposes but no longer is required for that purpose since the remainder of the lot has been graded to the same elevation as the new improvement. He explained that when the property was acquired from the Kellers, it was agreed that the five-foot strip would be returned to them when the grading had been completed. He recommended that the property be deeded to the Kellers for a consideration of $1. The Commission approved the recommendation. (The Commission signed a deed on the following day.)

Consideration was given to the matter of quitclaiming to Clara and Henry Hoekstre a narrow strip of land in Section 8, Township 7 South, Range 5 West on the Salt Creek-Dolph Corner Section of the Dallas Coast Highway in Polk County. The Right of Way Engineer explained that the U. S. Department of Agriculture, Production and Marketing Administration Section, in conjunction with farmers in this area are constructing a flood control ditch and that the parcel of land is needed in connection therewith. He further stated that the tract is about 300' long, 15' wide at the widest point, tapering to nothing, and that the value of the property is very small. It was his opinion that inasmuch as the property is not required for highway purposes, and as the value is small, the simplest method of handling the matter would be to deed the parcel of land to the Hoekstres for $1, and he so recommended. The Commission approved the recommendation. (On the following day, the Commission signed a quitclaim deed.)

Consideration was given by the Commission to an exchange of property with Albert and Olive Vian on the Santiam Highway at Cottonwoods Corner, about 6.5 miles east of Albany in Linn County. The Right of Way Engineer explained that the Santiam Highway now occupies a parcel of land which has never been formally acquired from the owners. To clear the title to this land, the Vians have agreed to deed to the State the land occupied by the highway in exchange for a nearby parcel of land which was formerly a part of the old county road. The exchange, he said, will be of benefit to the State by clearing up the title to the property. He recommended, and the Commission approved, such exchange of properties. (The deed was signed by the Commission on the following day.)

Consideration was given by the Commission to a request from the City of Redmond that the Commission consent to annexation to the city of the south 30 feet of the Southeast quarter (SE$\frac{1}{4}$) of the Southwest quarter (SW$\frac{1}{4}$) of the Southwest quarter (SW$\frac{1}{4}$) of Section 16, Township 15 South, Range 13 East. The Engineer explained that this property lies on what is known as the Redmond-Bend Section of The Dalles-California Highway, and its inclusion within the city will not be harmful to the State. He recommended approval of

the city's request. The Commission adopted the recommendation.

The Right of Way Engineer recommended, and the Commission approved, renewal of Ground Leases as follows:

a. G. C. Kerns - File No. 6051 in the Northwest quarter (NW$\frac{1}{4}$) of the Northwest quarter (NW$\frac{1}{4}$) of Section 27, Township 39 South, Range 8 East on the Green Springs Highway in Klamath County. Extended to July 7, 1954 for a consideration of $30.

b. Weyerhaeuser Timber Company - File No. 4503 near the summit of Hayden Mountain on the Green Springs Highway in Klamath County. Extended to July 12, 1958.

The Right of Way Engineer explained that these are routine renewals of leases for ground on which to store maintenance materials. (Both "Ground Leases" were signed by the Commission on the following day.)

The Right of Way Engineer also recommended, and the Commission approved, a form of lease from Arizona Barnes for land to be used for a gravel pit on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County. The consideration is to be $100 for a two-year lease on 6.7 acres. (The Commission signed the lease on the following day.)

The Commission discussed with Mr. Fred H. Paulus, Deputy State Treasurer, and Mr. Fred Johnson, Vice President of the U. S. National Bank of Portland, the proposed sale of $32,000,000 highway bonds as authorized by the 1953 Legislature. Mr. Paulus stated his opinion as to the marketability of the bonds, advising that the market now is better than it has been for some time, and the probabilities are that the full amount of $32,000,000 bonds can be sold if they are placed on a 10-year maturity basis and are uncallable. Prospective purchasers, he stated, seem to prefer one maturity date rather than several. He called attention to the rising rate of interest pointing out that the first group of highway bonds had been sold for 1.61 percent, the next group for 1.63 percent, and the third group for 1.99 percent. Chairman Chandler pointed out that it will be necessary to sell the entire $32,000,000 of bonds if the five-year construction program is to go forward. He suggested that a definite decision with regard to the issue be deferred until July 22 when a special meeting of the Commission is scheduled to be held in Portland, and that the bond market be carefully observed in the interim. Commissioners Reynolds and McIver approved the suggestion whereupon the Commission unanimously set 10:00 a.m. on July 22 as the date for such special meeting to be held in the Imperial Hotel, Portland, for further consideration of the matter.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties needed for public purposes in connection with various highway improvements, and to make offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951.

Clatskanie-Delena Section of the Columbia River Highway	Recommended Offer
R 20262 - Howard F. Thompson Right of Way (Columbia) 225 square feet	$ 300.00
R 20265 - Frank T. Willson Right of Way (Columbia) 1.85 acres	2,250.00
R 20264 - Forrest L. Bradley Right of Way (Columbia) 0.10 acre	400.00
R 20275 - Frances Agnew Right of Way (Columbia) 7.8 acres	3,000.00
R 20317 - George A. Carlson Right of Way (Columbia) 13.04 acres	2,500.00
R 20321 - R. H. Rupp Right of Way (Columbia) 2.30 acres	1,100.00
R 20324 - W. O. Walker Right of Way (Columbia) Parcel No. 1: 10.29 acres Parcel No. 2: 5.30 acres	4,000.00
R 20325 - Kenneth A. Johnson Right of Way (Columbia) 4.14 acres	2,000.00
R 20328 - M. V. Collette Right of Way (Columbia) 6.43 acres	2,500.00
R 20331 - Carl E. Forsberg Right of Way (Columbia) 0.8 acre	180.00
R 20336 - Oscar L. Lindberg Right of Way (Columbia) Parcel No. 1: 0.06 acre Parcel No. 2: 7.56 acres	*

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	Recommended Offer
Mosier-The Dalles Section of the Columbia River Highway	
R 17476 - Charles Hunt Right of Way (Wasco) 0.54 acre	$6,585.00
Newport-Toledo Section of the Corvallis-Newport Highway	
R 20546 - John W. Goodyear Right of Way (Lincoln) 0.33 acre	*
Barbur Boulevard-Tualatin River Section of the West Portland-Hubbard Highway	
R 4035 - Paul L. Kertes (Washington) Elimination of access rights	$1,500.00
Rinehart Creek-Frankport Unit of the Rocky Point-Gold Beach Section of the Oregon Coast Highway	
R 20204 - Winston W. Chambers Right of Way (Curry) Parcel No. 1: 45.5 acres Parcel No. 2: 31.0 acres	13,500.00
Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway	
L 1815 - Leroy Lumber Company, et al. Change in access provisions - new resolution needed	
Elkhead Road-Rice Hill Unit of the Divide-Rice Hill Section of the Pacific Highway	
L 1972 - G. C. Long, et ux. New description required - new resolution needed	
Sylvan Section of the Sunset Highway	
L 1982 - Faun E. Helmcke Change in access provisions - new resolution needed	

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto marked EXHIBIT "O-1" through "O-11", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and upon motion by Commissioner Reynolds, unanimously approved a report from the Chief Counsel concerning the cases tried since the last Commission meeting, as follows:

1. State vs Mary E. Baker, et vir, L 1802, involving acquisition of 2,185 square feet of land for a connecting road between the Sunset Highway and Raab Road and Southwest Scholls Ferry Road. An offer had been made in the amount of $3,500 for this property whereas the owners had demanded the sum of $25,000. The jury returned a verdict in the amount of $8,500.

2. State vs Bert M. Butler, et al, L 1901, involving acquisition of 31,800 square feet of land on the Canyon Road Section of the Sunset Highway which property lies adjacent to the Vista Avenue Bridge over the highway. The State made an offer of $3,000 for this property whereas the owners demanded the sum of $58,000. The jury returned a verdict in the amount of $12,000.

In the discussion of this case, Chairman Chandler inquired why the State is condemning this land in order to protect a city bridge. He gave as his understanding that the land had been acquired for highway right of way and not for the purpose of protecting the bridge. The Engineer stated that it will be necessary eventually to widen the highway. He added that perhaps hasty action had been taken in condemning this property and that it might possibly have been better to let the county or city take the action. The Chief Counsel stated that inasmuch as the jury has awarded a verdict, and the State is in possession of the property, the only alternative other than paying the amount of the verdict is to appeal the case. The Commission deferred action at this time and instructed the Engineer and the Chief Counsel to bring in a report on the following day as to why this property had been acquired. (See additional entry ahead.)

3. State vs Ralph D. Phillips, et al, L 1957, involving acquisition of 9,650 square feet of land for right of way on the Arlington-Heppner Junction Section of the Columbia River Highway. An offer was made for this property in the amount of $8,608 whereas the owners demanded the sum of $12,000. The jury returned a verdict in the amount of $10,000.

4. State vs Helen R. Edmunson, L 1929, involving acquisition of 3.876 acres of land for right of way on the State Street South Unit of the Salem By-pass Section of the Pacific Highway East with complete restriction of access between the highway and the owner's remaining property. An offer in the amount of $2,500 was made but the owner demanded approximately $22,000. The jury returned a verdict in the amount of $3,000.

5. State vs Arthur N. Muller, et al, L 1834, involving acquisition of 3,500 square feet of land for right of way on The Dalles Section of the Columbia River Highway. An offer in the sum of $10,050 was made for this property whereas the owners demanded $9,000 plus conveyance of certain excess properties that the State had acquired adjacent to this section of highway and in the same block. The State refused to settle on this basis whereupon the defendants demanded the sum of $20,000. The jury returned a verdict in the amount of $15,000.

6. State vs H. W. Senter, et al, L 1900, involving acquisition of 2.55 acres of land for right of way on the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway. The State offered to purchase this property for the sum of $4,250 whereas the owners demanded $22,706. The jury returned a verdict in the amount of $6,000.

7. State vs Steve Calcagno, et ux, L 1932, involving acquisition of 0.417 acre of land for right of way on Unit No. 5 of the T. H. Banfield Expressway in Portland. An offer had been made by the State in the amount of $1,200 whereas the owners placed in evidence testimony showing a valuation of $6,500 and $7,000. The jury returned a verdict in the sum of $1,750.

8. Leroy Lumber Company vs Oregon State Highway Commission, L 1988 This case is a suit in equity wherein the plaintiff is attempting to recover rental for property occupied by the State pursuant to a complaint from condemnation previously filed for the recovery of the value of timber removed by the State, and also to request that the State permit additional access points without limitations as to use, and to prevent the State from taking certain portions of the property for park purposes. The State filed a motion to quash service, which motion was argued before Judge King on May 29, 1953, and the Court entered an order dismissing the action without attorneys' fees or costs being assessed against either party. (For details see copy of the Chief Counsel's report dated June 18, 1953, in the General Files.)

The Commission also considered and approved a written report from the Chief Counsel concerning settlement of the following cases:

1. State vs Jennie Halberstadt, L 1999: This case involved the acquisition of 1.153 acres of land for right of way of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway. An offer was made in the amount of $11,250. The owner's appraisal indicated a value of $13,650. A settlement has been effected in the sum of $11,250 with the owner to retain ownership of the buildings, which buildings have a salvage value of not in excess of $500.

2. State vs Neil F. Ferre, et ux, L 1874: This case involves acquisition of land for the right of way in the Hauser-North Bend Section of the Oregon Coast Highway and for the control of access to the owners' remaining property. An offer was made for the property in the sum of $10,500 whereas the owners demanded the sum of $20,000. A settlement has been effected in the sum of $10,500 with the State to gravel that portion of the right of way adjacent to the defendant's property at an estimated cost of $200 plus the granting of a revocable permit to use the well formerly owned by the defendants for a period of five years.

3. State vs Velva Ricketts Ferre, et al, L 1875: This case involves acquisition of 1.15 acres of land for the right of way of the Hauser-North Bend Section of the Oregon Coast Highway. The State offered $8,600 for this property. A settlement was effected for the sum of $9,562.75 plus conveyance to Velva and Neil Ferre of 8,480 square feet of land adjacent to the property with access being limited solely to the frontage road.

4. State vs Frank Harvey Anderson, et ux, R 19814: This case involves purchase of 1,318 square feet of land for right of way for a connecting road between Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway and the Upper Boones Ferry Road. The State offered $460 for this property whereas the owners demanded $1,800. Settlement was effected for $1,000.

5. State vs Harold Turpin, et ux, L 1967: This case involves acquisition of 28.49 acres of land for right of way of the Elkhead Road-Rice Hill Section of the Pacific Highway and the relocation and realignment of the Yoncalla-Elkhead County Road and for the construction of connecting roads between the Yoncalla-Elkhead County Road and the Scotts Valley County Road and for acquisition of rights of access. The State offered $7,500 for the property plus construction of a water collecting box and pipe line. A settlement has been negotiated for $10,500 with the defendants being obligated to provide their own water supply, the State having no further obligation with respect thereto.

6. State vs Anna Olive Neilson, et al, L 1790: This case concerns acquisition of 3.33 acres of land for right of way of the Bay City-Tillamook Section of the Oregon Coast Highway and for an easement for a channel change. An offer was made for this property in the sum of $6,250. Settlement has been effected for the sum of $6,500.

7. State vs Margaret Pooler, L 2003: This case concerns the acquisition of 2.01 acres of land required for right of way on the Joseph-Hayden Gulch Section of the Little Sheep Creek Secondary Highway. The State offered to pay $334 plus the re-establishment of the irrigation system and fencing. Settlement has been effected whereby the defendant agrees to convey the property to the State without monetary consideration but with the State obligated to re-establish the irrigation system and the fence, and in addition to construct a siphon, the cost of which is estimated to be $600.

8. State vs J. S. Chambers, et ux, L 1944: This case involves enforcement of an option to convey 1.5 acres of land to the State for right of way of the Ontario Spur of the Old Oregon Trail at the option price of $2,775. This case was dismissed upon being advised that the property is no longer required for right of way purposes, and the defendants were paid the sum of $16.60 for filing fees and attorney's fees.

9. State vs George F. Steiner, et al, L 1806, for damages done to a state-owned Snogo in the sum of $679.42 in an accident occurring March 7, 1951, on the Willamette Highway. Settlement was effected in the amount of $760.

10. State vs Leslie M. Erickson, et ux, L 2002, for the acquisition of 0.033 acre of land for right of way of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway and construction of an approach. An offer was made in the sum of $2,430 whereas the defendants asked for $3,750. A settlement was reached in the amount of $3,090.

11. State vs Duane Investment Company, et al, L 1879, for acquisition of 1,440 square feet of land for right of way of the Canyon Road Section of the Sunset Highway. $550 was offered for this property plus $600 for moving a sign. The owners asked $7,500 for the property. A settlement was effected for the sum of $1,500.

12. State vs Earl Ayers, Ed Freeman, and Howard Levil Johnson, L 1947: This case was filed to recover the sum of $21,885 for destruction of the Tualatin River Bridge on the Beaverton-Aurora Secondary Highway. This amount was later reduced to $19,780. The Portland Gas and Coke Company has also filed suit against these people in the sum of $56,840. The only assets of the defendants that could be reached by judgment consisted of a $5,000 insurance policy on their towing vehicle. A settlement was effected whereby the defendants pay $2,500 to the State and $2,500 to the Portland Gas and Coke Company.

The Chief Counsel recommended and the Commission approved the settlements as presented. (For further details see the Chief Counsel's letter dated June 17, 1953, in the General Files.)

The Commission considered and confirmed offers reported by the Chief Counsel for the acquisition of real property needed for various public purposes, which offers were tendered to the owners prior to the commencement of condemnation proceedings in conformity with authority granted the Chief Counsel by the Commission in its resolution adopted December 20, 1951, as follows:

Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway

R 19814 - Owner: Frank Harvey Anderson, et ux. 1,318 square feet for right of way. Amount of offer $460.00. Authorized by Chairman Chandler on May 15, 1953.

Union Avenue-Swift Boulevard Junction Section of the Pacific Highway East

R 15196 - Owner: Kernan Livestock Farms, Inc., et al. 7.271 acres for right of way. Amount of offer $20,000.00. Authorized by Commissioner McIver on May 25, 1953.

Salem By-Pass Section of the Pacific Highway East

L 1812 - Owner: D. B. Murphy, et al. 3.7 acres for right of way. Amount of offer $15,000.00. Authorized by Commissioner McIver on June 1, 1953.

Elbow Lake-Gardiner Section of the Oregon Coast Highway

R 19655 - Owner: Gardiner Lumber Co. 19.13 acres for right of way. Amount of offer $24,570.00. Authorized by Chairman Chandler on June 15, 1953.

Rinehart Creek-Frankport Section of the Oregon Coast Highway

R 20172 - Owner: Norman J. Nash, et al. 18.58 acres for right of way. Amount of offer $18,610.00. Authorized by Chairman Chandler on June 18, 1953.

A proposed cooperative agreement between the State and the California Pacific Utilities Company for joint usage of the Company's property near John Day and improvements to be built thereon was considered by the Commission. The Chief Counsel stated that it is proposed that the State construct a small radio building on the Power Company's property and install radio equipment, allowing the Power Company use of the building for its radio equipment. The agreement, he said, is advantageous to the State, and he recommended that it be approved. The Commission accepted his recommendation. (The agreement was signed later in the session.)

The Chief Counsel requested confirmation of authority given him verbally by the Commission to commence legal action against Anna E. Davis, Jack M. Davis, and Charolla Craddock to recover damages caused by these people to a state-owned stationwagon. The accident, he stated, occurred on June 27, 1951, at M. P. 13.93 on the Pendleton-Cold Springs Highway about 16½ miles north of Pendleton and was caused by the negligence of the defendants. He also said that the defendants insurance carrier has failed to make settlement so it is necessary to institute legal action. The Commission confirmed the authority as requested.

The Chief Counsel also brought up for the Commission's consideration the matter of payment to Elmer Helmke in connection with property purchased from Wilfred Helmke on Canyon Road in Portland. He explained that at the time the property was purchased from Wilfred Helmke, Elmer Helmke had a lease on this property for the raising of nursery stock, and it was agreed that he would be reimbursed in the sum of $115.75 for nursery stock destroyed. He recommended that Mr. Helmke be paid such amount as previously agreed. The Commission approved the recommendation.

The Chief Counsel recommended, and the Commission approved, the removal of frontage road provisions in deeds and complaints in the acquisition of the following properties:

1. Josephine Holland, File No. R 18732; Art Morgan, File No. R 18743; and School District No. 20, File No. R 20036, all on the Mt. Vernon-John Day Section of the John Day Highway in Grant County.

2. Gardiner Lumber Company, File No. R 19655, on the South Unit of the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County.

3. Winston W. Chambers, File No. R 20204, on the Rinehart Creek-Frankport and Rinehart Creek-Euchre Creek Sections of the Oregon Coast Highway in Curry County.

The Commission approved a report from the Engineer advising that the conditions governing the awards of the following State Highway Contracts for which bids were received by the Commission on April 8 and 9, 1953, and on May 18 and 19, 1953, have been satisfied, and that contract and bond forms have been sent to the respective contractors for execution pursuant to the Commission's instructions:

1. Tiller-Deadhorse Creek Rock Production Project on Tiller-Trail Highway in Douglas and Jackson Counties. Bids received April 8, 1953. Conditions of award satisfied May 6, 1953. M. C. Lininger & Sons, Contractor.

2. Grading and paving on 82d Avenue- Halsey Street Connection, 92d Avenue-Fairview Section of the T. H. Banfield Expressway, east of Portland in Multnomah County. Bids received April 9, 1953. Conditions of award satisfied May 14, 1953. Warren Northwest, Inc., contractor.

3. Grading and paving on Sutherlin Section of Elkton-Sutherlin Highway in Douglas County. Bids received April 9, 1953. Conditions of award satisfied May 14, 1953. J. C. Compton Company, contractor.

4. Grading and paving on Elbow Lake-Gardiner Section of Oregon Coast Highway in Douglas County. Bids received April 8, 1953. Conditions of award satisfied May 14, 1953. Coos Bay Dredging Company, contractor.

5. Construction of two 84-foot and one 100-foot reinforced concrete bridges on Thompson Creek Road south of Applegate in Jackson County. Bids received May 18, 1953. Conditions of award satisfied May 25, 1953. Central Heating Co. & F. L. Somers, contractor.

6. Oiling the Maddock Corner-West Side Section of Cottonwood Creek and West Side County Roads west of Lakeview in Lake County. Bids received May 18, 1953. Conditions of award satisfied May 25, 1953. Peter Kiewit Sons' Co., contractor.

7. Grading and paving on Damascus-Boring Section of Clackamas-Boring County Road in Clackamas County. Bids received May 19, 1953. Conditions of award satisfied May 25, 1953. Babler Brothers, Inc. & Rogers Construction Company, contractor.

8. Grading and oiling on George Road-East Junction Section of Holland Loop County Road east of Cave Junction in Josephine County. Bids received May 19, 1953. Conditions of award satisfied May 27, 1953. Babler Brothers, Inc., contractor.

9. Roadbed widening and paving on Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Section of Cornell and Barnes County Roads near Cedar Mills in Washington County. Bids received May 19, 1953. Conditions of award satisfied May 27, 1953. Porter W. Yett, contractor.

10. Base and oiling work on the Sprague River-Beatty Junction Section of Sprague River County Road in Klamath County. Bids received May 19, 1953.

Conditions of award satisfied May 28, 1953. Rogers Construction Company, contractor.

11. Paving Columbia Boulevard and South First Street in St. Helens in Columbia County. Bids received May 18, 1953. Conditions of award satisfied June 2, 1953. Parker-Schram Company, contractor.

12. Grading and paving on the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections of the Reeder and Gillihan County Roads on Sauvie Island northwest of Portland in Multnomah County. Bids received May 18, 1953. Conditions of award satisfied June 2, 1953. Parker-Schram Company, contractor.

13. Grading and paving on Joseph-Sheep Creek Hill Section of Little Sheep Creek Secondary Highway in Wallowa County. Bids received May 19, 1953. Conditions of award satisfied June 5, 1953. Morrison & Lamping, contractor.

14. Grading and paving Barbur Boulevard-Boones Ferry Road Section of the West Portland Hubbard Highway in Washington and Clackamas Counties. Bids received May 19, 1953. Conditions of award satisfied June 23, 1953. Rogers Construction Company, contractor.

15. Grading Union Avenue-Swift Road Junction Section of the Pacific Highway West in North Portland, Multnomah County. Bids received May 19, 1953. Conditions of award satisfied June 24, 1953. General Construction Company, contractor.

Assignment of a contract awarded to the Popham Construction Company was considered by the Commission. The Engineer reported that on April 8, a contract had been awarded to the Popham Construction Company for the construction of facilities in Cape Lookout Park on the Netarts-Cape Lookout Highway in Tillamook County. Subsequently, Mr. Popham was drowned on a fishing trip on April 18, and as the business had been run by him, his estate is not in a position to complete the contract, and his wife with her attorney, has requested that the company be allowed to assign this contract to the Ferguson-Cassidy Company. This latter company, he stated, has submitted a prequalification statement and is qualified to handle this job. In view of the circumstances involved and the delay and loss of time should the project be readvertised, he recommended approval of the assignment. The Commission accepted the recommendation and so ordered.

Consideration was given by the Commission to a request received from the Columbia-Hudson Company for construction of a log dump in the Columbia River on property to be leased from the O. W. R. & N. Company, adjacent to the Columbia River Highway about $1\frac{1}{4}$ miles west of Mosier in Wasco County. The Engineer advised that there is no access whatsoever on this section of highway. By an agreement, he said, the State is authorized to use railroad property where necessary in reconstruction of the highway, and in these locations, the State has gone to considerable expense in revising the railroad alignment to eliminate grade crossings. To preserve the freeway characteristics of the

highway, he recommended that the request of the company be opposed, and that the reasons for opposing be given to the railroad company also that the Columbia-Hudson Lumber Company be notified that construction of a log dump at this location is not in the best interests of the general public. The Commission approved the recommendation.

The Engineer reported results of bids received in Salem on June 15, 1953, for the purchase of used equipment and scrap materials. He advised that the equipment and material was located at Highway Department Shops at Coquille, Klamath Falls, and La Grande and that the bids received were generally good. He recommended that the high bids be accepted for all items except Item No. 8, a half-ton Chevrolet Pickup located at Klamath Falls, and that all bids for that item be rejected as being too low. The Commission approved the recommendation.

The Engineer also reported receipt of a letter from M. Albert of Portland who had submitted what appeared to be the high bid on Item No. 52 for scrap pneumatic tubes located at La Grande. Mr. Albert, he stated, alleges that he intended to bid 0.0075 per lb. for this material, but inadvertently misplaced the decimal point and had bid 0.075 per lb. As Mr. Albert had extended the total to $4.50 which would have been based on the lesser unit price, and as the estimated value of the material was $6.00, he recommended that Mr. Albert be allowed to withdraw his bid and that the material be offered to the second high bidder, Snow Williams Motor Company, who bid $0.031 per lb. The Commission approved the recommendation with the stipulation that if the second high bidder refuses to take the material at his bid price then the sale of this item is to be readvertised.

The Engineer presented a report showing the results of a survey conducted at Ashland to determine an adequate plan for improving the Pacific Highway through this area. He outlined briefly the results of the survey, stating that studies had been made on improvement of the existing route, a possible one-way street system, and a by-pass. As there appears to be no satisfactory one-way routing, consideration had been given only to the other two plans. To improve the existing highway to carry four lanes of traffic, he estimated would cost $767,000 over a distance of 1.35 miles. The by-pass construction he estimated would cost $1,525,000 for two-lane construction. The economic analysis, he stated, indicated a benefit ratio of 4.33 for improving the present road and 3.15 for the by-pass route. He pointed out that it is impossible to improve the highway through the city without the close cooperation of the City Council, particularly in the prohibition of parking, which, he stated, is the key to the whole situation. He also pointed out that at the present time, there are no funds available for expenditure on either route other than $303,000 set aside for right of way and construction of a parallel underpass and a short section immediately north and south thereof. The Commission ordered that a copy of the report be delivered to the city without commitment of any kind. (See Engineer's report in General Files for further details.)

The Engineer also submitted his report on a traffic survey conducted in the City of Baker. He pointed out that a recent action of the Baker City Council requiring parallel parking along US 30 on Broadway Avenue and Main Street has served to increase the traffic capacity of these streets and as a result there is minor congestion only between 5:00 p.m. and 6:00 p.m. He stated that a copy of

the traffic report had been sent to the City of Baker and suggested that no action be taken until the matter is again brought up by the City. The Commission accepted the suggestion.

The Engineer reported the results of a survey for the permanent location of the North Santiam Secondary Highway from the Fish Hatchery near Mehama to Salem. He pointed out that two possible routes have been located, one by-passing the towns of Stayton, Sublimity, and Aumsville, and the other by-passing only the towns of Aumsville and Sublimity. The matter was discussed briefly, but action thereon was deferred pending a public hearing to give the people of the towns of Stayton, Aumsville, and Sublimity on opportunity to present their views concerning the relocation of the highway. The Secretary was instructed to inform the respective city councils that the Commission will hold a hearing for their benefit before construction on either alignment is started and that they will be informed when a date has been set therefor.

The Engineer reported that the City of Oswego has adopted necessary parking regulations to provide for four lanes of traffic on the Oswego Highway within the city. He recalled that the Commission at its April meeting approved an expenditure of $11,000 for widening the highway within the city, providing the city adopted "NO PARKING" regulations on the section to be widened. He advised that a copy of the city Ordinance No. 463, dated May 5, 1953, has been received, prohibiting the parking of all vehicles on the east and west sides of State Street (route of the Oswego Highway) from the Oswego Creek Bridge north to Wilbur Street, and from Church Street north to Kirkham Street, but allowing parallel parking on the block between Wilbur Street and Church Street. He recommended that the Commission concur in the action taken by the city. The Commission accepted the recommendation.

Consideration was given to a request from Senator Philip S. Hitchcock and Representative Edward A. Geary, Klamath Falls, for the oiling of the Crescent Lake Road from the Willamette Highway Junction to the community of Crescent Lake. The Engineer recalled that this matter was considered by the Commission in 1951, and at that time the traffic volume did not warrant oiling. However, as of November, 1952, the traffic had increased to 220 cars daily. He recommended that a contract be let for stabilizing the base and placing an oil mat surface on the 2.2-mile section at an estimated cost of $35,000. The recommendation was approved by the Commission.

The Engineer requested authority to expend $15,000 to continue investigations and corrective measures on four slides on the Upper Columbia River Highway immediately east of Herman Creek in Hood River County. Since January 1, 1953, he stated, approximately $15,000 has been spent in investigation and relief measures, but the work is incomplete and requires considerable further study to determine the most economical method to correct the condition. The Commission approved the expenditure, as requested, as a minor betterment item from the 1953 budget.

The Engineer requested and the Commission approved the transfer of $30,000 of 1954 Federal Aid Primary Reserve Funds to finance the Moro Railroad Grade Separation Project.

The Engineer reported that under authority previously granted him, surveys had been completed for the relocation of four sections of State Highways as follows:

1. Survey for relocation of the East Unit of the Love Bridge-Black Bridge Section of the Baker Homestead Highway in Baker County.

2. Survey for relocation of the Deception Creek-Oakridge Section of the Willamette Highway in Lane County.

3. Survey for relocation of the Fields Creek-John Day Section of the John Day Highway in Grant County.

4. Survey for relocation of the Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County.

He exhibited maps showing the proposed location of each survey and explained details. He recommended that the four surveys be adopted and authority be granted to acquire the necessary rights of way. Upon a motion made by Commissioner Reynolds, seconded by Commissioner McIver, and declared unanimous by Chairman Chandler, the Commission approved the four surveys by adopting the attached resolutions relative thereto marked EXHIBIT "N-1" and "N-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A request submitted by E. L. Thompson of Bandon for installation of a stock pass under the Oregon Coast Highway between Coquille and Bandon was considered by the Commission. The Engineer reported that as a result of previous requests for stock passes, a complete study of all cattle crossings in this area had been made. He recalled that in April in connection with similar requests, stock passes had been denied when the sight-distance in both directions was in excess of 500 feet. The sight-distance at Mr. Thompson's ranch, he said, is in excess of 500 feet easterly and westerly, and he recommended in view thereof that Mr. Thompson's request be denied. The Commission approved the recommendation.

Consideration was also given to a request from the City of Mt. Vernon in Grant County for installation of a flashing beacon at the intersection of the John Day Highway and the Beech Creek Highway (US 395). The Engineer advised that an investigation made by the Traffic Engineer disclosed among other things that the 24-hour volume of traffic entering the intersection was 2,240 vehicles, of which 73 percent entered from the John Day Highway. The remaining 27 percent was divided almost evenly between the Beech Creek Highway and the Ingle Creek County Road. Also, the investigation disclosed that there were only two accidents at this intersection between January 1, 1948 and February 28, 1953, with no fatalities. As the traffic volume is low and the accident record favorable, he recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a request from the City of Stayton for a survey concerning the establishing of traffic control lights at the intersection of the North

Santiam Highway with Washington Street in Stayton, and also at the highway intersection with Hospital Road. The Engineer advised that the investigation had been made, and that the conditions as found do not justify traffic signals. However, it was found that a flashing beacon should be installed at the intersection of Washington Street with the highway as this is a right angle turn and a flashing beacon affords considerable protection in indicating turns. The investigation also revealed that no further protective measures were warranted at the intersection of Hospital Road with the North Santiam Highway. He recommended, and the Commission approved, the installation of a flashing beacon at Washington Street at an estimated cost of $400 to be paid for entirely by the State.

The Commission gave consideration to a petition submitted by the Walker Parent-Teacher Association, Ashland, Oregon, requesting:

1. The painting of crosswalks at the intersections of Walker Avenue with the Pacific Highway and the Green Springs Highway

2. The posting of warning signs concerning school children walking along highways

3. The establishment of speed zones on both highways

4. Traffic lights at the intersections of Walker Avenue and Pacific Highway and the Green Springs Highway for the benefit of school children; and that these installations be made by the beginning of the school term in 1953.

The Engineer reported that subsequent to receipt of the petition, a careful investigation had been made on the ground. The investigation, he said, disclosed that the volume of traffic at these intersections is far below the minimum national traffic signal standards for both pedestrians and vehicles. Also there were no accidents at either intersection during 1952 and the first three months of 1953. He also pointed out that the sections referred to in the petition are already under a reduced speed zone. In view of these facts, he recommended that the request for traffic signals be denied. He explained that it is the policy of the Commission to paint crosswalks only in those instances where a school boy patrol is in operation, and he recommended that this policy be continued. He also recommended that the advance warning signs at the two intersections be removed and replaced with 42-inch "SCHOOL CROSSING" signs, 300 feet in advance of each of the intersections, to be installed just before the beginning of the new school year. The Commission accepted all of the Engineer's recommendations.

A request from Jackson County for the elimination of $19,000 set up in the 1954 FAS program for the construction of two small bridges was considered by the Commission. The Engineer reported that this money was intended originally for two small bridges, one over Snider Creek on FAS 273 and one over Griffin Creek on FAS 274. The County, he stated, feels that it can build these bridges with their own forces, and for that reason they wish to combine the $19,000 with the 1955 allotment, the total to be used for construction of

a bridge over Bear Creek on FAS 273 and a bridge over the Applegate River on FAS 559. He recommended, and the Commission approved the County's request.

The Engineer requested, and the Commission approved, an increase of $80,000 in the project authorization for Contract No. 3562 on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties. He explained that this overrun was caused by slipouts of embankment materials encroaching into the Columbia River, sometimes as much as 90 feet below the water level. To replace the slipouts, it was necessary to use additional rock in slope protections and rock toe wall, which was not anticipated in the original plans.

The Engineer also requested and the Commission approved an increase of $7,000 in the project authorization for Contract No. 3885 covering the Heppner Junction Overcrossing in Gilliam County. He explained that the overrun was caused by lengthening the overcrossing 27 feet in order to provide a stock driveway and a roadway beneath the structure. In the purchase of the right of way for this structure, it was agreed to provide a roadway and stock driveway, and the most economical method of doing so was to extend the overcrossing. To have built separately the structures required in the right of way agreement, he stated, would have cost about $14,000.

Consideration was given by the Commission to a request from the Marion County Court for State maintenance of South 12th Street from the south city limits of Salem to its connection with the Pacific Highway East. The Engineer reported that the County request is based on highway truck traffic routed over this road. However, this condition has been in existence for a number of years, and as soon as the by-pass is completed, few trucks will be using the road. He pointed out that a school is now being built on South 12th Street which will cause a great deal of additional work to be done on the road to satisfy the Parent-Teacher Association. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer requested authority to install one-way traffic signals on the Applegate Bridge over Rogue River and on the West Fork, Illinois River Bridge on the Redwood Highway in Josephine County, at an estimated total cost of $5,000. He said that the expense is fully justified in order to eliminate traffic hazards that now exist at these places. The Commission approved the request.

Consideration was given by the Commission to a request from Mr. C. S. Osika, Chairman of the Governor's Regional Safety Commission, Coquille, for illumination of the intersection of US 101 and Millington Road south of the city of Coos Bay. The Engineer stated that an investigation disclosed that southbound traffic on US 101 is somewhat confused during the hours of darkness when attempting to make a left turn into Millington Road because of approaching headlights. To remedy this situation, he recommended and the Commission approved the installation of two mercury vapor luminaire units at an estimated cost of $750.

Also considered was a request from L. C. and Edna Johnson, proprietors of Tour Inn at Mitchell Point on the Columbia River Highway in Hood River County, for permission to install a luminaire unit at the intersection of the highway with the motel's access road. The Engineer stated that in the past some motels have

been permitted to install light units, but these have been only at points where there is a heavy turning movement and where sight vision is obscured. In this instance, neither of these conditions prevail, and it was his thought that installation of a luminaire unit would serve no useful purpose and might possibly be detrimental to traffic on this fast, modern highway. He therefore recommended, and the Commission approved, that the request be denied even though the owners have agreed to pay for the cost of installation.

The Commission considered a request from the City of Arlington that the State move a house on Main Street in Arlington from its present position to eliminate encroachment on a city street. The Engineer reported that this property had been purchased as an office for the State Police, and it had not been known at the time that it was encroaching upon the street. As the State Highway Department insists that there be no private encroachments on highway right of way, he recommended that the State move its building from the city street at an estimated cost of $1,000. The Commission approved the recommendation.

A request was considered by the Commission from the consolidated High School Districts of Bay City and Garibaldi for reconstruction of the Oregon Coast Highway between the towns of Bay City and Garibaldi to afford safe transportation of students by school buses. The Engineer advised that this section is somewhat substandard, but there are many other sections of highway with more critical deficiencies. He pointed out that there is no manner of financing this improvement, which he estimated will cost in excess of $500,000. He also pointed out that there are hundreds of buses operating over county roads, secondary highways and even primary highways which are far inferior to the coast highway between Bay City and Garibaldi. He recommended that the School District be advised that there are no funds for this improvement at this time. The Commission approved the recommendation.

A request submitted by Mr. George Korn, Manager of the Willamette Pass Ski Area, for additional parking space at this place was considered by the Commission. The Engineer recalled that $4,500 had been spent in 1949 for an off-highway parking area which accommodates about 50 cars. To double the capacity of the existing area he estimated would cost $7,150. He pointed out that attendance at the Ski Area is increasing each year and on week-ends approximately 50 cars are parked on the highway shoulders in an area utilized by freight trucks which stop for a check of brakes and chains before proceeding down grade. Such shoulder parking, he stated, is definitely a hazard in the winter time, and he recommended that the existing parking area be extended easterly to another connection with the main highway thereby doubling the present parking capacity at an estimated cost of $7,150. The Commission approved the recommendation.

The Engineer requested authority to install three mercury vapor lighting units at the junction of the old and the new Pacific Highway between Judkins Point and Goshen, immediately south of Eugene. He explained that this is a channelized intersection with a number of openings and during hours of darkness traffic to and from Springfield experiences considerable difficulty. An investigation by the Traffic Engineer, he stated, indicates that adequate lighting would help, and he recommended the installation of three mercury vapor units at an estimated cost of $950. The recommendion was accepted by the Commission.

A letter from Bobby B. Balzhiser of Bend was considered by the Commission. Mr. Balzhiser alleges that a hazardous condition exists at the intersection of US 97 with the Tumalo-Deschutes Road about seven miles north of Bend. The Engineer stated that investigation discloses that there is some sight restriction by reason of US 97 being in a rock cut at this location. During the last five and one-half years, he said, there have been only three reported accidents at this location not including two reported by Mr. Balzhiser. None of these, he added, were caused by the conditions referred to in his letter. As the traffic volume at this intersection is low and the accident record is not bad, it was his thought that the installation of signals or widening of the rock cut do not appear to be warranted. He recommended, in lieu thereof, and the Commission approved installation of oversize crossroad symbols on either side of the side road.

The Commission discussed with the Engineer a proposed settlement with Glens Falls Indemnity Company which furnished the performance bond for Spada Brothers in connection with State Highway Contract No. 3439 for construction of the Drake Creek-Adel Section of the Warner Secondary Highway in Lane County. In reviewing the history of this case, the Engineer recalled that Spada Brothers had been declared in default by the Commission on August 17, 1951, and arrangements had been made with the bonding company through Mr. John M. Coke, its Attorney-in-Fact, for completion of the project by contractors, Jacobsen and Arenz. The total engineering cost overrun, he stated, amounted to $16,615.77, but all of this cannot be collected from the surety as there are limitations on the amount reimbursable. Leaving out the months when the contractor's operations were shut down and the months under which no penalty was assessed would leave eight months, namely, September, October, November, and December of 1951, and April, May, June, and July of 1952 for which penalty should be assessed. The maximum which can be assessed under the contract, he stated, is $750 per month or $6,000 for the eight months' period. The payment of $6,000, he stated, is agreeable with the surety and has also been approved by the Chief Counsel. In addition to the $6,000 the surety has also agreed to reimburse the State in the sum of $12,480.90 which it owes by reason of increased costs to complete the project. In addition to this money to be paid to the State, the bonding company has been forced to pay out approximately $86,000 to settle claims against the defaulting contractor. He recommended and the Commission approved finaling of the contract with the engineering penalty of $6,000 to be assessed against the Glens Falls Indemnity Company. In the discussion of this matter, the Engineer stated that action had been taken to revise the daily limit on engineering penalties in the contracts from $25 to $50 per day. He pointed out that the old amount of $25 had been in effect for a number of years and reflected costs in an era when labor costs were much less than at the present time. Chairman Chandler expressed the thought that bonding companies should be requested to check their contractors closer on the bonds they execute in connection with State Highway contracts in order to avoid recurrence of a similar situation. The Engineer was instructed to notify the bonding companies to that effect.

Consideration was given by the Commission to a request from Swift and Company, North Portland, for the installation of two flashing beacons on the Swift Secondary Highway in the vicinity of Swift and Company's plant in North Portland. An investigation had been made in this matter, the Engineer reported, disclosing that the accident record is rather high due to the fact that the traffic is heavy and

there is no control of access. As there are no cross streets, he pointed out, and all of the culture is on the south side, it would be very difficult to control access points. The industrial concerns along the highway do not desire any change in their present accesses and it is, he added, extremely difficult to enforce the posted speed limit of 25 miles per hour. While the accident rate is high, it is still only seven accidents a million vehicle-miles as compared with a state-wide average for suburban sections on the secondary highways of 10.72 accidents per million vehicle-miles. In view of these facts and conditions, he recommended, and the Commission approved, that the request be denied.

Authority was requested by the Engineer to transfer $17,000.00 from the amount budgeted for construction of employees' dwellings at Meacham to modernization of the equipment storage building at the same location. He explained that both the District Maintenance Superintendent and the Division Engineer had urged that this change be made in order to provide adequate storage and heating facilities for winter equipment which they felt is more urgently needed than the employees' housing. It is proposed to use the $17,000.00 to construct four 14-foot storage bays, 36 feet in depth with modern toilet facilities and a furnace for heating the storage bays, the work to be done by contract and bids to be called for in August, 1953. The Commission approved the transfer as requested.

A request from the Harvey Aluminum Company for the installation of traffic lights and a turn-out and holding lane on the old Columbia River Highway at The Dalles was considered by the Commission. The Engineer reported that the Aluminum Company, which is building a plant at The Dalles, has arranged to cross the railroad tracks at grade and the Railroad Company has agreed to provide crossing signals and short-arm gates at such crossing. Further that the Alumunum Company wants the Highway Commission to install traffic lights at the highway intersection as it feels the lights will be required to handle the large amount of traffic into and from the Aluminum Plant; also, they have requested the use of the northerly side of the existing highway right of way for space to construct a turn-out and holding lane for traffic into the plant. He pointed out that upon completion of the new US 30 into The Dalles, the existing highway will be only a frontage road and there will be very little traffic on it other than that generated by the Aluminum Company, which he thought would be considerable. He recommended that traffic lights be installed at the highway intersection at an approximate cost of $3,500 to be paid by the State, and that the Aluminum Company be granted an easement to use the northerly side of the highway right of way for a turn-out and holding lane providing construction of such lane is done at the expense of the Aluminum Company. The Commission approved the recommendation on condition that the Company builds its road.

The Engineer reported that the City of Sumpter has satisfied the legal requirements with respect to the expenditure of State Tax Street Funds accrued to them during the first six months of 1952.

He also reported that the following cities have satisfied legal requirements with respect to the expenditure or State Tax Street Funds during the second six months' period of 1952: Barlow, Cascade Locks, Coburg, Columbia

City, Creswell, Dayville, Dufur, Eastside, Estacada, Fairview, Gaston, Gervais, Gold Hill, Granite, Halfway, Hammond, Hubbard, Idanha, Ione, Island City, Jefferson, Jordan Valley, Joseph, Juntura, Monroe, Monument, Mosier, Mount Vernon, North Powder, Prairie City, Scappoose, Shaniko, Sherwood, Sodaville, Summerville, Wasco, and Yoncalla.

He advised that the plans for the projects proposed to be financed with the funds available have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission accepted the recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "D-1" and "D-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to the following requests for extensions of time within which to complete the following highway contracts:

1. W. R. Grasle Company, Contract No. 3803 for installation of traffic signals in Portland and vicinity on the Columbia River and Mt. Hood Highways in Multnomah County, requested an extension of time of 90 days from January 31 to and including April 29, 1953, within which to complete this job. The contractor alleged that although all equipment had been installed by the specified completion date, the painting could not be completed until Aptil 29 because of bad weather. The Engineer reported that the painting could not be performed during the winter months and the contractor had been directed to postpone painting until better weather, which painting was completed April 29. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

2. Trowbridge and Flynn Electric Company, Contract No. 3757 for installation of traffic signals in The Dalles on the Columbia River Highway in Wasco County, requested an extension of time of 151 days from December 31, 1952, to May 31, 1953, within which to complete this work. The contractor stated that he was unable to complete the job within the specified time limit as the painting could not be done in the winter time, and he also had to make corrections in the installation. The Engineer reported that the signals were completed by the completion date except for adjustments, replacement of defective parts, and painting of the traffic signal poles. In view of these circumstances, he recommended the extension of time be granted as requested without penalty. The Commission approved the recommendation.

3. Donald M. Drake Company, Contract No. 3676 for construction of the Tualatin River Bridges on the West Portland-Hubbard Highway in Washington County, requested an extension of time of 61 days from May 31, 1953 to July 31, 1953, within which to complete this job, The contractor stated that his operations had been delayed due to high water in March and April, 1952, and also flood waters in January, 1953, which washed out falsework. The Engineer reported that the contractor's falsework had been washed out in the flood last winter, and he was not able to replace it for several months. He recommended that the extension of time be granted without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

4. Tom Lillebo, Contract No. 3707 for bridge construction on the Salem By-pass Section of the Pacific Highway East, Marion County, requested an extension of 30 days' time from April 30 to May 30, 1953, in which to complete the contract. He stated that only minor finishing work is left to be performed, which work has been held up by rain. The Engineer reported that the project was completed prior to April 30 with the exception of a small amount of surface finish which was postponed until more suitable weather. No inconvenience has been caused to traffic nor has additional engineering expense been incurred. He therefore recommended that the extension of time be granted without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

5. Teller Construction Company, Contract No. 3732 for construction of a bridge and pumphouses on the Columbia River Highway in Hood River County, requested an extension of time of 14 days from April 30 to and including May 13, 1953, within which to complete this project. The contractor alleged that the work had been delayed due to difficulties in driving pile and because of inclement weather. The Engineer reported that as far as could be determined, the pile driving was no more difficult than on other projects in the vicinity, and the contractor had laid off most of the winter months while other contractors continued to work. He recommended that the extension of time be granted subject to the contractor reimbursing the State for all engineering expenses incurred between April 30 and May 13, 1953. He presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

6. Johnston and Bryant, Contract No. 3814 for construction of a sand storage shed on the Wilson River Highway in Tillamook County, requested an extension of time of 45 days from June 15 to July 31, 1953 within which to complete this job. The contractor stated that unsettled weather prevented the painting of the shed exterior. The Engineer reported that all work except the painting had been completed prior to June 15 and as the weather was wet at that time, the contractor had been requested to defer painting. In view of these facts, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

7. Delano Aerial Surveys, Contract No. 3759 for aerial photography and topographic mapping of the Euchre Creek-Brookings Section of the Oregon Coast Highway in Curry County, requested an additional extension of time of 122 days, from February 28 to June 1, 1953, within which to complete this work. The contractor stated that a large amount of detail work plus some delays due to inspection of the Bureau of Public Roads' portion of the work had prevented completion of the contract within the limits of the previous extension of time. The Engineer reported that this is the first contract of this kind awarded in the coast area, and the time limit was too short considering the heavy terrain and the weather conditions that were encountered. He also said that no additional expense has been incurred by the State, and he recommended that the additional extension of time as requested be granted without penalty. The Commission approved the recommendation.

8. F. L. Somers, Contract No. 3660 for grading and paving the Modoc Point-Barkley Springs Unit of the Modoc Point-Algoma Section of The Dalles-California Highway in Klamath County, requested an extension of time of 273 days, from September 30, 1952 to June 30, 1953, within which to complete this contract. The contractor stated that no efforts were spared in trying to complete the project,but the start of the work had been delayed approximately two weeks while arrangements were being made for railroad protection; also, his operations were restricted more than was expected by heavy highway traffic. The Engineer stated that the contractor had prosecuted the work to the best of his ability but had been handicapped by restrictions placed on him by the adjacent railroad and by heavy traffic. He recommended that the extension of time be granted as requested without penalty, and he presented a letter from the Bureau of Public Roads concurring in the recommendation. The Commission approved the recommendation.

9. Oscar E. Joelson, Contract No. 3459 for rock production on the Lapine Section of The Dalles-California and Fremont Highways in Klamath and Deschutes Counties, requested an additional extension of time of 168 days, from April 30 to October 15, 1952, within which to complete this job. He stated that he was unable to complete the job within the limits of the previous extension of time because of heavy snow fall, and when operations had been resumed, the cinders were very wet reducing production to about one-fourth. The Engineer reported that because of a crushing job for the Bureau of Public Roads the contractor was unable to start work on this job until September 20, 1951, and could not crush during the winter months because of heavy snows. The overrun in time on this project, he stated, did not cause the State any inconvenience or extra expenditure. In fact the engineering costs were considerable less than the amount authorized. In view of these conditions, he recommended that the additional extension of time be granted without penalty. The Commission approved the recommendation. *

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* FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that the contracts, Nos. 3459, 3609, 3739, 3679, 3707, 3727, 3732, 3757, 3759, 3762, 3779, 3781, 3785, 3799, 3803, 3809, 3812, 3815, 3824, 3840, 3842, 3847, 3849, 3874, 3893, 3902, 3903, and 3924, for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that a recent investigation reveals that the stop signs at the junction of the Athena-Holdman Highway and the Havana-Helix Highway are incorrect insofar as traffic needs are concerned. He pointed out that in a resolution adopted by the Commission September 21, 1949, northbound traffic on the Havana-Helix Highway is required to stop before entering the Athena-Holdman Highway at Mile Post 3.66. A check of the 1951 traffic data revealed that the average daily traffic north of the intersection, which is three-way, was 209 vehicles; south of the intersection the average daily traffic was 253 vehicles; west of the intersection was 61 vehicles. The westerly and northerly legs of the intersection form the Athena-Holdman Highway and the northerly and southerly legs form the Havana-Helix Highway. In view of the traffic volumes it is apparent, he stated, that the traffic entering the intersection from the westerly leg on the Athena-Holdman Highway should be required to stop rather than the other, as now posted, and he so recommended. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for the Commission's consideration the designation of the Lower Columbia River Highway between Rainier and Astoria as a "throughway". He explained that when the original "throughway" system was adopted in 1948, the Lower Columbia River Highway was included only from Portland to the city of Rainier. Construction, he stated, is now underway on the Clatskanie-Delena Section and condemnation proceedings may be necessary to acquire right of way. In order to condemn access rights, it was his opinion that the section of highway from Rainier to Astoria should be designated as a "throughway" and he so recommended. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "P", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to a resolution submitted by the Douglas County Pomona Grange No. 13, requesting the lowering of the existing 40 miles per hour speed limit to 25 miles per hour on the Coos Bay-Roseburg Highway through the community of Camas Valley. The Engineer advised that following receipt of the resolution, a traffic engineering investigation had been made disclosing among other things that the alignment in this vicinity is tangent and in the past two years there had been but two accidents in the section, both of which involved property damage only. The accident rate during 1952, he stated, was 5.76 accidents per million vehicle-miles, considerably below the average accident rate for similar sections. A speed check revealed that 80 per cent of all vehicles traveled at or below a speed of 38 miles per hour and the maximum speed recorded was 45 miles per hour. In view of these findings, he recommended that the request be denied. The Commission adopted the recommendation.

The Commission also considered requests from State Representative Edward A. Geary and a Mr. O. Sisemore both of Klamath Falls for designation of a reduced speed zone on the Klamath Lake Highway between Mile Posts 45.81 and 48.66 west of Klamath Falls. An engineering investigation was conducted, the Engineer stated, disclosing among other things that there were four accidents on this section during 1951 and the accident rate during that year was 3.65 accidents per million vehicle-miles of travel, in comparison with the average accident rate of 10.72 accidents per million miles for suburban secondary highways. From 1-1-48 to 3-31-53 there were 19 reported accidents and no fatalities. In addition to these accidents there was a fatal accident during May, 1953, involving an out-of-state motorist driving a racing car, who failed to make a curve. Speed checks were taken and it was found that the lowest indicated speed which should be established would be 40 miles per hour. The safe speeds for all curves were checked and it was found that these ranged from 25 to 45 miles per hour on the curves in question; therefore, the establishment of a 40-mile-per-hour speed zone would tend to give the motorist false information. As a result of the engineering investigation, he recommended the installation of extra large curve symbol signs with advisory speed indications where necessary throughout the entire section. He also recommended that the request for a speed zone be denied. The Commission approved the recommendations.

The Engineer reported that the State Speed Control Board has established a 35-mile per hour speed limit in the southerly part and a 25-mile per hour speed limit in the northerly part of the city of Gaston on the Tualatin Valley Highway. Just north of the north city limits, he stated, there is a short section which includes a narrow bridge and an abrupt change from rural to urban culture. A traffic engineering investigation has been conducted, he stated, revealing that the reduced speed zone should be extended from the north city limits of Gaston to a point 0.05 mile northerly therefrom, and he so recommended. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that residents along Crocker Lane, which intersects the Junction City-Eugene Secondary Highway between Eugene and Junction City, known as the River Road, complain of the hazard caused by the parking of vehicles on the shoulders of the highway and the servicing of such vehicles at the pumps of a service station near the intersection of Crocker Lane and River Road. He further stated that an investigation disclosed that the sight distance at this point is somewhat restricted, and while there have been no accidents thus far, a potential hazard exists. As it is unlawful to service vehicles on the right of way, he suggested that notice be sent to the service station operator ordering him to desist from such practice. He requested authority to erect a fence along the right of way line to physically prevent such servicing, and he also recommended that parking on the shoulders of the highway in the immediate vicinity be prohibited. The Commission accepted the Engineer's suggestion and recommendations and thereupon instructed the Chief Counsel to prepare an appropriate resolution covering the entire matter for adoption by the Commission at its next

regular meeting.

The matter of permitting vehicles to park on highway shoulders at the "Top O' Hill" Cafe on US99E near Mile Post 26.0, a short distance north of Aurora, was considered by the Commission. The Engineer reported that this spot is a favorite stopping place for truckers, but even though ample area has been provided for off-highway parking, some of them continue to park their vehicles on the highway shoulders. There have been, he stated, about six accidents at this location in which shoulder parking was either the direct or indirect causative factor. To alleviate the situation, he recommended and the Commission approved that parking on shoulders be prohibited on both sides of the highway between Mile Post 25.68 and Mile Post 26.0. The attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

Consideration was also given to the problem of cars parking on highway shoulders on the Oregon Coast Highway in the vicinity of an auto race track near Neotsu in Lincoln County. The Engineer recalled that on July 26, 1950, parking had been prohibited in this area because of the race track, and on October 20, 1952, the action was rescinded as the race track had been abandoned. However, the race track is again in operation and shoulder parking has again become a problem. He recommended that the "No Parking on Highway Shoulders" restriction be re-enacted between Mile Post 123.20 and Mile Post 123.58. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that complaints have been received regarding the inconvenience and potential hazards created by reason of indiscriminate shoulder parking on the Netarts Secondary Highway easterly a distance of 0.12 mile from the east end of the bridge crossing the Tillamook River. An investigation conducted by the Traffic Engineering Division, he stated, disclosed five accidents on this section during the past five years, all of which involved property damage only. Photos taken in the vicinity show that off-street parking is available and that vehicles parked head-in overhang the edge of the 16-foot concrete pavement at McKinley's Moorage. In view of these conditions he recommended that shoulder parking be prohibited between Mile Post 1.55 and Mile Post 1.67 on the Netarts Secondary Highway. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported for confirmation removal of reduced load limits on the following state highway sections and bridges.

McKenzie Primary Highway, No. 15; West Diamond Lake Secondary Highway No. 233, Crater Lake Highway No. 22, Clackamas Secondary Highway No. 171, Old Oregon Trail Primary Highway No. 6, and the Elkton-Sutherlin Secondary Highway No. 231. He explained that these reduced load limits had been placed in the first instance to protect the roadways and the bridges due to freezing and thawing conditions in the highways and structural weaknesses in the bridges. These conditions, he stated, in certain instances no longer exist or have been removed and the reduced load limits are no longer necessary. The Commission approved the Engineer's action in removing reduced load limits by adopting the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that under authority previously granted him, he ordered reduced load limits on the following sections of state highways: McKenzie Highway No. 15, Rome-Princeton Secondary Highway No. 442, Crater Lake North Secondary Highway No. 232, East Diamond Lake Secondary Highway No. 425, and West Diamond Lake Secondary Highway No. 233. The reduced load limits, he explained, were placed because of softened roadbed conditions due to freezing, thawing and excessive moisture. Such action, he stated was necessary to protect the highways from damage. The Commission confirmed the Engineer's action by adoption of the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that construction of the Catching Slough-Enegren Ferry Section of the Coos River Highway in Coos County has been completed and is now open to traffic. In compliance with an agreement previously entered into with Coos County, he recommended that the old highway section be turned over to Coos County to be maintained as a county road. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

An abandonment agreement with Grant County covering the Mt. Vernon-John Day Section of the John Day Highway in Grant County was considered by the Commission. The Engineer reported that it is planned to reconstruct this section of highway during the season of 1953, and under the terms of the agreement the County agrees to take over and maintain certain portions of the old highway route as a county road after the newly constructioned section has been completed and opened to traffic. He recommended and the Commission approved the agreement. (The abandonment agreement was signed by the Commission on the following day.)

Also considered was an abandonment agreement with Clatsop County covering the Nehalem River Bridge Section of the Nehalem Highway in Clatsop County. The Engineer reported that it is planned to reconstruct this section of highway during 1953 and the County has agreed, under the terms of the agreement, to maintain a certain portion of the abandoned route as a county road when the newly constructed section is completed and opened to traffic.

He recommended that the agreement be approved. The Commission accepted the Engineer's recommendation. (The abandonment agreement was signed by the Commission on the following day.)

The Commission also gave consideration to an agreement with Marion County covering the handling and routing of Fisher Road traffic in connection with construction of the Salem By-Pass in Marion County. The Engineer explained that in connection with the Salem By-Pass, the Commission had previously entered into an agreement with the County under date of February 1, 1952, providing for handling and routing of certain county roads and it has now been determined that this agreement should be supplemented by provisions for widening, improving and extending Fisher Road to form a service road for properties lying east of the By-Pass section. He explained that the road is to be extended southerly to a connection with the Silverton Road. He recommended that the agreement be approved. The Commission accepted his recommendation. (The agreement was signed by the Commission on the following day.)

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 4:00 p.m., Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action being by unanimous vote.

"Grading and oiling on the New Bridge-Richland Section of the New Bridge County Road north of Richland in Baker County. Two bids were received for this work, the low one being submitted by Arthur Simonsen, Baker, at $44,390.50. The bid of Arthur Simonsen in the sum of $44,390.50 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from Bureau of Public Roads and Baker County has made provisions for the deposit of $13,950.00, which is said County's share of cost based upon the low bid.

"Grading and paving the North Corvallis Section of the Pacific Highway West at Corvallis in Benton County. Fourteen bids were received for this job, the low one being submitted by Berke Bros., Portland, at $285,426.00. The bid of Berke Bros. in the sum of $285,426.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Installation of traffic signals on the Oswego Highway at 7th and Main Streets in Oregon City and on the Tualatin Valley Highway at Pacific Ave. and Main St. in Forest Grove in Clackamas & Washington Counties. Four bids were received, the low bid being submitted by Trowbridge & Flynn Electric Co., Medford, at $6,040.00. The Commission deferred award of the contract pending receipt of an agreement signed by Oregon City officials pertaining to traffic regulations on streets near the east end of the Willamette River Bridge. (The contract was awarded to the low bidder on the following day.)

"Grading and rock base on the Apiary Section of the Rainier-Apiary County Road south of Rainier in Columbia County. Fifteen bids were received for this project, the low one being submitted by M. L. O'Neil & Son, Eugene, at $41,740.50. The bid of M. L. O'Neil & Son in the sum of $41,740.50 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from Bureau of Public Roads and Columbia County has made provisions for the deposit of $9,600.00 which is said County's share of cost based upon the low bid.

"Grading and oil mat surfacing on the China Camp Marsh Section of the Oregon Coast Highway about 3 miles north of Coquille in Coos County. Keith Bros., Medford, submitted the low bid out of six bids received for this project at $70,612.00. The contract has been awarded to the low bidder at their bid price.

"Paving Michigan Avenue in the City of Empire in Coos County. Porter W. Yett, Portland, submitted the only bid received for this job at $11,436.00. The contract has been awarded to Porter W. Yett at his bid price.

"Paving on Ash, Second and Third Streets in the City of Myrtle Point in Coos County. Porter W. Yett, Portland, submitted the only bid for this work at $13,170.00. The contract has been awarded to Porter W. Yett at his bid price.

"Construction of a concrete deck girder bridge over Willow Creek on the Columbia River Highway at Heppner Junction in Gilliam County. Five bids were received for this project, the low one being submitted by Hamilton & Thoms, Eugene, at $151,435.00. The contract has been awarded to the low bidder at their bid price.

"Paving on Wilson Street in the town of Monument in Grant County. Three bids were received for this job, the low one being submitted by J. C. Compton Co., McMinnville, at $11,810.00. The contract has been awarded to the low bidder at their bid price.

"Landscaping at Coburg Junction on the Pacific Highway in Eugene, Lane County. Rich & Sons Nursery, Hillsboro, submitted the low bid for this job at $12,186.40. Two higher bids were also received. The contract has been awarded to the low bidder at their bid price.

"Construction of a concrete bridge over Bilyeu Creek on County Road No. 832 in Linn County. Four bids were received for this work, the low one being submitted by Lindstrom Bros., Inc., Portland, at $12,796.00. The Commission has referred all bids to Linn County as this is a county project.

"Construction of a concrete bridge over Crabtree Creek on Market Road No. 7 in Linn County. Two bids were received for this job, the low one being submitted by Lindstrom Bros., Inc., Portland, at $27,704.00. The Commission has referred all bids to Linn County as this is a county job.

"Oiling and shoulder construction on the Kingston-Scio and Oak Creek-

Plainview Sections between Stayton and Scio on the Scio-Stayton County Road, and between Lebanon and Brownsville on the Lebanon-Brownsville County Road in Linn County. J. C. Compton Co., McMinnville, submitted the low bid for this work at $72,273.00. Four higher bids were also received. The bid of J. C. Compton Co. in the sum of $72,273.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from Bureau of Public Roads and Linn County has made provisions for the deposit of $16,300.00 which is said County's share of the cost based upon the low bid.

"Grading and paving on Race Track Street in the Town of Heppner, Morrow County. Five bids were received for this work, the low one being submitted by Warren Northwest, Inc., at $15,804.00. The bid of Warren Northwest, Inc., in the sum of $15,804.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Heppner and provision has been made by said city of funds for the cost of the project in excess of $15,000.00, which amount will be advanced by the State.

"Remove and reconstruct pile trestle approaches to the swing span over the Nehalem River on the Oregon Coast Highway in Tillamook County. Three bids were received for this job, the low bid being submitted by H. G. Palmberg, Astoria, at $66,814.00. The contract has been awarded to the low bidder at his bid price.

"Grading and oiling on the Friend-Dufur Section of the Friend County Road about nine miles south of Dufur in Wasco County. Four bids were received for this job, the low bid being submitted by J. N. Conley, Portland, at $74,288.00. The bid of J. N. Conley in the sum of $74,288.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from Bureau of Public Roads and Wasco County has made provisions for the deposit of $22,000.00 which is said County's share of cost based upon the low bid.

"Construction of a masonry block maintenance shed at Forest Grove in Washington County. J. E. Jeremiah, Portland, submitted the low bid for this work at $6,503.75. Four higher bids were also received. The contract has been awarded to the low bidder at his bid price.

"Construction of a masonry block maintenance shed at Manning on the Sunset Highway in Washington County. The low bid for this job was submitted by J. E. Jeremiah, Portland, at $15,394.00. Six higher bids were also received. The contract has been awarded to the low bidder at his bid price.

"Construction of Buck Hollow Bridge over Willamina Creek on the Willamina-Coast Creek Road in Yamhill County. Six bids were received for this job, the low bid being submitted by Hamilton & Thoms, Eugene, at $51,770.00.

The bid of Hamilton & Thoms in the sum of $51,770.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from Bureau of Public Roads and Yamhill County has made provisions for the deposit of $11,650.00, which is said County's share of cost based upon the low bid.

The Engineer requested confirmation of the authority given him on June 18 to permit log haulers to haul on Saturday afternoons beginning June 20. He explained that the request for such privilege had been submitted by the Western Forest Industries Association and by individual operators to allow them to replenish their depleted log supplies. Telephone approval of this request was secured from two of the Commissioners, following which the Public Utilities Commissioner, the State Police, the weighmasters and the press had been notified that log hauling would be permitted on Saturday afternoons beginning June 20 and extending to the winter season with the exception of July 4, a holiday, and September 5, which is the Saturday preceding Labor Day. The Commission confirmed the Engineer's action.

Consideration was given by the Commission to a letter from John B. Lloyd inviting members of the Commission to take part in ceremonies incident to dedication of the Weiser Interstate Bridge across the Snake River on July 9, 1953. The matter was discussed, and the Commission agreed that someone representing the Highway Department should be present. Commissioner Reynolds volunteered to represent the Commission on this occasion. It was understood that Mr. A. F. Parson, Division Engineer, will also attend.

An agreement with Morrison-Knudsen Company of Boise, Idaho, for the removal of 30,000 yards of cinders from a state-owned cinder pit adjoining the Burns-Crane Highway was considered. The Engineer advised that the pit contains a far greater amount of material than will be needed by the Highway Department in the forseeable future. The Union Pacific Railroad Company, he stated, has asked permission to take approximately 30,000 yards of material from this pit as ballast for its railroad tracks, the materials to be removed by the Morrison-Knudsen Company, and has agreed to pay five cents per cubic yard for the material. He recommended approval of the request and execution of the agreement. The Commission accepted the Engineer's recommendation. (On the following day the agreement was signed by the Commission.)

Increase in salary ranges for engineering classifications as approved by the Civil Service Commission were considered by the Commission. The Engineer explained that the last increase in engineering classifications authorized by the Civil Service Commission was in August, 1951, and recently the Civil Service Commission had approved an increase effective July 1, 1953, for all engineering classifications with the exception of Grade VII. There are only two persons in the Grade VII range, being Mr. W. C. Williams and Mr. W. W. Stiffler, Assistant State Highway Engineers. Increases, he pointed out, have been granted to state officials by the state legislature and in line with these increases, the Civil Service Commission has approved a new rate for the Grade VII classification. The present

rate for this grade is $738.00 to $851.00 per month. The new rate ranges from $805.00 to $926.00. Authorization, he stated, has been secured from the Civil Service Commission and approved by Governor Patterson to pay these two men $900.00 per month. He presented a tabulation of rates applying to the engineering classifications, showing the present and proposed rates, and recommended that the proposed rates be approved. The Commission approved the rates as presented by the Engineer.

The Commission gave consideration to a request from Mr. W. S. Phelps, Management Assistant with the Oregon State Board of Forestry, for temporary permit to construct a scaling platform on the southerly side of the Wilson River Highway at Glenwood. The Engineer reported that the scaling platform is to be used in scaling logs sold by the Forestry Department from the Tillamook Burn area. The application, he stated, has been investigated by the Division Engineer and the Traffic Engineering Division, whose recommendation it is that a temporary permit be granted to construct such a platform, the installation and removal of the platform to be at the expense of the Forestry Department, and the permit to expire on December 31, 1954. The recommendation was accepted by the Commission.

The Commission approved out of state travel expenses for the following people:

1. R. H. Baldock to attend Executive Committee meeting of the AASHO at Mackinac Island, Michigan, and Executive Committee meeting of the Highway Research Board in Wequetonsing, Michigan, June 30 to July 4, 1953, the estimated cost being $330.00.

2. W. C. Williams to attend the Advisory Committee meeting on the WASHO test road at Ogden, Utah, on June 29 and 30, 1953, the estimated cost being $115.00.

3. C. H. Maison, Manager, Accounting Division, to go to San Francisco, California, June 16 to 18, 1953, to check audit charges in books of the Southern Pacific Company concerning Modoc Point-Barkley Springs Section of The Dalles-California Highway. The cost of the trip is estimated at $100.00.

Consideration was given to a proposed cooperative agreement with the U.S. Geological Survey regarding investigation to determine stream flow in small drainage areas. The Engineer reported that during the last two years the Commission had approved cooperation in this work and the Highway Department now is beginning to get very favorable data from the results of this investigation. He pointed out that for the first time the Department is now able to predict with reasonable accuracy the volume of runoff per square mile in several sections of the state thereby effecting real economies in the design of roadway culverts. He felt that it would be advantageous to continue the investigation for another year beginning June 30, 1953. After some further discussion and upon the En-

gineer's favorable recommendation, the Commission approved the extension of the agreement for one year and authorized the expenditure of a maximum of $5,000.00 as the State's share of the cost.

A request from Charles A. Crump was considered for permission to install a factory-made cattle guard on the Warner Secondary Highway about 5.9 miles north of Adel in Lake County. The Engineer reported that Mr. Crump proposes to make the installation at his own expense, but as yet has not submitted a plan. He recalled that some few years ago the Bridge Engineer had designed a cattle guard with concrete sills and steel rails which would cost approximately $4,000.00. No valid permits, he stated, are in effect authorizing the use of cattle guards of any design on any state highway. It was his opinion that they are hazardous to highway traffic, and upon his recommendation the Commission denied the request.

The Commission considered and approved a report submitted by the Secretary showing vouchers and lists signed by him during the period May 15 to June 24, 1953.

The Commission gave consideration to the following items of unfinished business as they appear on the summary prepared by the Secretary as of May 23, 1953.

1. Car parking problem on US 30 at Koberg Beach near Hood River. This matter had been considered earlier in the day in reports rendered by the Parks Superintendent and the Engineer. The item was ordered deleted from the list of unfinished business.

2. Proposed hearing regarding route of the North Santiam Highway as it affects Stayton. The Commission instructed that the interested parties be advised that a hearing would be held, and as soon as the date for such hearing has been determined, they would be advised. The item was ordered deleted from the list of unfinished business.

3. Proposal for development of a State Park at Ochoco Reservoir east of Prineville. Further action in this matter was deferred pending inspection by the Commission, probably in August. This item is to remain on the list of unfinished business.

4. Proposed sale of excess property on the Divide-Rice Hill Section of the Pacific Highway to Scott's Valley School District No. 18. This property was viewed by the Commission on their trip through Southwestern Oregon during May 20-23, 1953. At that time, the Commission agreed that to sell to the District 10 acres at $250.00 per acre, or if the District takes the entire tract consisting of 24 acres, then the price would be $200.00 per acre. Construction of a fence to keep school children off the highway was discussed, and it was agreed that if the property is sold to the school, the school may erect a fence but the State will not contribute toward the cost.

The Commission confirmed the action and ordered the item deleted from the list of unfinished business.

5. Use of local counsel in trial of condemnation cases. No action was taken by the Commission at this time. The item is to remain on the list of unfinished business.

6. Request of Mr. E. V. Nelson for commercial access to his proposed "Prehistoric Gardens" on the Oregon Coast Highway near Mussel Creek in Curry County: Consideration had been given to this matter by the Commission at the meeting on May 18, but action had been deferred pending inspection by the Commission on their trip through Southwestern Oregon during May 20-23, 1953. At that time, the Commission viewed the property and approved dual access to be used for this particular commercial venture and for no other purpose whatsoever that caters to the public. The Commission confirmed the action. This item is to be removed from the list of unfinished business.

7. Request of the West Coast Telephone Company to change the proposed location of their telephone line along the Umpqua Highway between Reedsport and Scottsburg: The Engineer reported that as instructed by the Commission at the May meeting, a representative from the Highway Department had been instructed to review the location with a telephone company representative, but to date the report had not been completed. This item is to remain on the list of unfinished business.

8. Request of the Powder River Sportsmen's Club, Baker, for construction of parking, picnic and restroom facilities adjacent to Unity Reservoir on the Baker-Unity Highway in Baker County: Action on this matter was deferred pending inspection by the Commission on its inspection trips into Eastern Oregon in July. This item is to remain on the list of unfinished business.

9. Proposed expenditure of $40,000.00 to construct a bridge at Wolf Creek on the Pacific Highway in Josephine County: The Engineer recalled that the Commission had tentatively approved this expenditure at the May meeting, but had withheld final approval pending an inspection which was made by the Commission on the trip through Southwestern Oregon during May 20-23, 1953. The Commission confirmed the expenditure. This item is to be removed from the list of unfinished business.

10. Proposed changes in construction plans on the Brushes Creek Section of the Oregon Coast Highway: Action had been deferred on this matter at the meeting on May 18, 1953, pending personal inspection by the Commission on the trip through Southern Oregon during May 20-23, 1953. On May 22, 1953, the section was viewed by the Commission, and the Engineer was instructed at that time to prepare a survey. The Engineer reported that the survey is now under way and will be presented for consideration as soon as it is

completed. The Commission ordered this item continued on the list of unfinished business.

11. Proposed programming of available Federal Aid Funds: This item was ordered deleted from the list of unfinished business inasmuch as the program had been adopted by the Commission on its inspection trip in June.

12. Proposed extension of the highway from Havana south to a connection with the Oregon-Washington Highway east of Pendleton: Action on this matter was deferred pending personal inspection by the Commission on its trip into Eastern Oregon, in July. The item is to remain on the list of unfinished business.

13. Protest from Port Orford Chamber of Commerce regarding the present policy of State weighmasters and relocation of the Bandon truck scale: The Engineer reported that as instructed at the May meeting, an investigation was being conducted for a suitable scale site location in Curry County, and that as soon as a suitable site has been found, the matter would be presented to the Commission. The Commission ordered the item deleted from the list of unfinished business, and if the matter again comes up, it is to be treated as new business.

14. Request of Mr. & Mrs. C. H. Starett that the State purchase their property adjacent to the proposed right of way of the West Portland-Harbor Drive Section of the Portland-Salem Expressway: This matter was considered by the Commission at the meeting May 19, 1953, and the Engineer and Right of Way Engineer were instructed at that time to ascertain all of the facts and submit a report, which report was submitted on May 27. The Commission viewed the property during its inspection trip in June, and at that time denied the request inasmuch as the property is in no way required for State Highway use. The Commission confirmed the action and ordered this item removed from the list of unfinished business.

15. Request to haul logs on the Territorial Secondary Highway between Douglas County line and the Pacific Highway at Anlauf: This matter was considered by the Commission at its meeting on May 19, but action was deferred pending a determination by the Engineer as to a safe means of hauling logs over the highway, and an inspection by the Commission on its trip through Western Oregon during May 20-23, 1953. Action was taken by the Commission on May 23, and the Engineer was then instructed to issue permits for hauling logs over the section with the provision that flagmen are to be provided on the narrow sections. The Commission confirmed the action and ordered this item removed from the list of unfinished business.

16. Striping of traffic lanes on Adams Avenue in La Grande. The Engineer reported that as instructed by the Commission at the meeting of May 19, the matter had been investigated as to a method to properly safeguard traffic, and as a result the striping has been completed.

This item is to be removed from the list of unfinished business.

17. Proposed construction of a retaining wall along the city park in Condon where the park adjoins the highway: The Engineer reported that as instructed by the Commission, the matter had been reinvestigated, and it was found that it will cost approximately $10,000.00 to construct the wall. Action was deferred pending inspection by the Commission on its trip into Central Oregon during July. This item is to remain on the list of unfinished business.

18. Proposed erection of signs to inform tourists regarding historical landmarks and some sort of brochure describing interesting things in the vicinity: This item was reported on by the Parks Superintendent earlier in the day and was ordered removed from the list of unfinished business.

19. Proposed location of highway at north entrance to Ontario and determination as to whether an "underpass" or an "overpass" is to be constructed: The Engineer reported that the survey of this section is not yet completed, but as soon as it is, it will be presented to the Commission for consideration. This item is to remain on the list of unfinished business.

20. Request for access to The Dalles-California Highway in Lapine: Action on this matter was deferred pending inspection by the Commission on its trip into Central Oregon later in the season. This item is to remain on the list of unfinished business.

21. Request of Nehalem Bay Expansion Association for:

1. Study of the proposed highway between Elsie on the Sunset Highway and the junction with the Necanicum Highway north of Mohler.

2. Establishment of road through Short Sand Beach Park from the Oregon Coast Highway to the top of Neahkahnie mountain.

3. Construction of a road on the Nehalem Sandspit.

4. Re-routing of the Oregon Coast Highway from a point near Otis via ocean frontage on Cascade Head to a point near Neskowin.

These matters were discussed briefly, and upon the Engineer's negative recommendation were denied by the Commission as there are no funds available to finance them.

The Commission confirmed the date of July 22, 1953, as the date for its meeting to consider the sale of $32,000,000.00 of Oregon Highway Bonds as authorized by the 1953 legislature. The meeting is to be held

in the Imperial Room of the Imperial Hotel, Portland, and is to convene at 10:00 A.M. The Commission also confirmed the dates of August 6 and 7, 1953, as the dates for the next regular Highway Commission meeting to be held in the Green Room of the Imperial Hotel. The Secretary was instructed to make the arrangements for the meeting place for both meetings.

Portland, Oregon
June 26, 1953

The meeting of the State Highway Commission reconvened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st. Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud pursuant to previous published notice at the conclusion of which it was announced that awards of contracts would be made at 3:00 p.m. in the same room.

BENTON COUNTY
TWIN BRIDGES-MUDDY CREEK GRADING AND ROCK SURFACING

A. H. Saxton & Son, Corvallis	$21,093.00
Buchanan Excavating Co., Junction City	21,429.50
J. R. Taggart, Salem	25,041.50
Smith Sand & Gravel Co., Albany	27,009.10
Durbin Bros., Eugene	29,652.00
Q. L. Rufener, Portland *	34,275.00

*Bidder will accept only one project.

CLACKAMAS COUNTY
KELLOGG CREEK BRIDGE AND GRADING AND PAVING

Birkemeier & Saremal, Portland	60,275.00
Parker-Johnson Co., Portland	61,238.00
Lindstrom Bros., Portland	63,424.50

Kellogg Creek Bridge and Grading and Paving (cont)

L. H. Gordon, Milwaukie	$66,563.50
General Construction Co., Portland	73,231.00

CLACKAMAS COUNTY
OSWEGO HIGHWAY PAVEMENT WIDENING

Portland Road & Driveway Co., Portland	12,083.50
Parker & Fuhrman, Oakland	12,174.00
Oregon Asphaltic Paving Co., Portland	12,878.00
Parker-Schram Co., Portland	13,298.00

CURRY COUNTY
BROOKINGS PAVING PROJECT

No bids received

CURRY COUNTY
RINEHART CREEK BRIDGE

Peter Kiewit Sons' Co., Longview, Wash.	162,410.00
Tom Lillebo, Reedsport	169,145.00
Babler Bros., Inc., Portland	174,960.00

DESCHUTES COUNTY
BURGESS ROAD FOREST BOUNDARY-LAPINE JUNCTION SECTION
OIL MAT SURFACING PROJECT

Babler Bros., Inc., Portland	24,890.00
J. C. Compton Co., McMinnville	27,712.00

DESCHUTES COUNTY
REDMOND GRADING AND PAVING PROJECT

Babler Bros., Inc., Portland	10,040.00

GILLIAM COUNTY
MIKKALO AND LONE ROCK ROADS
MIKKALO-OLEX JUNCTION AND CONDON JUNCTION OILING PROJECT

Russell Olson Construction Co., Pendleton	23,858.00
Babler Bros., Inc., Portland	24,370.00
O. C. Yocom Co., McMinnville	27,979.00

HOOD RIVER COUNTY
GRADING AND OILING PROJECT FRANKTON METHODIST LANE
AND COUNTRY CLUB ROADS

Warren Northwest, Inc., Portland	41,240.00
Harr and Horton, Portland	41,728.60
Oregon Asphaltic Paving Co., Portland	45,695.00

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JACKSON COUNTY
SNIDER CREEK BRIDGE

Bessonette & Graff, Medford	19,945.00
Babler Bros., Inc., Portland	21,420.00
R. & M. Construction Co., Central Point	25,774.00
Ausland & Dodson, Grants Pass	27,861.00

JACKSON COUNTY
GRIFFIN CREEK CULVERT

Ausland & Dodson, Grants Pass	7,030.00
R. & M. Construction Co., Central Point	7,434.40
T. W. Thomas, Portland	7,700.00
Babler Bros., Inc., Portland	7,840.00
Bessonette and Graff, Medford	7,989.00
American Construction Co., Beaverton	12,636.00

JEFFERSON COUNTY
COVE PALISADES STATE PARK CAMP FACILITIES

Enoch I. Maerz, Salem	17,177.00

KLAMATH COUNTY
KLAMATH FALLS MAINTENANCE BUILDING

R. H. Jones, Hillsboro	21,338.00
Pinniger & Watkins, Klamath Falls	21,826.00
Harold W. Salter, Rogue River	23,372.40

LANE COUNTY
GRADING AND OILING SPRINGFIELD SECTION

Inter City Sand & Gravel Co., Inc., Eugene	30,790.00
Eugene Sand & Gravel Co., Eugene	42,139.00

MULTNOMAH COUNTY
LANDSCAPING TILLAMOOK STREET-STEEL BRIDGE UNIT
PACIFIC HIGHWAY WEST IN PORTLAND

Knight Pearcy Nursery and Parkrose Nursery, Portland	17,169.50
Portland Construction Co., Portland	22,430.00
Rich & Sons Nursery, Hillsboro	25,837.00

POLK COUNTY
ASH CREEK BRIDGE

General Construction Co., Portland	17,211.00
United Builders, Inc., Beaverton	19,280.00
Central Paving Co., Dallas	20,562.00
H. G. Carl Construction Co., Salem	20,751.76

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Ash Creek Bridge (cont)

Babler Bros., Inc., Portland	21,200.00
American Construction Co., Beaverton	23,490.00

POLK COUNTY
GRADING AND FINISHING WEST APPROACHES TO SALEM BRIDGES

F. O. Laws, Salem	17,285.00
Natt McDougall, Co., Portland	18,361.00
Q. L. Rufener, Portland *	19,720.00
F. C. Scott Construction, Portland	21,360.00
C. T. Malcom, Portland	22,995.00
John A. Logan, Portland	24,484.00
Mike B. Porter, Salem	34,170.00

*Bidder will accept only one project.

SHERMAN COUNTY
GRADING AND OILING FULTON CANYON-WASCO ROAD

No bids received

TILLAMOOK COUNTY
TILLAMOOK OFFICE BUILDING

Lloyd G. Sperling, Tillamook	16,218.00
Ferguson-Cassady Co., Portland	18,488.00

UMATILLA COUNTY
MILTON-FREEWATER PAVING PROJECT

H. J. and H. W. Miller, Baker	13,100.00
Morrison & Lamping, Walla Walla, Wash.	13,800.00

UNION COUNTY
UNION PAVING PROJECT

La Grande Concrete Pipe Co., La Grande	11,244.50
Morrison-Lamping Co., Walla Walla, Wash.	12,345.00
H. J. and H. W. Miller, Baker	12,643.00

WASCO COUNTY
15-MILE CREEK BRIDGE

Wall & Son, Portland	19,300.00
Geo. E. Berry, Beaverton	21,162.50
Erick Enquist, Portland	22,365.00
Babler Bros., Inc., Portland	23,400.00

June 25 and 26, 1953

WASHINGTON COUNTY
LOWER BOONES FERRY ROAD OVERPASS

Birkemeier & Saremal, Portland	40,170.00
Parker-Johnson Co., Portland	41,170.00
Johnston & Bryant, Newberg	44,395.00
United Builders, Inc., Portland	47,270.00
Lockyear & White, Longview, Wash.	47,680.00
General Construction Co., Portland	48,967.50
Babler Bros., Inc., Portland	49,270.00

Hon. James H. Sturgis, County Judge, Umatilla County, appeared before the Commission concerning construction of a road extending from Ordnance on US30, northerly to a connection with US730 near Umatilla. He explained that the road is needed in connection with the bridge to be constructed across the Columbia River at Umatilla, and on which it is planned to receive bids in the middle of August. It was his thought that the Federal Government would be interested in the road and might contribute funds towards its construction as it connects two government projects. He gave as his feeling that the road would provide a saving in distance of about five miles between common points. Action on the matter was deferred pending personal inspection by the Commission on its trip through Eastern Oregon in July.

Mr. Fred A. Taylor and Mr. H. L. Claycombe, representing the Ashland Chamber of Commerce, appeared before the Commission concerning improvements to the Pacific Highway between Medford and Ashland. Mr. Taylor stated that the Chamber of Commerce also is interested in getting highway improvements within the city of Ashland, and they would use their influence as much as possible to sell the idea of prohibiting parking on the highway through the city. They requested early construction of a section consisting of .7 of a mile to connect with the existing 4-lane section in the city. He also said that they would endeavor to get "off-street" parking of cars with no parking on the highway route. Mr. Claycombe pointed out that all residents and businesses along the highway are not in favor of improvement, and that it will be necessary to conduct a campaign of education within the city. Chairman Chandler concluded the discussion by stating that the engineers economic survey concerning highway routing as it pertains to Ashland has been completed, and a copy of the same will be sent to the city for its information.

The Chief Counsel brought up the matter of a proposed agreement with the Daughters of the American Revolution pertaining to their construction and maintenance of a caretaker's building within Champoeg State Park site. He stated that as instructed by the Commission at a previous meeting, a form of agreement had been prepared which is agreeable with the DAR. The agreement provides among other things a clarification of the DAR right to occupy land in the park and the right to construct and maintain buildings on the property within their jurisdiction, with the stipulation that the buildings

are to be kept in good repair. No commercial ventures are to be allowed other than the operation of a tea room and the selling of antiques. The agreement also provides that should the premises be required for public purposes, the DAR property may be moved by the State at State expense. The agreement, he added, has the approval of the State Parks Superintendent, and he recommended that it be accepted by the Commission. The Commission approved the agreement.

In connection with this matter the Chief Counsel requested authority to prepare a bill for submission to the 1955 legislature giving the Commission authority to grant permits to operate historical places, buildings, etc. in State Parks. The Park Superintendent stated his approval of the plan. The request was granted by the Commission.

The Chief Counsel brought up for discussion the illegal cutting of standing timber in Van Duzer corridor on the Salmon River Highway by a Mr. J. W. Birchell sometime between August and November, 1952. Mr. Birchell, he stated, removed approximately 27M board feet of timber from State property which had a value of $400. He had been notified that triple damages would be required, and in reply he tendered a check for $600., or regular value plus one-half. The Chief Counsel pointed out that in the event of a suit to collect a larger amount of money, there is a question as to whether the State could actually prove that he took the trees. He recommended that the $600. be accepted as payment in full, and the case be closed. The Commission approved his recommendation.

The Chief Counsel also presented a proposed agreement with the United States Bureau of Land Management for joint usage of a radio transmitting site near Vale. The land, he stated, is owned by the Bureau of Land Management, and it is to the State's advantage to use the property for the State's radio facilities. Mr. W. W. Stiffler, Assistant Highway Engineer, explained that the Bureau has a site at Vale, and the State owns and operates a station at Baker. Under the terms of the agreement, it is proposed that rights would be granted to the Bureau of Land Management for use of the State station at Baker in exchange for State use of the Bureau's site at Vale. Following the Chief Counsel's recommendation of the agreement from the legal point, and the Engineer's recommendation from a standpoint of utility, the Commission approved the agreement, which extends for a period of 25 years from October 1, 1952, but can be terminated by either party upon 90 days notification to the other.

Mr. H. L. Goodmanson, Drain, Oregon, Chairman of Highway 38 Association, appeared before the Commission to request improvements to the old route of the Pacific Highway northerly from Drain to Anlauf, and southerly from Drain to Yoncalla. He presented letters from the City of Drain, the Yoncalla Lions Club, the City of Yoncalla, the City of Elkton, and the Lower Umpqua Chamber of Commerce, all urging such improvements. He pointed out that the old highway between Anlauf and Yoncalla was built many years ago and contains a great number of curves and other dangerous features. He also pointed out that three people have been drowned during the past year due to lack of guard rail. that there

are 47 curves in the 5½ mile section and that truck traffic is increasing. Mr. Goodmanson did not wait for the Commission to reply to his request.

A delegation from Southern Oregon representing the Ashland, Medford and Grants Pass Chambers of Commerce, appeared before the Commission and requested several improvements to highways in Southwestern Oregon. The following people composed the group: Paul Rynning, County Engineer, Medford Chamber of Commerce; Fred Taylor and H. L. Claycombe, Ashland Chamber of Commerce; and Charles McClean, Grants Pass Chamber of Commerce. Mr. Rynning headed the group.

Mr. McClean who acted as principal spokesman, thanked the Commission for work already performed and that under way in their district. He urged installation of a one-way traffic light on the bridge over the Applegate River on the Redwood Highway in Josephine County. Commissioner Reynolds stated that the Commission on the previous day approved installation of one-way traffic lights on this bridge and on the bridge over the West Fork of the Illinois River. Mr. McClean then inquired as to the type of shoulders to be installed in the Redwood Highway between Cave Junction and the California line. The Engineer replied that these are to be oiled shoulders. Mr. McClean then brought up the matter of flood conditions which prevail at times on the Pacific Highway below Savage Rapids Dam. It was his thought that the highway grade should be raised about five feet in order to prevent such flooding. He also requested widening of the Caveman Bridge at Grants Pass, the elimination of curves on US99 north of Grants Pass, on Merlin Hill, and improvement of US99 from the city airport to Sexton Mountain. He inquired as to when work is to be performed on the Williams Highway between Grants Pass and Murphy. He was informed that an investigation will be made of the flood conditions referred to, and that it is contemplated to call bids for work on the Williams Highway in August or September.

Mr. Rynning inquired as to the plans to stop the slides on US99 in the Siskiyou Mountains. He also requested construction of a passing or truck lane in the Siskiyous. Chairman Chandler advised that every effort is being made to stop the slide condition and that the Commission has been spending about a quarter of a million dollars yearly to build passing or truck lanes in mountainous sections and expects to continue to do so until all are provided. The Engineer added that work of a similar nature is now being performed on Sexton Mountain and that the third lane can be built in the Siskiyous without extra grade widening. Mr. Rynning then remarked that plans for construction of a dam in the Rogue River along the Crater Lake Highway had been abandoned and as a consequence definite consideration should be given by the Commission to realigning the highway between Trail and Cascade Gorge. He also urged the Commission to extend the Little Butte Creek Secondary Highway to a connection with the improved highway in Klamath County, particularly to a connection with the highway at Fish Lake. The State Highway Engineer suggested that the delegation secure, if possible, a letter from the U. S. Department of the Interior stating just what they intend to do in regard to construction of a dam in the Upper Rogue River.

Mr. Fred Taylor requested improvement of the Green Springs Highway, particularly the crooked section between US99 and the top of the hill. The Engineer recalled that a survey of this section was made a number of years ago and it was found then that it would be very expensive to modernize it. To do so today, he said, would be even more expensive.

Chairman Chandler inquired if the delegation still wishes the Commission to complete the highway construction program as now arranged. Mr. Rynning replied that they desire completion of the present program before the improvements requested at this meeting are considered. Chairman Chandler concluded the interview with a comment that about a half million dollars had been spent on the Crater Lake Highway in the last two or three years but the Commission plans to take a trip through Southern Oregon in August, and if possible, will view the requested projects at that time.

A group representing the Amity Community Commercial Club was present and urged the Commission to eliminate a dangerous curve on US99W near Whiteson. Present were: Phil Bladine, member of McMinnville Chamber of Commerce; Cliff Elliott, Secretary of McMinnville Chamber of Commerce; R. W. Haverly, Principal, Union Highway School, Amity; H. W. Torbet, Highway Committee, Amity Commercial Club; and W. C. Ford, merchant, Amity. Mr. Bladine acted as spokesman. He recalled that a delegation appeared before the Commission about a year and a half ago concerning this same matter. Since that time, he stated, three fatalities have occurred in this location. He explained that the "S" curve combined with sharp vertical curvature and narrow pavement width produces a very dangerous condition which has caused numerous accidents and a number of near accidents. He declared it the worst place on this highway between Portland and Eugene. Chairman Chandler stated that the Engineer had been previously instructed to conduct a survey on this section, which to date had not been submitted to the Commission; however, it is expected that the report will be completed in time for consideration by the Commission at its August meeting. Action will then be taken in the matter.

The Engineer reported that he had met with a group of safety-minded people known as the Oregon Highway Lifesavers, Inc. This group, he stated, is a relatively new organization and one of their objectives is the reduction of highway accidents. They have suggested that a sign be placed on the city limits sign posts with the wording, "Drive Carefully-Prevent Accidents-Highway Lifesavers". He suggested that such signs be installed in those cities and towns where a local chapter of the Lifesavers organization has been organized. Chairman Chandler and Commissioner McIver commented that care should be taken in putting up various signs as the presence of too many reduces their effectiveness. The Engineer estimated there would be a total of about 300 signs which would cost between $600.00 and $1,000.00. The Lifesavers group, he said, has agreed to install its own insignia. The Commission approved the Engineer's suggestion, but instructed him to work with the group and not ahead of it.

The Commission resumed discussion concerning acquisition of the Butler property on the Sunset Highway near Sylvan in Multnomah County. Mr. A. G. Skelton, Division Engineer, was present and explained that the property had been purchased in order to provide right of way for six lanes of highway traffic which he felt would be required in the near future. Chairman Chandler inquired how it happened that the Commission had become involved in the purchase of property which appeared to be principally for the City of Portland's benefit in protecting their bridge. The Engineer replied that city officials had approached members of the Highway Department and requested them to buy right of way at the city bridge site if it is to be needed in future highway construction so that the City could also take measures to protect its bridge footings. To accommodate the City, and as the additional right of way will eventually be needed, a special effort was made to purchase the Butler property. Chairman Chandler then inquired as to how much salvage the State might be able to secure in the acquisition of this property. The Chief Counsel replied that there appeared to be about 14,000 yards of material which has a value of about $1. 25 per cubic yard. As a result of this discussion, the Commission unanimously approved the Chief Counsel's report on this subject as presented on the previous day.

The meeting recessed at 12:00 noon and reconvened at 2:00 p. m. in the same room with the same persons present and participating.

Mr. Joe D. Thomison, Manager of the Prineville-Crook County Chamber of Commerce, was present and urged the Commission to acquire property at the Ochoco Reservoir about 10 miles east of Prineville on the Ochoco Highway for the purpose of establishing a state park. The Isaac Walton League and other groups, he stated, are much interested in establishing a recreational area at this location for use by the general public. He also said that the Game Commission has stocked the Reservoir with fish and that the area is rapidly becoming popular for fishing and picnicking. He requested that the Commission give consideration to the establishment of a park near the east end of the Reservoir. He was informed that the matter will be given consideration.

Chairman Chandler inquired of the Engineer as to just what projects remain to be contracted out of the program arranged for the $40,000,000 bond money authorized by the 1951 Legislature. Mr. W. C. Williams briefly reviewed the projects and outlined the probable dates on which bids could be received.

The Commission discussed an itinerary for its inspection trip through Northeastern Oregon in the month of July. It was agreed that the trip would start from Portland at noon on Tuesday July 14 and would end on Saturday July 18, with overnight stops at Arlington, Wallowa Lake, John Day and Condon.

The Commission discussed with the Engineer the bids received for highway construction at the morning session, and at 3:00 p. m., Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action being by unanimous vote:

"Installation of traffic signals on the Oswego Highway at Seventh and Main Streets in Oregon City and on the Tualatin Valley Highway at Pacific Avenue and Main Street in Forest Grove, Clackamas and Washington Counties: Commissioner Reynolds announced that the bids covering this project were opened on the previous day, but award of the contract was deferred until this time, pending execution of an agreement with the City of Oregon City covering the installation at that place, which agreement now has been signed. Of the four bids received for this work, he said, Trowbridge & Flynn Electric Company, Medford, submitted the low one at $6,040.00. The contract has been awarded to the low bidder at its bid price.

"Grading and rock surfacing on the Twin Bridges-Muddy Creek Section of the Beaver Creek -Greenberry Road in Benton County: Six bids were received for this project, the low one being that of A. H. Saxton & Son, Corvallis, in the amount of $21,093.00. The bid of A. H. Saxton & Son in the sum of $21,093.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from Bureau of Public Roads and Benton County has made provisions for the deposit of $4,800.00 which is said County's share of cost based upon the low bid.

"Construction of a reinforced concrete deck girder bridge over Kellogg Creek, construction of a reinforced concrete retaining wall, and grading and paving .32 mile of highway on the Milwaukie-Gladstone Road (Oatfield Road) in Clackamas County: The Commission received five bids for this work, Birkemeier & Saremal, Portland, having submitted the low bid at $60,275.00. The bid of Birkemeier & Saremal in the sum of $60,275.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Clackamas County has made provisions for the deposit of $13,600.00 which is said County's share of cost based upon the low bid.

"Pavement widening on the South Oswego Section of the Oswego Highway in Oswego, Clackamas County: Of the four bids received for this work, Portland Road & Driveway Company, Portland, submitted the low bid at $12,083.50. The Commission awarded the contract to the low bidder at their bid price.

"Paving Pacific and Hillside Avenues in Brookings, Curry County: The Commission did not receive any bids for this project.

"Construction of a reinforced concrete and steel truss bridge over Rinehart Creek on the Oregon Coast Highway south of Port Orford, Curry County. Peter Kiewit Sons' Company, Longview, Washington, submitted the low bid in the sum of $162,410. Two higher bids were received. The contract has been awarded the low bidder, Peter Kiewit Sons' Company at their bid price.

"Oil mat surfacing on the Forest Boundary-Lapine Junction Section of Burgess Road, Deschutes County: Only two bids were received for this work, the low one being that of Babler Bros., Inc., Portland, at $24,809.00. The bid of Babler Bros., Inc., in the sum of $24,890.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the Bureau of Public Roads and Deschutes County has made provisions for the deposit of $5,600.00 which is said County's share of cost based upon the low bid.

"Grading and paving Evergreen Avenue in Redmond, Deschutes County: The only bid received for this work was Babler Bros, Inc., Portland, at $10,040.00. The Commission has awarded the contract to the Babler Bros., Inc., at their bid price.

"Oiling the Mikkalo-Olex Junction and Condon Junction-Lost Valley Road Sections of the Mikkalo and Lone Rock Roads, Gilliam County: The Commission received three bids for this work, the low one being that of Russell Olson Construction Co., Pendleton, at $23,858.00. The bid of Russell Olson Construction Company in the sum of $23,858.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for exeuction as soon as concurrence is received from Bureau of Public Roads and Gilliam County has made provisions for the deposit of $5,400.00 which is said County's share of cost based upon the low bid.

"Grading and oiling on the Frankton, Methodist Lane and Country Club Roads near and west of Hood River, Hood River County: Warren Northwest, Inc., Portland, submitted the low bid at $41,240.00. Two higher bids were received. The bid of Warren Northwest Inc. in the sum of $41,240.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from Bureau of Public Roads and Hood River County has made provisions for the deposit of $13,600.00 which is said County's share of cost based upon the low bid.

"Construction of a reinforced concrete deck girder bridge over Snider Creek on Table Rock Road approximately seven miles northeast of Gold Hill, Jackson County: Bessonette & Graff, Medford, submitted the low bid for this work at $19,945.00. Three higher bids were received. All bids have been referred to the Jackson County Court as this is a county project.

"Construction of Griffin Creek double reinforced concrete culvert on the Jacksonville-Central Point Road, Jackson County: Of the six bids received for this work, Ausland & Dodson, Grants Pass, submitted the low one at $7,030.00. All bids were referred to Jackson County Court since this is a county project.

"Construction of two wood frame buildings and other miscellaneous facilities in Cove Palisades State Park near Culver, Jefferson County: Enoch I. Maerz, Salem, submitted the only bid for this work at $17,177.00. The contract has been awarded to Enoch I. Maerz at his bid price.

"Construction of a masonry block building on Oregon State Highway Commission property in Klamath Falls, Klamath County: The Commission received three bids for this work. R. H. Jones, Hillsboro, submitted the low bid at $21,338.00. The contract has been awarded to the low bidder at his bid price.

"Grading and oiling on the Springfield Section of the Eugene-Marcola Road at Springfield, Lane County: Only two bids were received for this work, the low one being that of Inter City Sand & Gravel Company, Inc., Eugene. The bid of Inter City Sand & Gravel Company, Inc., in the sum of $30,790.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from Bureau of Public Roads and Lane County has made provisions for the deposit of $7,000.00 which is said County's share of cost based upon the low bid.

"Landscaping the Tillamook Street-Steel Bridge Unit, Harbor Drive Section of the Pacific Highway West in Portland, Multnomah County: Knight Pearcy Nursery and Parkrose Nursery, Portland, submitted the low bid for this work at $17,169.50. Two higher bids were received. The Commission awarded the contract to the low bidder at their bid price.

"Construction of a pile trestle bridge over Ash Creek in the City of Independence, Polk County: Of the six bids received for this project, General Construction Company, Portland, submitted the low one at $17,211.00. All of the bids were referred to the City of Independence since this is a city project.

"Grading and finishing the West Approaches to Salem Bridges on the Salem-Dallas Highway in West Salem, Polk County: F. O. Laws, Salem, submitted the low bid for this project at $17,285.00. The Commission received six higher bids. The contract has been awarded to F. O. Laws, the low bidder, at his bid price.

"Grading and Oiling on Mud Hollow-Canyon-Wasco Section of Fulton Canyon-Wasco Road westerly from Wasco, Sherman County: No bids were received for this work.

"Construction of a masonry block building on Oregon State Highway Commission property in Tillamook, Tillamook County. The Commission received only two bids for this work, the low one being that of Lloyd G. Sperling, Tillamook, at $16,218.00. Lloyd G. Sperling has been awarded the contract at his bid price.

"Paving N. E. 5th Avenue in Milton-Freewater, Umatilla County: Of the two bids received, H. J. and H. W. Miller, Baker, submitted the low one at $13,100.00. The contract has been awarded to the low bidder at their bid price.

"Grading and paving Dearborn Avenue in Union, Union County: La Grande

Concrete Pipe Company, LaGrande, submitted the low bid for this work at $11,244.50. Two higher bids were received. The Commission has awarded the contract to the low bidder at their bid price.

"Construction of a reinforced concrete bridge over 15-Mile Creek on Hamel Boule Road, Wasco County: Four bids were received for this job. Wall & Son, Portland, submitted the low bid at $19,300.00. All bids for this project have been referred to Wasco County since this is a county project.

"Construction of a 3 span reinforced concrete slab span structure over the relocated Lower Boones Ferry Road on the West Portland-Hubbard Highway, Washington County. The Commission received seven bids for this project, the low one being that of Birkemeier & Saremal, Portland, at $40,170.00. The contract has been awarded to the low bidder at their bid price.

The Commission discussed with the Engineer the allocation of 1955 Federal Funds to various highway projects throughout the State. The Engineer presented a list of proposed projects and explained that they had been allocated by formula in the various sections of the state in the fairest possible manner to provide the greatest benefit to the traveling public. Each project was considered carefully by the Commission and details were explained by the Engineer. As a result of this consideration, the Commission approved projects for construction as follows upon motion made by Commissioner McIver, seconded by Commissioner Reynolds and declared unanimous by Chairman Chandler:

PROGRAM FOR 1955 FEDERAL FUNDS

(As approved by Highway Commission on June 26, 1953)

INTERSTATE FEDERAL FUNDS

County	Highway, Section and Description	Allotted Amount
	DIVISION NO. 3	
Jackson	Pacific. Ashland Railroad Grade Separation, Grade, Pave & Structure	$ 275,000
	DIVISION NO 4	
Wasco	Columbia River. Chenoweth Creek-The Dalles (To apply on Grading and Paving	$ 395,000
	Total, All Divisions	$ 670,000

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PRIMARY FEDERAL FUNDS

County	Highway, Section and Descripiton	Allotted Amount
	DIVISION NO. 1	
Columbia	Columbia River. East Unit, Goble-St. Helens, Grade and Pave	$ 620,000
	Subtotal, Division No. 1	$ 620,000
	DIVISION NO. 2	
Clackamas & Marion	Pacific East. Portion of Willamette River-Hayesville Section, Grade, Pave and Structures	$ 630,000
Benton	Pacific West. Monroe Section, Grading and Paving	150,000
Clatsop	Columbia River. Gnat Cr.-Bradley Park, Paving	125,000
Columbia	Columbia River. Clatskanie-Delena, Paving	290,000
	Subtotal, Division No. 2	$1,195,000
	DIVISION NO. 3	
Curry	Oregon Coast. Portion of Frankport-Euchre Creek Unit of Rocky Point-Gold Beach Section, Grading and Bridges	$ 300,000
Lane	Pacific. North Unit, Goshen-Divide Section, Grade, Pave and Structures	915,000
	Subtotal, Division No. 3	$1,215,000
	DIVISION NO. 4	
Deschutes	Central Oregon. Brothers-Hampton, Paving	$ 300,000

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Division No. 4 (cont)		
Wasco	Columbia River. Chenoweth Creek-The Dalles (To apply on Grading, Paving & Structures)	$ 265,000
	Subtotal, Division No. 4	$ 565,000
	DIVISION NO. 5	
Malheur	Central Oregon. Vale-Cairo, West Unit, 5 Miles, Grade, Pave and Bridge	$ 450,000
Harney	Central Oregon. Unit on Sage Hen Hill-Burns, Grade and Pave	595,000
Umatilla	Pendleton-John Day. Pendleton (Emigrant St.) Grade Separation	135,000
	Subtotal, Division No. 5	$1,180,000
	Total, All Divisions	$4,775,000

URBAN FEDERAL FUNDS

County	Highway, Section and Description	Allotted Amount
	DIVISION NO. 1	
Multnomah	Banfield Expressway. Units 2, 3 and 4, Grade and Pave or Structures	$1,050,000
	DIVISION NO. 3	
Douglas	Pacific. Roseburg Section (To apply on N. Bridge over S. Umpqua River	$ 385,000
	DIVISION NO. 5	
Umatilla	Pendleton-John Day. Pendleton (Emigrant St.) Grade Separation (Estimated cost is $450,000. $135,000 is provided for in 1955 Primary F. A. Program)	$ 315,000
	Total, All Divisions	$1,750,000

SECONDARY (STATE) FEDERAL FUNDS

County	Highway, Section and Description	Allotted Amount
	DIVISION NO. 1	
Clackamas	Clackamas. Grade Separation over S. P. near Clackamas	$ 150,000
	Reserve	491,000
	Subtotal, Division No. 1	$ 641,000
	DIVISION NO. 2	
Columbia	Nehalem. Treharne-Washington Co. Line, 4.8 miles, A. C. Resurface	$ 100,000
Yamhill	Amity-Dayton. Amity-Dayton Section (First Unit), Grade, Surface and Oil	150,000
Marion	North Santiam. Mill City-Niagara, 7.3 miles, 3" A. C. Resurface	180,000
Linn	Albany-Lyons. Crabtree Creek Bridge	50,000
	Reserve	143,000
	Subtotal, Division No. 2	$ 623,000
	DIVISION NO. 3	
Douglas	Tiller-Trail. Canyonville-East, Grade and Pave	$ 85,000
Lane	Springfield-Creswell. Jasper Bridge-Willamette Hwy., Regrade, Surface & Oil	190,000
Lane	Territorial. Smithfield-Siuslaw Highway, Grade and Pave	100,000
	Subtotal, Division No. 3	$ 375,000

DIVISION NO. 4

Crook	Paulina. Eagle Rock-Post, 9 miles, Grade, Surface and Oil	$ 180,000
	Reserve	130,000
	Subtotal, Division No. 4	$ 310,000

DIVISION NO. 5

Baker	Baker-Homestead. Table Rock-Black Bridge, Grade, Surface and Oil	$ 300,000
	Reserve	151,000
	Subtotal, Division No. 5	$ 451,000
	Total, All Divisions	$ 2,400,000

The Commission authorized the Engineer to release the approved program to the press excluding amounts set up for reserves.

Commissioner Reynolds inquired as to why the by-pass project in Ontario on US 30 which had been considered for the year 1954 had been postponed until 1956. The Engineer replied that in order to complete the program with the funds which were expected to be available, it was necessary to defer some work and the Ontario project had been considered in this category. The Legislature, he stated, cut the bond money from $35,000,000 to $32,000,000 and if the Ontario project were to be started in 1954, completion would be delayed due to lack of funds.

The Commission discussed a schedule of contract lettings for the bond monies authorized by the 1953 legislature. The Engineer submitted a list of eligible projects from which the Commission selected the following for 3 lettings scheduled up to January 1, 1954: The Engineer was authorized to submit the projects to the Bureau of Public Roads for its approval.

Glenwood-North Plains Section: Grading	$ 815,000
Glenwood-North Plains Section: Wilksboro R.R. O'xing Structure	97,000
Glenwood-North Plains Section: Dairy Creek & Gales Creek Bridges, 2 Drge. Str.	191,000

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Willamette River-Hayesville Section:	
Willamette River-Gervais Unit, Grading	$ 935,000
Orr Corner-Monmouth Section:	
Grading and Paving	340,000
Harrisburg-Junction City Section:	
Grading and Paving	200,000
Junction City-Eugene Section:	
Prairie Road-Eugene Unit, Grading & Paving	360,000
Junction City-Eugene Section:	
Prairie Road-Eugene Unit, R.R. O'xing & 1 Bridge	90,000
Divide-Rice Hill Section:	
Anlauf-Rice Hill Unit, Paving	1,300,000
Deady-Shady Section:	
Winchester-S. Umpqua River Unit, Grading	600,000
Deady-Shady Section:	
Fairgrounds Road-Shady Unit, Grading	450,000
Elbow Lake-Gardiner Section, North Unit:	
Grading and Paving	900,000
Rocky Point-Brush Creek Section:	
Grading and Paving	1,285,000
Crooked River-Terrebonne Section:	
Grading and Paving	360,000
Bend-Lapine Section, South Unit:	
Grading and Paving	800,000
Banfield Expressway:	
42nd Ave. -92nd Ave. Section, Grading	1,100,000
Glenwood-North Plains Section:	
North Plains Jct. Grade Separation Structure	45,000
Blackwell Hill-Medford Section:	
Blackwell Hill-Seven Oaks Unit, Grading & Paving	710,000
Blackwell Hill-Medford Section:	
Seven Oaks-Medford Section, Grading & Paving	450,000
Monroe Section:	
Structures	75,000
Junction City-Eugene Section:	
Prairie Rd. -Eugene Unit, R.R. O'xing Widening	70,000
Goshen-Divide Section:	
Goshen-Coast Fork Willamette R. Unit, Grading	575,000

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December, 1953 (cont)

Goshen-Divide Section:	
Goshen-Coast Fork Willamette R. Unit, Strs. (14)	375,000
Deady-Shady Section:	
N. Umpqua River (Winchester) Bridge	725,000
Crooked River-Terrebonne Section:	
R.R. Grade Separation Structure	40,000
Emigrant Hill Section:	
Grading	2,250,000

Commissioner Reynolds stated that he had noticed in a recent road condition report that it had stated there were delays due to construction when he was quite certain the job had been completed and no delay involved. He felt that delays should not be mentioned in the road report unless there is a certainty that there will be delay. The Engineer stated that the road reports are issued by the Maintenance Department, and in order to check the construction features in them, hereafter the reports would be sent to Mr. W. C. Williams, Assistant Highway Engineer before being released.

The Commission had under consideration salary increases for the State Highway Engineer, Mr. R. H. Baldock, and for the Commission Secretary, Mr. H. B. Glaisyer. As a result of discussion, motion was made by Commissioner Reynolds that the salary of Mr. Baldock be increased to $15,000 per year and that of Mr. Glaisyer be increased to $675 per month, both increases to be effective July 1, 1953. The motion was seconded by Commissioner McIver and carried by the unanimous vote of the Commission.

Agreements and other papers were signed by the Commission as follows:

" Quitclaim Deed"transferring to Lane County, without cost, 5,050 sq. ft. of land in Block 52, Gallagher's Addition to Florence.

"Grant of Access" with US Corps of Engineers at Lookout Point Reservoir on Willamette Highway in Lane County.

"Grant of Access" to Mrs. Allie Dalton on Ladd Canyon Section of Old Oregon Trail Highway in Union County.

"Indenture of Access" to Orval Baker re change of access point on the Bay Park Delmar Sec. of Oregon Coast Highway, Coos County.

"Indenture of Access" to Oscar Franz re change of access point on the Coos Bay Sec. of Oregon Coast Highway.

"Indenture of Access" to Paul B. Rynning re change of access point on Medford-County Farm Sec. of Pacific Hwy, Jackson County.

" Indenture of Access" to Albert West re change in point of access on Clear Lake-Forest Boundary Sec. Oregon Coast Highway.

"Indenture of Access"to Jacob A. Nullett re change in point of access on Bay Park-Delmar Section, Oregon Coast Highway.

"Indenture of Access" to Ellen Wood re change in point of access on Medford-County Farm Section.

"Bargain & Sale Deed" to G. E. Keller re sale of property.

"Bargain & Sale Deed"to City of North Bend re sale of property.

"Quitclaim Deed" to Henry Hoestre re sale of property on Salt Creek-Dolph Corner, Dallas-Coast Highway.

"Quitclaim Deed" re exchange of property with Albert Vian on Albany-Lebanon Section of South Santiam Highway in Linn County.

"Agreement extending Term of Ground Lease" to G. G. Kerns on the Green Springs Section in Klamath County.

"Agreement extending Term of Ground Lease" to Weyerhaeuser Timber Co. on Green Springs Highway in Klamath County.

"Lease and Sale of Road Materials" re approval of ground lease from Arizona Barnes covering lease of gravel pit on Dayville-Mt. Vernon Sec. of John Day Highway, Grant County. Consideration $100 for two-year lease of 6.7 acres.

"Agreement" with California-Pacific Utilities Company for joint usage of Company's property and improvements to be constructed thereon by State for operation of a remote-controlled radio station near John Day.

"Abandonment Agreement" with Grant County covering Mt. Vernon-John Day Sec. of John Day Highway.

"Abandonment Agreement" with Clatsop County covering the Nehalem River Bridge Section on Nehalem Highway.

"Agreement" with Marion County covering handling and routing of Fisher Road traffic in connection with Salem-By-Pass in Marion County.

"Agreement"with Morrison-Knudsen Company of Boise, Idaho, contractor for UP R.R. Co. for removal of 30,000 yds. of material from cinder pit adjacent to Burns-Crane Highway. Consideration 5 cents per cu. yd.

"Lease and Sale of Road Materials"re lease for gravel pit from Stewart Livestock Company on Dayville-Mt. Vernon Sec. of John Day Highway, Grant County. (Authorized by Commission 5-18-53)

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"Agreements"with Southern Pacific Company coverning easement and construction of overcrossing of Pacific Highway West north of Corvallis.

"Agreement" with City of Hood River covering sawdust disposal and improvement of Jaymar Hill Road. (Authorized 5-18-53.)

"Agreement" with City of Forest Grove covering installation of traffic signals at intersection of Pacific Avenue and Main Street. (Authorized 4-8-53)

"Agreement" with City of Corvallis covering the construction of the North Corvallis Section of the Pacific Highway West. (Authorized by Commission 11-24-52)

"Agreement" with City of Oregon City covering designation of certain streets in Oregon City as part of Oswego Highway.

"Agreement" with Region 1, Bureau of Land Management, Dept. of Interior covering joint use of radio transmitting and receiving stations at Vale and Baker.

"Finance and Maintenance Agreements"
Gilliam County, Condon Junction-Lost Valley Road Sec., Lone Rock County Road, FAS 441
Gilliam County, Mikkalo-Olex Jct. Sec., Mikkalo County Road, FAS 440
Wasco County, Friend-Dufur Sec., Friend County Road, FAS 565
Deschutes County, Forest Boundary-Lapine Jct. Sec., Burgess County Road, FAS 555
Linn County, Oak Creek-Plainview Sec., Lebanon-Brownsville County Road, FAS 569
Linn County, Kingston-Scio Sec., Scio-Stayton County Road, FAS 570
Benton County, Twin Bridges-Muddy Creek Sec., Beaver Creek-Greenberry County Road, FAS 206
Lane County, Springfield Sec., Eugene-Marcola County Road, FAS 228
Clackamas County, Kellogg Bridge Sec., Milwaukie-Gladstone County Road FAS -119
Yamhill County, Buck Hollow Bridge Sec., Willamina-Coast Creek County Road, FAS 114
Sherman County, Mud Hollow Canyon-Wasco Sec., Fulton Canyon-Wasco County Road, FAS 378
Baker County, New Bridge-Richland Sec., New Bridge County Road, FAS 510
Columbia County, Apiary Sec., Apiary-Rainier County Road, FAS 567
Hood River County, Post Canyon Road-Barrett Road Sec, Country Club County Road, FAS 302
Hood River County, May Street-Belmont Road and Barrett School Sec., Frankton and Methodist Lane County Road, FAS 557

Special State Tax Street Funds:
City of Redmond
City of Milton-Freewater
City of Brookings

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City of Union
City of Monument
City of Heppner

"Project Agreement" (15)

There being no further business to come before the Commission, the meeting adjourned at 4:00 P. M.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

June 25 and 26, 1953

EXHIBITS "A" through "Q"

Minutes of

June 25 and 26, 1953

EXHIBIT "A"(cont)

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND-EXPRESSWAY

20593- Kirkpatrick, Joseph and Grace (Smith)
Right of Way
Option expires November 17, 1953

2869 sq. ft. at $0.25+ per sq. ft.	$733.00	
House-966 sq. ft.	4,395.30	
Miscellaneous shrubs and fence.	41.70	
Amount to be paid owner - chrg to Right of Way		$5,170.00

Takes all

21821

EXHIBIT "A"(cont)

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RESOLUTION

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND-EXPRESSWAY (cont)

20594-Crane, C. F. and Dorys A. (Grant)
Right of Way
Option expires November 31, 1953

10,000 sq. ft. at $0.15 per sq. ft.	$1,500.00	
House- 740 sq. ft.	7,030.00	
Hedge, fence, trees, shrubs, flowers, Bee hive.	490.00	
Amount to be paid owner - chrg to Right of Way		$9,020.00

Takes all -

20617 - Layfield, Lynn Douglas and Pauline (Grant)
Right of Way
Option expires December 4, 1953

8,499 sq. ft. at $0.06+ per sq. ft.	$510.00	
House and garage - 743 sq. ft.	3,310.00	
Amount to be paid owner - chrg to Right of Way		$3,820.00
State to assume 1953-54 taxes. Est.		60.00
GRAND TOTAL (Estimate) Charged to Right of Way		$3,880.00

Takes all

BARBUR BOULEVARD -TUALATIN RIVER SECTION-WEST PORTLAND-HUBBARD HIGHWAY

4032 -Coleman, R. V. and Helen (Grant)
Release of access
Release signed May 14, 1953

Release of access at Station 118+30 or 85+60. Gratis

Access controlled-

9970 -Carney, Eleanor M. (Johnson)
Right of Way
Option expires November 17, 1953

EXHIBIT "A" (cont)

BARBUR BOULEVARD-TUALATIN RIVER SECTION- WEST PORTLAND - HUBBARD HIGHWAY(cont)

3.232 acres at $800. per acre.	$2,585.60	
Amount to be paid owner - chrg to Right of Way		$2,585.60
State to assume 1953-54 taxes. Est.		30.00
GRAND TOTAL (Estimate) Charged to Right of Way		$2,615.60

Takes all

19971- Shaughnessy, Michael H. (Johnson)
Right of Way
Option expires November 27, 1953

1 acre at $1,500. per acre.	$1,500.00	
House -992 sq. ft.	3,968.00	
Amount to be paid owner- chrg to Right of Way		$5,468.00

Takes all-

DENVER-UNION AVENUE SECTION-PACIFIC EAST HIGHWAY

18979- Hunsperger, Edward (Smith)
Right of Way
Option expires November 19, 1953

28,749 sq. ft. at $0.70- per sq. ft.	$20,000.00	
Amount to be paid Owner-		$19,000.00
Amount to be paid Frank L. McGuire		1,000.00
Total consideration-chrg to Right of Way		$20,000.00

Takes all-

EXHIBIT "A" (cont)

ZIG ZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

17530- Sieberts, A. G. and Erma P. (Johnson)
Right of Way
Option expires November 28, 1953

0.006 acre.	Gratis	
Allowance-one-half cost of moving house.	$2,392.50	

Amount to be paid owner-chrg to Right of Way $2,392.50

THINGS TO BE DONE BY THE STATE:

Unrestricted access granted at Station 1024+20, westerly side.

State to assume 1953-54 taxes. Est. $24.00

GRAND TOTAL (Estimate)
Charged to Right of Way $2,416.50

Access controlled

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY

19830 - Lewis, Alfred and Marguerite (Johnson)
Right of Way
Option expires November 13, 1953

0.61 acre. Lump Sum. $50.00

Amount to be paid owner-chrg to Right of Way $50.00

Access controlled-no access allowed

19829- Frick, Kenne and Eva (Johnson)
Right of Way
Option expires November 12, 1953

2.32 acres at $50.+ per acre. $125.00
Allowance-80 rods of fencing at $4. per rod. 320.00

Amount to be paid owner-chrg to Right of Way $445.00

Access controlled-no access allowed

17110- Heisler, Frank E. and Marie (Johnson)
Right of Way
Option expires December 2, 1953

0.60 acre at $400. per acre. $240.00

Amount to be paid owner-chrg to Right of Way $240.00

Access controlled-access to be by public connecting road

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY (cont)

19827 - Duyck, Albert L. and Leola M. (Johnson)
Right of Way
Option expires November 19, 1953

3.15 acres at $50. per acre.	$157.50	
Amount to be paid owner- chrg to Right of Way		$157.50

Access controlled- no access allowed

19826 -Vanderzanden, W. R. and Susie (Johnson)
Right of Way
Option expires November 21, 1953

3.15 acres at $50. per acre.	$157.50	
Amount to be paid owner -chrg to Right of Way		$157.50

Access controlled-no access allowed

19824 - Jossy, Emil E. and Esther N. (Johnson)
Right of Way
Option expires November 30, 1953

8.14 acres at $187.00 per acre.	$1,530.00	
Allowance-160 rods of fence at $4. per rod.	640.00	
- Timber.	230.00	
Amount to be paid owner-chrg to Right of Way		$2,400.00
State to assume 1953-54 taxes. Est.		25.00
Grantor given until August 15, 1953 to remove crop.		
GRAND TOTAL (Estimate) Charged to Right of Way		$2,425.00

Access controlled- no access allowed

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

20335- Watson, Earl G. and Jennie (Smith)
Right of Way
Option expires November 19, 1953

0.33 acre at $60. per acre.	$19.80	
Allowance-22.5+ rods of fence at $4.25 per rod.	96.00	
Amount to be paid owner-chrg to Right of Way		$115.80

THINGS TO BE DONE BY THE STATE:

Build an approach 16' wide at Station 2050+70, north side, for residential and farm purposes.

Access controlled-

20326-Sparks, H. M. and H. Sparks (Smith)
Right of Way
Option expires November 27, 1953

5.55 acres at $70. per acre.	$388.50	
Allowance-76 rods of fence at $4. per rod.	304.00	
Amount to be paid owner-chrg to Right of Way		$692.50

Access controlled-no access allowed

20334- Hoard, James W. and Gertrude A. (Smith)
Right of Way
Option expires November 27, 1953

0.4 acre at $60. per acre.	$24.00	
Allowance-24 rods of fence at $4. per rod.	96.00	
Amount to be paid owner-chrg to Right of Way		$120.00

THINGS TO BE DONE BY THE STATE:
Provide access southerly side at Station 2051+50, and construct 16' approach from r/w line to

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE -DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

highway, for residential, and marketing farm and timber products only.

Access controlled

20270 - Lillich, Morris G. and Shirley R. (Harrington)
Right of Way
Option expires November 24, 1953

1.43 acre. Lump sum. $200.00

Amount to be paid owner- chrg to Right of Way $200.00

Access controlled -no access allowed

20272 - Wood, William C. and Marion E. (Harrington)
Right of Way
Option expires November 11, 1953

11.04 acres at $56. per acre. $620.05
Allowance - 132 rods of fence at $4. per rod. 528.00

Amount to be paid William C. & Marion E. Wood $1,148.05

Allowance - to be paid to Crape Brothers - for land on which cold deck is stored. 25.00

Total consideration - chrg to Right of Way $1,173.05

THINGS TO BE DONE BY THE STATE:

State to place conduit across highway at Station 1751+00. Construct approaches 25' wide north side at Station 1728+20, and north and south side at Station 1751+60, for residential, farm and forest products use. Farm crossing reserved at Station 1746+30.

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

Access controlled-
Grantor to remove merchantable timber within 44 days from date of option. State to give grantor pipe line crossing permit at Station 175+00.

20319- Harvey, John T. and Cornelia B. (Witt)
Right of Way
Option expires December 8, 1953

2.39 acres at $75. per acre.	$179.25	
Allowance-33 rods of fence at $4 per rod.	132.00	
Amount to be paid owner- chrg to Right of Way		$311.25

Access controlled-no access allowed

20322-Flach, Francis L. and Katherine (Smith)
Right of Way
Option expires November 3, 1953

4.47 acres and improvements. Lump Sum. $6,850.00

Amount to be paid owner-chrg to Right of Way $6,850.00

THINGS TO BE DONE BY THE STATE:

Two access granted Southerly side at Station 1947+50, and Northerly side at Station 1947+50, for residential, farm and timber operations.

Access controlled-

State to assume 1953-54 taxes. Est. $70.00

20320-Matilla, Liina (Witt)
Right of Way
Option expires December 7, 1953

3.12 acres at $150 per acre.	$468.00	
Allowance-80 rods of fence at $4 per rod.	320.00	
Damages.	230.00	

EXHIBIT "A"(cont)

CLATSKANIE -DELENA SECTION-COLUMBIA RIVER HIGHWAY (Cont)

Amount to be paid owner - chrg to Right of Way		$1,018.00

THINGS TO BE DONE BY THE STATE:

Access granted east and west sides at Station 1935+50, for private residential and farm use.

Access controlled -

20314 -Doran, John O. and Jennie (Harrington)
Right of Way
Option expires December 11, 1953

12.70 acres at $40. per acre.	$508.00	
Timber.	711.40	
Amount to be paid owner -chrg to Right of Way		$1,219.40

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 1809+30, north side for residential, and forest products.

State to assume 1953-54 taxes. Est. 15.00

GRAND TOTAL(Estimate) Charged to Right of Way	$1,234.40

Access controlled -

20269 - Lake, Jacob and Hulda Carl M. and Sylvia M. Ylen (Harrington)

Right of Way
Option expires December 3, 1953

0.30 acre at $75.00 per acre.	$ 22.50	
Damage.	500.00	
Amount to be paid owner - chrg to Right of Way		$522.50

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach to county road, at Station 1711+70.

Access controlled-no access allowed, access via county road.

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

20318-Cunning, W. M. (Witt)
Right of Way
Option expires December 10, 1953

4.26 acres at $75.00 per acre.	$319.50	
Allowance -42 rods of fence at $4. per rod.	168.00	
Severance damage.	150.00	
Amount to be paid owner -chrg. to Right of Way		$637.50

THINGS TO BE DONE BY THE STATE:

Access allowed at Station 1924+35 North Side and Station 1924+65 south side, for private residential and farm use.

Access controlled-

20268 -Van Volkinburgh, William N. and Wilma B. (Harrington)
Right of Way
Option expires December 3, 1953

10.76 acres at $427.00 per acre.	$4,596.70	
Allow ance -240 rods of fence at $4. per rod.	960.00	
Damages.	2,820.00	
Amount to be paid owner		$8,376.70
Allowance- operation damage to sawmill-Pd Morris G. Lillich		3,600.00
Total consideration - chrg to Right of Way		11,976.70

THINGS TO BE DONE BY THE STATE:

Provide adequate drainage and install tide gate.
Construct farm crossing at Station 1707+00, and accesses at Station 1703+50, unrestricted, and Station 1722+00, for farm, forest products,

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

and residential use on north side.

State to assume 1953-1954 taxes. Est. $120.00

GRAND TOTAL (Estimate) Chrg to Right of Way $12,096.70

Access controlled-

20316 - Lindberg, Oscar L. (Harrington)
Right of Way
Option expires December 9, 1953

7.85 acres at $50. -per acre. $389.00
Allowance -156 rods of fence at $4. per rod. 624.00

Amount to be paid owner - chrg to Right of Way $1,013.00

THINGS TO BE DONE BY THE STATE:

Construct approaches 25' wide, north side at Station 1852+25 and Station 1852+70, south side, for private residential, forest and farm products.

Access controlled-

20271 - Barr, William A. and Melvina E. Bertha G. Barr (Harrington)
Right of Way
Option expires November 5, 1953

585 sq. ft. Lump Sum. $10.00
Allowance - 5 rods of fence at $4. per rod. 20.00

Amount to be paid owner -chrg to Right of Way $30.00

Access controlled-no access allowed

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE -DELENA SECTION COLUMBIA RIVER HIGHWAY (cont)

20267-Lillich, Morris G. and Shirley R. (Harrington)
Right of Way
Option expires November 13, 1953

2.52 acres at $400. per acre.	$1,008.00	
Severance damage.	1,995.00	
Allowance-112 rods of fence at $4.25 per rod	476.00	
Amount to be paid owner -chrg to Right of Way		$3,479.00

THINGS TO BE DONE BY THE STATE:

State to place 12" culvert, with tide gate, parallel to centerline, south side of new highway.
State to fill slough, south side of right of way, to provide drainage to Clatskanie River.
Construct approaches 25' wide, at Stations 1695+00, north and south side, Station 1699+00, north side, Station 1701+94 south side, and a temporary access at Station 1701+80, north side, all for residential and commercial use.

Access controlled

20311 - Casper, Clarence and Ellen M. (Harrington)
Right of Way
Option expires November 19, 1953

1.41 acres at $40. per acre.	$56.40	
15,000 BF at $10. per M. of Timber.	150.00	
Amount to be paid owner-chrg to Right of Way		$206.40

Access controlled-no access allowed

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

(Witt)

20254- Dye, George L. and Teenie L.
Right of Way
Option expires November 12, 1953

3920 sq. ft. at $0.145+ per sq. ft.	$575.00	
Amount to be paid owner-chrg to Right of Way		$575.00

Takes all

(Harrington)

20274-Lawrence, Guy
Right of Way
Option expires November 17, 1953

7.0 acres at $40. per acre.	$280.00	
4.88 acres at $125.00 per acre.	610.00	
House - 648 sq. ft., 2 story, five bedrooms, and out buildings.	$2,900.00	
21 trees at $10. per tree.	210.00	
Amount to be paid owner-chrg to Right of Way		$4,000.00

Takes all-

Grantor to vacate property by September 1, 1953

(Harrington)

20247- Grannis, Lee F. and Mabel C. et al
Right of Way
Option expires November 19, 1953

11,325 sq. ft. at $0.22 per sq. ft.	$2,491.50	
Allowance-for tearing down end of building and re-building.	500.00	
Allowance -13 rods of fence at $4. per rod.	52.00	
Amount to be paid Grantors-Grannis Bros.		$3,043.50

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE -DELENA SECTION -COLUMBIA RIVER HIGHWAY (cont)

Drying platform - 1538 sq. ft.	$1,538.00	
Plant building - 900 sq. ft.	1,350.00	
Allowance - to remove blocks, tile, pallets, skids etc.	200.00	
Amount to be paid Barker & Mathews Sand & Gravel Co.		$3,088.00
Total consideration		6,131.50

THINGS TO BE DONE BY THE STATE:

Reconstruct approach, north side at Station 1670+25, unrestricted use, and pave same.

Access controlled-

Grantor to clear right of way by September 1, 1953.

20266-Kangas, Konsta (Harrington)
Right of Way
Option expires December 4, 1953

0.56 acre at $1,000. per acre	$560.00	
Amount to be paid owner- chrg to Right of Way		$560.00

THINGS TO BE DONE BY THE STATE:

Construct approach 25' wide at Station 1691+20, south side, for unrestricted use.

Access controlled-

20313- House, J. B. and Lucy (Harrington)
Right of Way
Option expires November 26, 1953

EXHIBIT "A" (cont)

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

300 sq. ft.	$10.00	
Amount to be paid owner-chrg to Right of Way		$10.00

Access controlled- no access allowed

WILLAMETTE RIVER-GERVAIS ROAD SECTION-PORTLAND-SALEM EXPRESSWAY

20276- Steinhoff, E. F. (Benner)
Right of Way
Option expires November 19, 1953

2 acres at $350 per acre.	$700.00	
9.86 acres at $100 per acre.	986.00	
Allowance-154.5 rods of fence at $4. per rod.	618.00	
Amount to be paid owner-chrg to Right of Way		$2,304.00

Grantor to have until Sept. 1, 1953 to remove timber.

Access controlled-no access allowed

20283- Bailey, G. B. and Josephine (Benner)
Right of Way
Option expires November 26, 1953

4.21 acres at $350 per acre.	$1,473.50	
Allowance-56 rods of fence at $4 per rod.	224.00	
Damages	350.00	
Amount to be paid owner-chrg to Right of Way		$2,047.50

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

WILLAMETTE RIVER-GERVAIS ROAD SECTION-
PORTLAND-SALEM EXPRESSWAY (cont)

State to assume 1953-54 taxes. Est. 25.00

GRAND TOTAL (Estimate) Charged to Right of Way $2,072.50

Access controlled-no access allowed

Grantor has until August 31, 1953 to remove crop from property

MOLALLA JUNCTION-MARQUAM SECTION-CASCADE HIGHWAY

19941 -Ray, Donald O. and Eleanor M. CORRECTION REPORT (Benson)

Right of Way
Release of obligations signed May 28, 1953

0.564 acre at $300. per acre	$169.20
Allowance- to move flowers and shrubs.	20.00
Allowance- to build 143.45 rods of fence at $4 per rod.	$573.80

Amount to be paid owner-chrg to Right of Way $763.00

Previously approved 4-8-53 by Commission

0.564 acre at $300. per acre.	$169.20
Allowance-to move flowers & shrubs.	20.00
Consideration	$189.20

THINGS TO BE DONE BY THE STATE:

Construct fence. Est.	750.00
2 accesses granted both sides of Hwy. at Station 331+75.	
State to remove 6 walnut trees.	
Total consideration Est.	$939.20

Additional amount to be approved now for fencing to be paid to Donald O. & Eleanor M. Ray $573.80

Access not controlled

EXHIBIT "A" (cont)

STATE STREET SOUTH UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST

19640- Burrell, James H. and Irene A. (Witt)
Easement
Easement signed June 4, 1953

Easement for construction of dike. Gratis

ORR CORNER-MONMOUTH SECTION-PACIFIC HIGHWAY WEST

20294- Stone, Clayton M. and Thelma E. (Benson)
Right of Way
Option expires December 15, 1953

3.82 acres at $250 per acre	$955.00
Allowance-137 rods of fence at $4 per rod.	548.00
Allowance-to remove chicken house.	600.00
Severance damages.	397.00

Amount to be paid owner-chrg to Right of Way $2,500.00

Access controlled-no access allowed

NEWPORT-TOLEDO SECTION-CORVALLIS-NEWPORT HIGHWAY

20545- Wright, C. E. and Elizabeth Jennie Hodgson (Benner)
Right of Way
Option expires December 4, 1953

NEWPORT-TOLEDO SECTION-CORVALLIS-NEWPORT HIGHWAY (cont)

3.6 acres at $200. per acre. $720.00

Amount to be paid owner-chrg to Right of Way $720.00

THINGS TO BE DONE BY THE STATE:

Access granted at Station 83+25, southerly side 25' wide, for private residential use only.

State to assume 1953-54 taxes. Est. 7.00

GRAND TOTAL (Estimate) Chrg to Right of Way $727.00

Access controlled

20543- Peterson, Carl H. and Helen E. (Benner)
Right of Way
Option expires December 3, 1953

0.14 acres. Lump Sum. $50.00

Amount to be paid owner-chrg to Right of Way $50.00

Access controlled -no access allowed

20544- Whetstone, Owney and Vera K. (Benner)
Right of Way
Option expires December 3, 1953

0.27 acre. Lump Sum. $100.00

Amount to be paid owner- chrg to Right of Way $100.00

Access controlled - no access allowed

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CITY OF SPRINGFIELD-SOUTH A STREET SECTION-MCKENZIE HIGHWAY

20473 - Larson, J. M. and Violet (Reeder)
Permanent Slope Easement
Easement signed June 3, 1953

330 sq. ft. Gratis

Access not controlled

20475-McHargue, W. L. (Reeder)
Permanent Slope Easement
Easement signed June 1, 1953

330 sq. ft. Gratis

THINGS TO BE DONE BY THE STATE:

Construct 20' road approach at Station 28+40, south side.
Construct a concrete retaining wall along southerly right of way line, 2 ft. high and 35' long. Est. $250.00

Amount to be charged to Construction $250.00

Access not controlled

SPRINGFIELD BRIDGE SECTION-MCKENZIE HIGHWAY

19869 - The Booth-Kelly Lumber Co. (Reeder)
Bridge Site
Option expires November 5, 1953

6316 sq. ft. at approx. $0.08 per sq. ft. $500.00

Amount to be paid owner- chrg to Right of Way $500.00

Access controlled- no access allowed

EXHIBIT "A" (Cont)

Minutes of June 25 and 26, 1953

RESOLUTION

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY

20605-Hinsdale, O. H. and Jane F. (Gemmell)
Right of Way
Option expires November 5, 1953

5.45 acres at $170. per acre.	$922.50	
Timber - 60 MFBM at $12.50 per M.	750.00	
Allowance-180 rods of fence at $4. per rod.	720.00	
Amount to be paid owner-chrg to Right of Way		$2,392.50

THINGS TO BE DONE BY THE STATE:

Construct approaches 25' wide at Stations 453+60, 484+00, north side and at Stations 454+00, and 466+20, south side, for ordinary travel for private residential use.
Construct access 25' wide, north side at Station 463+50, unrestricted use.
State to give grantor an easement for road purposes over existing stockpile site at Station 484+00, north side.

Access controlled-

20296 - North, O. R. and Ilie (Gemmell)
Right of Way
Option expires November 18, 1953

0.41 acre at $400. per acre.	$164.00
2000 sq. ft. of lawn at $0.06 per sq. ft.	120.00
Allowance-48 rods of fence at $4. per rod.	192.00
Allowance-damage or replace garage.	250.00

EXHIBIT "A" (cont)

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RESOLUTION

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY (cont)

7 trees. $250.00

Amount to be paid owner-chrg to Right of Way $976.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches north side at Stations 364+85 for unrestricted use and at Station 367+60, for private residential use.
State to protect water supply.
Grantor has right to establish fence along toe of highway fill, subject to 30 days notice to withdraw. Grantor has permit to let Milk parlor encroach upon R/W at Station 368+00 for life of building.

Access controlled

CHROME PLANT-CEDAR POINT SECTION-OREGON COAST HIGHWAY

20551 - Garrett, Rose H. (Holt)
Right of Way
Option expires December 11, 1953

2.10 acres at $100. per acre $210.00
Allowance -44 rods of fence at $4. per rod. 176.00

Amount to be paid owner - chrg to Right of Way $386.00

Access controlled-no access allowed

RINEHART CREEK-FRANKPORT UNIT-ROCKY POINT-GOLD BEACH SECTION-OREGON COAST HIGHWAY

20201 - Nelson, E. V. and Kari (Jones)

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

RINEHART CREEK-FRANKPORT UNIT-ROCKY POINT-GOLD BEACH SECTION-OREGON COAST HIGHWAY (cont)

Right of Way
Option expires November 8, 1953

4.45 acres at $235. per acre. $1,045.75

Amount to be paid owner - chrg to
Right of Way $1,045.75

THINGS TO BE DONE BY THE STATE:

Construct two 30' accesses, west side at Station 634+50 and 636+50, to be used for prehistoric model park.

Access controlled

Confirmation of Commission approval

20202- Mark, Griffith (Jones)
Right of Way
Option expires November 26, 1953

1.22 acres at $590.+ per acre. $720.00

Amount to be paid owner - chrg to
Right of Way $720.00

THINGS TO BE DONE BY THE STATE:

Construct access, west side at Station 635+50, for private residential and removal of forest products.

Access controlled

TILLER-DEADHORSE CREEK SECTION-TILLER-TRAIL HIGHWAY

20302 - Wheeler, Hale et al (Holt)

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

TILLER-DEADHORSE CREEK SECTION-TILLER-TRAIL HIGHWAY (cont)

Stockpile Site
Option expires November 28, 1953

1.00 acre. Lump Sum. $100.00

Amount to be paid owner -chrg to
Stockpile Site $100.00

JACKSONVILLE GRADE UNIT-JACKSONVILLE-PROVOLT
SECTION-MEDFORD-PROVOLT HIGHWAY

19963- U. S. A. Bureau of Land Management (Chidsey)
Timber on Right of Way

6MBF at $5. per M. $30.00

Amount to be paid owner-chrg to
Right of Way $30.00

HOOD RIVER-MOSIER SECTION-COLUMBIA RIVER HIGHWAY

17059- City of Hood River (Witt)
Right of Way
Bargain & Sale Deed signed April 7, 1953

8.85 acres. Gratis

THINGS TO BE DONE BY THE STATE:

25' access granted, northerly side, at
Station 1174+50, to be used by City
Employees for access to sewage plant.

Access controlled

MOSIER-THE DALLES SECTION-COLUMBIA RIVER HIGHWAY

19242- State Land Board (Porter)
Right of Way

75.83 acres at $5. per acre. $379.15

EXHIBIT "A" (cont)

MOSIER-THE DALLES SECTION-COLUMBIA RIVER HIGHWAY (cont)

Amount to be paid State Land Board-chrg to Right of Way $379.15

Access not controlled-

Conveyed to State by Senate Bill #31-47th Legislative Assembly

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION-COLUMBIA RIVER HIGHWAY

19927- Mid-Columbia Livestock Show Association (Witt)
Right of Way
Option expires November 11, 1953

27.65 acres at $724- per acre. $20,000.00

Amount to be paid owner-chrg to Right of Way $20,000.00

Access controlled- no access allowed

20580- Marsh, William H. and Florence (Witt)
Right of Way
Option expires November 25, 1953

0.11 acre. Lump Sum. $50.00

EXHIBIT "A" (cont)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION-COLUMBIA RIVER HIGHWAY (cont)

Amount to be paid owner- chrg to Right of Way $50.00

Access controlled-no access allowed

NORTH OF BEND SECTION-THE DALLES-CALIFORNIA HIGHWAY

20441- Bigelow, Chas. A. and Ethel J. (Cozad)
Pipe line Easement
Easement signed May 18, 1953

Easement for pi pe line to Sawyer Park (N. of Bend) $30.00

Amount to be paid owner-chrg to Park Site $30.00

Access not controlled-

BEND-LAPINE SECTION-THE DALLES-CALIFORNIA HIGHWAY

19605- Pfeiffer, Herman K. and Margaret S. (Harrington)
Lessee of U. S.
Right of Way
Opt..on expires November 20, 1953

0. 2 acre (8712 sq. ft. at $0. 03 per sq. ft.). $261. 36

EXHIBIT "A"(cont)

Minutes of June 25 and 26, 1953

RESOLUTION

BEND-LAPINE SECTION-THE DALLES-CALIFORNIA HIGHWAY

Amount to be paid owner-chrg to Right of Way $261.36

THINGS TO BE DONE BY THE STATE:

Construct approaches 25' wide, east side, at Stations 1480+00 and 1482+08, for ordinary travel for private residential use.

Access controlled-

19600-Holmes, Roland H.
19601-Right of Way (Cozad)
Warranty Deed signed June 4, 1953

0.05 acre. Gratis

Takes all-between Hwy. & R.R.

19607- Yager, Ray and Dora
Right of Way (Cozad)
Option expires December 4, 1953

6970 sq. ft. at $0.04 per sq. ft. $278.00

Amount to be paid owner -chrg to Right of Way $278.00

THINGS TO BE DONE BY THE STATE:

Construct approaches to R/W line at Station 1484+32, 35' wide and Station 1486+20, 40' wide, East side, for residential, existing tavern & cabins. Construct approach at Station 1487+28, 35' wide, east side, for residential, service

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

BEND-LAPINE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

station activity.

Access controlled

19612- Sigado, Michail W. (Cozad)
Right of Way
Option expires December 9, 1953

10,454 sq. ft. at $0.04 per sq. ft.	$418.00	
Allowance - to remove and rebuilding 30 rods of fence at $4 per rod.	120.00	
Allowance- to remove two gas pumps and tanks, and reestablish marquee.	2,500.00	
Amount to be paid owner- chrg to Right of Way		$3,038.00

THINGS TO BE DONE BY THE STATE:

Two accesses granted West side, 25' wide at Stations 91+50, and 95+25, for existing camp cabin activity. Two accesses granted West side, 35' wide at Stations 92+50 and 94+00, for existing cafe, service station and camp cabin activity.

Access controlled -

MARKS CREEK-FOREST BOUNDARY SECTION-OCHOCO HIGHWAY

20541- Ochoco Lumber Co. (Cozad)
Crusher Plant set
Option expires December 11, 1953

3 year easement (1.96 acres) Gratis

EXHIBIT "A" (cont)

JONES RANCH-MITCHELL SECTION-OCHOCO HIGHWAY

20592- Huddleston, L. T. and Freda (Landon)
Right of Way (Slide area)
Option expires November 19, 1953

1.19 acres. Lump Sum. $1,500.00

Amount to be paid owner- chrg to Right of Way $1,500.00

Access controlled-no access allowed

EAST UNIT-DAYVILLE-MOUNT VERNON SECTION-JOHN DAY HIGHWAY

20094- Pereira, John and Millicent (Brainerd)
Right of Way
Option expires October 21, 1953

1.69 acres at $100 per acre.	$169.00
Allowance- re-establish 40 rods of fence at $2.50 per rod.	100.00
-re-establish 208 rods of fence at $3 per rod.	624.00

Amount to be paid owner- chrg to Right of Way $893.00

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

EAST UNIT-DAYVILLE-MOUNT VERNON SECTION-JOHN DAY HIGHWAY (cont)

THINGS TO BE DONE BY THE STATE:

Accesses granted West side, at Stations 963+62 and 975+90, and East side at Station 964+65, for farming activity. Accesses granted at Station 975+90 and 977+00, East side for residential and farming activity. State to install 48' pipe at Station 893+90, for irrigation canal inlet, and fill ditch bank. Est.	$900.00	
Reestablish ditch and cattle trail at Stations 973+00 and 976+00, where disturbed by taking. Est.	115.00	
Clear cattle trail at Stations 982+00 to 983+50. Est.	20.00	
Amount to be charged to construction		$1,035.00
GRAND TOTAL (Estimate)		$1,928.00

Access controlled

19995- Van Der Vlugt, G. G. and Martha R. (Brainerd)
Right of Way & Quarry Pit
Option expires November 27, 1953

1 acre at $300. per acre.	$300.00	
5.53 acres at $15. per acre.	82.95	
Allowance -to re-establish 772 rods of fence at $2.50 per rod.	1,930.00	
-re-establish cattle guard.	250.00	
7.15 acres at $283. per acre. (Quarry site)	2,025.00	
Amount to be paid owner		$4,587.95
Amount to be charged to Quarry pit	2,025.00	
Amount to be charged to Right of Way	2,562.95	

EXHIBIT "A" (cont)

EAST UNIT-DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY

(cont)

THINGS TO BE DONE BY THE STATE:

Accesses granted at Stations 775+40, 753+60, 727+55, 713+60, north side, and at Stations 728+32, 713+50, 685+55 and 662+15, south side, for existing farming activity. Accesses granted at Stations 755+25, 753+70, south side and Station 685+55, 672+45 and 662+15, north side for farming and residential use. Grantor given right to use box culvert and stock pass.

Access controlled-

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY

20540- Oliver, Joe and Arlene — William K. and Jean M. Farrell — (Brainerd)

Right of Way
Option expires November 20, 1953

0.14 acre at $500 per acre.	$70.00
2.33 acres at $200 per acre.	466.00

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY

Allowance - to build 84 rods of fence at $3. per rod.	$252.00	
Severance damages.	488.00	
Amount to be paid owner-chrg to Right of Way		$1,276.00

THINGS TO BE DONE BY THE STATE:

State to protect and re-establish irrigation system where disturbed by taking.
Accesses granted 25' wide at Station 139+00, south side and Station 139+60, north side, for existing farming use.

Access controlled -

18752- Blue Mt. Mills (Cozad)
Right of Way
Option expires November 28, 1953

0.52 acre.	Lump Sum.	$52.00
Amount to be paid owner- chrg to Right of Way		$52.00

Access controlled- no access allowed

18736- Stratton, Clarence (Cozad)
Right of Way
Option expires November 21, 1953

0.23 acre at $500. per acre.	$115.00	
Allowance -to grantor for building 50 rods of fence at $3. per rod.	150.00	
Amount to be paid owner-chrg to Right of Way		$265.00

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY (cont)

THINGS TO BE DONE BY THE STATE:

30' access granted at Stations 112+30 & 112+65, north side, for existing farm equipment warehouse & sales.
25' access granted at Stations 114+20 and 115+60, north for private residential use.
25' access granted at Station 121+75, north side, for farming and stockraising activity.
State to protect irrigation system.

Access controlled-

18731- Holliday, Clyde and Earlene (Brainerd)
Right of Way
Option expires December 3, 1953

0.25 acre at $500. per acre	$125.00	
Allowance- to reestablish 68 rods of fence at $3. per rod.	204.00	
Allowance -to reestablish cattle guard.	150.00	
Amount to be paid owner- chrg to Right of Way		$479.00

THINGS TO BE DONE BY THE STATE:

Access granted south side at Station 75+00 and 71+80, for existing logging activity and private residential use.

Access controlled-

18733- Holliday, Clyde and Earlene (Brainerd)
Right of Way
Option expires December 3, 1953

0.05 acre at $500. per acre.	$25.00	
Allowance- to reestablish 7 rods of fence at $3. per rod.	21.00	
Amount to be paid owner - chrg to Right of Way		$46.00

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY (cont)

THINGS TO BE DONE BY THE STATE:

Access granted south side at Station 79+80, for existing logging activity only.

Access controlled -

20024- Gilbert, Ralph (Cozad)
Right of Way
Option expires December 2, 1953

1.49 acres at $500. per acre.	$745.00	
Severance and grade change damages.	600.00	
Amount to be paid owner- chrg to Right of Way		$1,345.00

THINGS TO BE DONE BY THE STATE:

Install 72" tube for stock underpass at Station 131+75, on Stratton property line. Est. ½ cost.	$1,250.00	
Fence each side of R/W line with 36" woven wire with 3 strand barb wire on top, with steel posts. Est. 82 rods of fence at $6. per rod, plus 2-10' gates.	$532.00	
Amount to be charged to Right of Way		532.00
Amount to be charged to Construction		1,250.00
GRAND TOTAL (Estimate)		$3,127.00

Access controlled -

20023- Stratton, Myrtle (Cozad)
Right of Way
Option expires November 20, 1953

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY (cont)

2 acres at $500. per acre.	$1,000.00	
Allowance - to reestablish 160 rods of fence at $3. per rod.	480.00	
Amount to be paid owner - chrg to Right of Way		$1,480.00

THINGS TO BE DONE BY THE STATE:

Change irrigation pipe, 18" from Station 130+80 to 129+50, pipe to extend 100' from R/W to R/W line. Install 72" tube for stock underpass at Station 131+75 on Gilbert property line. Est. ½ cost.	$1,250.00	
30' access granted at Stations 110+25 and 111+40, south side, for existing sales yard.		
25' access granted at Stations 121+60 and 127+00, south side, for residential, farm and stockraising activity.		
Amount to be charged to Construction	$1,250.00	
GRAND TOTAL (Estimate)		$2,730.00

Access cont rolled

18745 - Trowbridge, Charles (Cozad)
Right of Way
Option expires November 20, 1953

1.31 acres at $483. per acre.	$632.75
Allowance- to remove and rebuild 254 rods of fence at $3 per rod.	762.00
Allowance- to rebuild corrall	150.00
-to reestablish ranch type board fence.	50.00
-well.	500.00

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY (cont)

-6 large shade trees at $15. each. $ 90.00

Amount to be paid owner- chrg to Right of Way $2,184.75

THINGS TO BE DONE BY THE STATE:

Accesses granted 25' wide north side at Station 281+50, and 299+70, for farm and stockraising activity. Accesses at Station 300+25 and 301+50, north side, for residential and stockraising activity. And accesses granted south side at Stations 298+75 and 295+50, for farming and stockraising activity.
State to protect grantor's irrigation system.

Access controlled -

20047 - Blue Mt. Drive In Theatre (Landon)
Right of Way
Option expires November 20, 1953

0.18 acre. Gratis
Allowance - for moving ticket office and reconnecting underground lighting. $ 50.00

Amount to be paid owner- chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE:

Construct approach, north side at Station 352+10, and construct a road therefrom, 20' wide and 600 feet long, to be used by Drive In Theatre and others. Est. $600.00

Amount to be charged to Construction $600.00

EXHIBIT "A" (Cont)

Minutes of June 25 and 26, 1953

RESOLUTION

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY (cont)

GRAND TOTAL (Estimate)	$650.00

Access controlled-

FOSSIL-KINZUA JUNCTION SECTION-JOHN DAY HIGHWAY

20219- Wright, T. G. and Irene (Landon)
Stockpile Site
Option expires November 21, 1953

2.21 acres at approx. $100. per acre.	$220.80
Amount to be paid owner- chrg to Stockpile Site	$220.80

ARLINGTON SECTION-COLUMBIA RIVER HIGHWAY

19502-Conner, Charles D. and Rachel E. (Brainerd)
Right of Way
Option expires June 17, 1953

7500 sq. ft. at $0.75 per sq. ft.	$5,625.00	
House-1446 sq. ft.	8,926.00	
Garage-288 sq. ft.	288.00	
Lawn, 5 shade trees, fence & shrubs	161.00	
Amount to be paid owner - chrg to Right of Way		$15,000.00
Shell Oil to Reimburse State		5,966.40
Average of 5 appraisals - - In addition State has salvage of Conner Buildings		9,033.60

Takes all-

Confirmation of Resolution May 18, 19-1953

JOSEPH-SHEEP CREEK HILL SECTION-LITTLE SHEEP CREEK HIGHWAY

20290- Silver Lake Ditch Co. (Brainerd)
Right of Way & Channel Change easement

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

JOSEPH CREEK HILL SECTION-LITTLE SHEEP CREEK HIGHWAY (cont)

Option expires November 19, 1953

0.30 acre. Gratis
+ irrigation ditch easement

Access not controlled-

(Brainerd)

19855-Barton, E. E. and J. Laura
Right of Way
Option expires December 1, 1953

0.26 acre at $250. per acre.	$65.00	
Allowance-51 rods of fence at $3. per rod.	153.00	
Allowance-to move house. (Groom & Son, $1,425.00)	1,400.00	
Amount to be paid owner - chrg to Right of Way		$1,618.00

THINGS TO BE DONE BY THE STATE:

Construct access at Station 48+20, south side.

Access not controlled-

(Brainerd)

19854-Barton, E.E. and J. Laura
Right of Way
Option expires December 1, 1953

0.33 acre at $250. per acre.	$82.50	
Allowance-60 rods of fence at $3. per rod.	180.00	
Amount to be paid owner-chrg to Right of Way		262.50

THINGS TO BE DONE BY THE STATE:

Construct access at Stations 44+43 and 39+70, south side.

Access not controlled-

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

UNIT #4 -T. H. BANFIELD EXPRESSWAY

20620- Perry, Robert Y. and Phyllis R. 1316 N. E. 81st Ave. (Grant)
Right of Way
Option expires December 15, 1953

5000 square feet at $0.19 per sq. ft.	$950.00	
House-825.5 sq. ft.	7,429.50	
Garage-unfinished.	150.00	
Amount to be paid owner-chrg to Right of Way		$8,529.50
State to assume 1953-54 taxes. Est.		90.00
GRAND TOTAL (Estimate) Chrg to Right of Way		$8,619.00

Takes all-

BARBUR BOULEVARD-TUALATIN RIVER SECTION

WEST PORTLAND-HUBBARD HIGHWAY

20662- Wheaton, L. Ray and Nancy J. (Grant)
Release of Access only
Release signed June 18, 1953

Release of access between Stations 155+00 and 158+00.

Access controlled- Gratis

LAFAYETTE -NORTH YAMHILL RIVER SECTION-

PACIFIC HIGHWAY WEST

20391 Trent, Myrtle (Witt)
Right of Way
Option expires October 22, 1953

0.52 acres at $500.00	$260.00	
Allowances-trees, well and well house.	455.00	
Amount to be paid owner-chrg to Right of Way		$715.00

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

LAFAYETTE-NORTH YAMHILL RIVER SECTION-PACIFIC HIGHWAY WEST (cont)

Takes all- North side of Hwy.

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY

19825 Winterfield, Julius G. and Mildred A. (Johnson)
Right of Way
Option expires November 27, 1953

4.5 Acres at $50.00 per acre	$225.00	
8.0 Acres at $250.00 per acre	2,000.00	
20.24 Acres at $150.00 per acre	3,036.00	
Allowance-320 rods of fencing, at $4.00	1,280.00	
Severance damages	1,700.00	
Amount to be paid owner- chrg to Right of Way		$8,241.00
State to assume 1953-54 taxes. Est.		85.00
GRAND TOTAL (Estimate) Charged to Right of Way		8,326.00

Access controlled-no access allowed

19837-Croon, H. C. (Smith)
Right of Way
Option expires December 15, 1953

.79 acre at $625. per acre.	$503.75	
Allowance-27 rods of fence at $3.25 per rod.	81.25	
Severance and reduction damages.	205.00	
Amount to be paid owner- chrg to Right of Way		$790.00
State to assume 1953-54 taxes. Est.	8.00	
GRAND TOTAL (Estimate) Chrg to Right of Way		$798.00

Access controlled-

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

20333 Heflin, Roy L. and Blanche (Harrington)
Right of Way
Option expires December 15, 1953

0.11 acres and 5 rods fence	$150.00	
Amount to be paid owner- chrg to Right of Way		$150.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach, at Station 2050+40, South side, for private residential, farm and timber activity.

Access Controlled -

20249-Adams, Archie Q. and Ethel (Witt)
Right of Way
Option expires November 5, 1953

14810 sq. ft. at $0.25 per sq. ft.	$3,705.00	
11.39 acres at $50. per acre.	570.00	
House-540 sq. ft.	1,890.00	
Allowance-38 rods of fence at $4. per rod.	152.00	
-Timber-cedar, fir and alder, approx. 43 MBF at $16. per M.	678.00	
Amount to be paid owner- chrg to Right of Way		$6,995.00

THINGS TO BE DONE BY THE STATE:

Access North and South sides at approx. Station 1889+00, for private residential use and transportation of forest products.

Access controlled-

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

20259 Holmes, John R., et al (Witt)
Right of Way
Option expires December 3, 1953

8712 sq. ft. at 70 cents per sq. ft.	$ 6,100.00
1 story concrete bldg. 5408 sq. ft. at $6.50	35,150.00
100' retaining wall and pavement	1,075.00
Loss of equipment and damage in moving	1,200.00
Smoke House	2,950.00
Amount to be paid owner-chrg to Right of Way	$46,475.00

THINGS TO BE DONE BY THE STATE:

It is agreed that owners are permitted to remove all machinery, tools, equipment, etc. from cold storage plant and meat market. Grantors shall have occupancy to December 31, 1953 without rent.

Takes all -

20323 Klein, Lyle R. and Agnes (Smith)
Right of Way
Option expires October 26, 1953

3.02 acres at $106.00 per acre	$ 323.00
110 rods fencing at $4.00 per rod	440.00
House, 900 sq. ft. at $6.00 per sq. ft. and Driveway	5,600.00
Amount to be paid to owner- chrg to Right of Way	$6,363.00

THINGS TO BE DONE BY THE STATE:

Construct approach 16' wide from highway to right of way line. Access reserved at

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

Station 1956+50 on the north side for residence and marketing of farm and timber products only.

State to assume 1953-54 taxes. Est.		$64.00
GRAND TOTAL (Estimate) Charged to Right of Way		6,427.00

Access controlled-

20255- Union Motor Sales Corp. (Witt)
Right of Way
Option expires December 17, 1953

5662 sq. ft. at $0.25 per sq. ft.	$1,420.00	
Garage building -with shed attached. 2080 sq. ft.	2,755.00	
Amount to be paid owner- chrg to Right of Way		$4,175.00
State to assume 1953-54 taxes. Est.	45.00	
GRAND TOTAL (Estimate) Chrg to Right of Way		$4,220.00

Takes all-

20256-Kleger, Edwin S. and Elva J. (Witt)
Right of Way
Option expires December 17, 1953

7505 sq. ft. at $0.75 per sq. ft.	$5,550.00	
Amount to be paid owner-chrg to Right of Way		$5,550.00
State to assume 1953-54 taxes. Est.	55.00	
GRAND TOTAL (Estimate) Chrg to Right of Way		$5,605.00

Takes all

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

20260 -Canham, Albert S. and Frances H. (Witt)
Right of Way
Option expires December 2, 1953

502 sq. ft. at $0.55 per sq. ft. $276.00

Amount to be paid owner-chrg to Right of Way $276.00

THINGS TO BE DONE BY THE STATE:

Unrestricted access granted at Station 1680+30, east side.

Access controlled-

20261-Columbia Baptist Conference of America (Witt)
Right of Way
Option expires December 1, 1953

62 sq. ft. Lump Sum. $25.00

Amount to be paid owner-chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE:

Unrestricted access granted west side at Station 1680+00.

Access controlled-

20315- Holden, Charles R. and Mary F. (Witt)
Right of Way
Option expires December 17, 1953

19.15 acres at $58. per acre. $1,112.50
Allowance-262½ rods of fence at $75. per rod. 787.50

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY(cont)

Timber. $350.00

Amount to be paid owner- chrg to Right of Way $2,250.00

THINGS TO BE DONE BY THE STATE:

Accesses granted south side at Station 1826+00, North side at Station 1827+20, and North and South sides at Station 1966+00, all for development, harvesting and transportation of forest products.

Access controlled-

20327-Struve, Bruno C. and Ivy M. (Smith)
Right of Way
Option expires November 3, 1953

6.87 acres, and 97 rods of fence. Lump Sum. $3,000.00

Amount to be paid owner- chrg to Right of Way $3,000.00

State to assume 1953-54 taxes. Est. 30.00

GRAND TOTAL (Estimate) Chrg to Right of Way $3,030.00

Access controlled

20387-Bunting, Harry C. and Freida B. (Witt)
Right of Way
Option expires December 1, 1953

13,504 sq. ft. at $0.10 per sq. ft. $1,350.00

Amount to be paid owner-chrg to Right of Way $1,350.00

21860

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

THINGS TO BE DONE BY THE STATE:

Two unrestricted accesses granted, west side, At Stations 1982+40 and 1983+60.

Access controlled-

20330-Fenimore, Delbert R. and Velma I. (Harrington)
Right of Way
Option expires December 20, 1953

4.40 acres at $200. per acre.	$880.00	
House-1320 sq. ft.	8,580.00	
Garage and pump house.	168.00	
Allowance-53 rods of fence at $4. per rod.	212.00	
Allowance-to rebuild Mink shed, pens & move Mink.	660.00	
Amount to be paid owner-chrg to Right of Way		$10,500.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 2038+30, south side, for residential use, and operation of existing Mink Farm, and forest development.

State to assume 1953-54 taxes. Est. $110.00

GRAND TOTAL(Estimate) Chrg to Right of Way $10,610.00

Access controlled-

WILLAMETTE-GERVAIS ROAD SECTION-PORTLAND-SALEM EXPRESSWAY

20279-Hoffman, Frank A. and Juliana (Benner)
Right of Way
Option expires December 16, 1953

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

WILLAMETTE-GERVAIS ROAD SECTION-PORTLAND-SALEM EXPRESSWAY

.036 acre.	Lump Sum.	$30.00	
Allowance-5 rods of fence at $4. per rod.		20.00	
Damages.		100.00	
Amount to be paid owner-chrg to Right of Way			$150.00

Access controlled-no access allowed

STATE STREET SOUTH UNIT-SALEM BY -PASS SECTION - PACIFIC HIGHWAY EAST

18301-Thomas, Ralph and Virginia (Benson)
Right of Way
Option expires December 10, 1953

20 Acres at $212.50 per acre	$4,250.00	
Amount to be paid owner-chrg to Right of Way		$4,250.00

Takes All

NORTH CORVALLIS SECTION-PACIFIC HIGHWAY WEST

20604 Keasey, Bertha (Haskin)
Right of Way
Option expired December 15, 1953

10,018 Sq. Ft. at 5 cents a Sq. Ft.	$500.00	
Damage	250.00	
Amount to be paid owner-chrg to Right of Way		$750.00

THINGS TO BE DONE BY THE STATE:

Previous access at Station 16+70 to remain.
Access controlled-

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

NORTH CORVALLIS SECTION-PACIFIC HIGHWAY WEST (cont)

20452-Bauchanan, Claude & Edith Nellie J. Beach (Benson)
Borrow Pit
Warranty Deed signed 6-18-53

21.62 acres at $1,000. per acre.	$21,620.00	
Easement 0.32 acres.	100.00	
Amount to be paid owner- chrg to Borrow Pit		$21,720.00

Access not controlled-

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY

12830 Hail, D. D. and Edna Mae (Gemmell)
Right of Way
Option expires December 2, 1953

1.79 Acres at 900.00 per acre	$1,600.00	
Amount to be paid owner- chrg to Right of Way		$1,600.00

THINGS TO BE DONE BY THE STATE:

Grantor reserves right to sell adjacent property subject to option.
Grantor has right to construct 25' approach for logging purposes at some future date south side between Stations 483+00 and 495+00.
Accesses granted, north side, 25' wide at Stations 484+50 and 486+50 for private residential use, only and at 491+00 for unrestricted purposes and at 485+60 for unrestricted purposes, 35' wide.

Access controlled-

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY
(cont)

3260-A-Boye, Frank L. and Elizabeth E. (Gemmell)
Right of Way
Option expires December 10, 1953

3.5 acres at $700. per acre.	$2,450.00	
4.14 acres at $50. per acre.	200.00	
50 MBF of Timber at $12.50 per M.	625.00	
Allowance-175 rods of fence at $3. per rod.	525.00	
Amount to be paid owner -chrg to Right of Way		$3,800.00

THINGS TO BE DONE BY THE STATE:

State to protect existing drainage culverts & stockpasses. State to construct approaches North side at Station 342+40, for unrestricted purposes. And Station 368+00 for private residential use.
Construct access North and South sides at Station 354+82. South sides at Station 342+40, 368+40 and 382+40, for private residential use.
Grantor to be given Farm use permit over portion of R/W not needed for construction or Park purposes.
Grantor allowed to have footpath from river to south side of R/W at Station 383+00.

Access controlled-

Grantor has right to remove Myrtle tree on or before September 1, 1953

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

DIVIDE ANLAUF UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HIGHWAY

19431 Griggs, Lloyd H. and Jeane E. -Brandeberry, J. Kermit and Irene L. (Reeder)
Park
Option expires October 20, 1953

93 acres at $126.00 per acre. $11,700.00

Amount to be paid owners-chrg to Park Site $11,700.00

THINGS TO BE DONE BY THE STATE:

Grantors may cut remaining timber within three years.

State to assume 1953-54 taxes (est.) 125.00

GRAND TOTAL (Estimate) Chrg to Park Site $11,825.00

Takes all-

Grantor may use existing road for period of 3 years.

BUNKER HILL-DELMAR SECTION-OREGON COAST HIGHWAY

20577 Ramberg, Roy and Virginia A. (Holt)
Right of Way
Option expires December 15, 1953

381 sq. ft., lump sum $100.00

Amount to be paid owner-chrg to Right of Way $100.00

Access controlled-no access allowed

GREEN SPRINGS HIGHWAY

6051 - Kerns, G. G. and Della (Saling)
Stockpile Lease
Renewal of Lease for 1 yr.

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

GREEN SPRINGS HIGHWAY (cont)

Renewal of Stockpile Lease for one year. $30.00
7-7-53 to 7-7-54.

Amount to be paid owner - chrg to

Stockpile Site $30.00

4503- Weyerhaeuser Timber Co. (Saling)
Stockpile Site Lease
Renewal of Stockpile Lease for five years.

Renewal of Stockpile Lease for five years. Gratis

DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY

19988 Barnes, Arizona (Brainerd)
Gravel Pit
Lease expires June 4, 1955

6.70 acres $100.00

Amount to be paid owner-chrg to

Gravel Pit $100.00

THINGS TO BE DONE BY THE STATE:

Take gravel where grantor specifies. Re-establish fence.

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY

20638-Rehder, V. C. and Kathleen B. (Brainerd)
Gravel Pit
Option expires December 15, 1953

16.04 acres at $100. per acre. $1,604.00

Amount to be paid owner-chrg

to Gravel Pit $1,604.00

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY (cont)

20309- City of Mount Vernon (Brainerd)
Quarry and Gravel Pit
Option expires December 3, 1953

4.99 acres at $100. per acre.	$499.00	
Amount to be paid owner-chrg to Quarry Site		$499.00

20307- Smith, W. A. and Myrtle V. (Brainerd)
Slope Easement
Option expires December 2, 1953

0.19 acres, easement only, Lump Sum.	$50.00	
Re-establish 25 rods of fence at $3. per rod.	75.00	
Amount to be paid owner-chrg to Right of Way		$125.00

THINGS TO BE DONE BY THE STATE:

Remove all surplus material from property after construction.
Repair cattle guard if damages. Leave ground in level condition.

Access not controlled-

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

20332-Fenimore, E. R. and Clara D. (Harrington)
Right of Way
Option expires December 20, 1953

1.61 acres at $200.+ per acre.	$350.00	
Allowance-50 rods of fence at $4. per rod.	200.00	
Damages	200.00	
Amount to be paid owner- chrg to Right of Way		$750.00

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

THINGS TO BE DONE BY THE STATE:

Two unrestricted accesses granted south side at Stations 2047+10 and 2049+00.

Access controlled-

BARBUR BOULEVARD-TUALATIN RIVER SECTION-WEST PORTLAND-HUBBARD HIGHWAY

19662- Johnson, Carl and Friedricke (Mayhew)
Right of Way Service Road
Option expires December 19, 1953

0.63 acre, + 45 rods of fence.	$1,300.00	
Amount to be paid owner-chrg to Right of Way		$1,300.00
State to assume 1953-54 taxes. Est.		13.00
GRAND TOTAL (Estimate) Chrg to Right of Way		$1,313.00

Access not controlled-

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY

20664- Mansfield, Elizabeth L. 3200 Blk. S. W. Mcadam (Mayhew)
Right of Way 3200 Blk. S. W. Hood
Option expires December 21, 1953

15,000 sq. ft. at $0.40 per sq. ft.	$6,000.00	
4 houses at $2,000.00 each.	8,000.00	
Amount to be paid owner-chrg to Right of Way		$14,000.00
State to assume 1943-54 taxes. Est.		200.00
GRAND TOTAL (Estimate) Charged to Right of Way		$14,200.00

Takes all-

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

JOSEPH-SHEEP CREEK HILL SECTION-LITTLE SHEEP CREEK HIGHWAY

20454- Pooler, Fred C. and Henrietta A. (Brainerd)
Right of Way
Option expires December 9, 1953

0.04 acre. Lump Sum. $25.00

Amount to be paid owner-chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE:

Re-establish fence on right of way line.
7 rods of fence at $3. per rod. Est. $21.00
Construct access at Station 34+03,
south side.

GRAND TOTAL (Estimate) Charged to Right of Way Est. $46.00

Access not controlled-

20338- Daggett, Roy W. and E. Emily (Brainerd)
Right of Way
Option expires December 11, 1953

0.03 acre. Lump Sum. $25.00

Amount to be paid owner-chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE:

State to construct access at Station 26+95, north side.

Access not controlled-

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

JOSEPH - SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY

19852- Pooler, Margaret (Brainerd)
Right of Way
Option expires December 9, 1953

0.59 acre, more or less. Gratis

THINGS TO BE DONE BY THE STATE:

Re-establish fencing on right of way line.
108 rods of fence at $3. per rod. Est. $324.00
Protect and re-establish irrigation system where disturbed by taking.
Construct standard siphon under Highway at Station 37+90. Est. $450.00

Construct access at Station 34+35 and 35+45, north side and station 34+50, south side, 25' wide.

Amount to be charged to Right of Way	$324.00
Amount to be charged to Construction	450.00
GRAND TOTAL (Estimate)	$774.00

Access not controlled-

This settlement will be presented by Mr. Enfield on Current Agenda

HINSDALE SLOUGH - LUDER CREEK SECTION - UMPQUA HIGHWAY

20663 Hail, D. D. and Edna Mae Murle L. & Esther M. Rose (Gemmell)
Right of Way and Park
Option expires December 17, 1953

Lot 8, containing approx. 0.53 acres.
Lump Sum. $2,250.00

Amount to be paid owner-chrg to Right of Way $2,250.00

Takes all-

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

ZIG-ZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

(Porter)

12340 - Clackamas County
Right of Way
Option expires August 25, 1953

2.40 acres at $770.+ per acre. $1,855.00

Amount to be paid owner- chrg to Right of Way $1,855.00

THINGS TO BE DONE BY THE STATE:

50' unrestricted access granted South side Parcel 1.

Partially controlled-

(Porter)

12340 A - Clackamas County
Right of Way
Option expires August 25, 1953

1.86 acres at $350.+ per acre. $660.00

THINGS TO BE DONE BY THE STATE:

50' access unrestricted as to use on Lots 4 & 9, Block 11.
50' access unrestricted as to use on Lots 5 & 10, Block 12.

Partially controlled-

EAST UNIT-DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY

(Brainerd)

19991- Goodman, Al and Bernice
Gravel Pit
December 16, 1953

2.62 acres at $138.+ per acre. $362.00
Allowance-42 rods of fence at $2.50 per rod. 105.00

Amount to be paid owner-chrg to Gravel Pit $467.00

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

EAST UNIT-DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY

(cont)

19999- Barr, R. F. and Antoinette S. (Brainerd)
Right of Way
Option expires December 15, 1953

0.12 acre.	Lump Sum.	$ 25.00
Amount to be paid owner- chrg to Right of Way		$25.00

THINGS TO BE DONE BY THE STATE:

Access granted south side at Station 854+85, for private residential and farming and stockraising activity.

Access controlled-

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

20321 Rupp, Walter O. and Rebecca (Witt)
Right of Way
Option expires December 24, 1953

2.3 acres at $150	$345.00	
60 rods fence at $4	240.00	
Damages	435.00	
Amount to be paid owner chrg to Right of Way		$1,020.00

THINGS TO BE DONE BY THE STATE:

Access allowed at Eng. Station 1942+00 State to assume 1953-54 taxes. Est.	10.00
GRAND TOTAL (Estimate)- Chrg to Right of Way	$1,030.00

Access controlled-

EXHIBIT "A" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY (cont)

(Harrington)

20336 Lindberg, Oscar L.
Right of Way
Option expires December 9, 1953

7.62 acres at $94. -	$710.50	
178 rods fencing at $4	712.00	
Damages	275.00	
Amount to be paid owner-chrg to Right of Way		$1,697.50

THINGS TO BE DONE BY THE STATE:

Access at Stations 1856+60, 1860+50 and 1865 +60 north and at Station 1861+45 south for transportation of farm products, forest products and residential use.

Access controlled-

(Witt)

20257 City of Clatskanie
Right of Way
Deed signed June 23, 1953
1306.8 square feet — Gratis

Takes all

FOREST ROAD PROJECT

ZIG ZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

(Grant)

20612 Kelly, James H. and Cathryn A.
Right of Way
Option expires December 8, 1953

2 lots, 30' x 80'	$60.00	
Amount to be paid owner-chrg to Right of Way		$60.00

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A"

Minutes of June 25 and 26, 1953

RESOLUTION

FOREST ROAD PROJECT

ZIG ZAG-RHODENDRON SECTION-MT. HOOD HIGHWAY (cont)

State to assume 1953-54 taxes. Est.	$1.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$61.00

Takes all

DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY

19998 Younger, Ira G. and Blanche — Oster, L. E. and Fannie (Brainerd)

Right of Way and Gravel Pit
Option expires December 21, 1953

6.44 acres at $260.+	$1,677.00	
70 rods woven wire at $3	210.00	
143 rods barbed wire at $2.50	357.50	
Amount to be paid owner - chrg		
to Right of Way		$909.50
Gravel Pit		1,335.00
GRAND TOTAL		$2,244.50

THINGS TO BE DONE BY THE STATE:

Abandon to grantors land outside relocated 80 ft. right of way line on north side.

Protect and re-establish irrigation system.

Access allowed at Stations 817+00, 836+00 and 829+00 south for existing farming and livestock raising activity & Station 829+00 north for existing farming and livestock raising activity and residential use.

Access controlled-

EXHIBIT "A" (cont)

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

20264 Bradley, Forrest L., et ux (Witt)
Right of Way
Option expires January 3, 1954

4356 sq. ft. at 9 cents per sq. ft. $400.00

Amount to be paid owner - chrg to
Right of Way $400.00

THINGS TO BE DONE BY THE STATE:

Unrestricted access allowed at Sta. 1683+30 north

Access controlled

EXHIBIT "B"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land along and adjacent to the Silver Creek Falls Park described as follows:

Northeast quarter of the Northeast quarter and the Northwest quarter of the Northeast quarter of Section 17, Township 8 South, Range 2 E., W.M., in Marion County, Oregon, and

WHEREAS, on said land there is a stand of timber which after consideration, the Commission hereby finds and declares is not needed, required or useful for highway or park purposes,

AND WHEREAS, the said timber has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $37,500.00, and the Commission is desirous of selling and disposing of said timber at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said timber for sale, in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949, as amended by Chapter 154, Oregon Laws 1951.

Sealed or oral bids for the sale of the said timber shall be received by the Department in Room 418, State Highway Building, Salem, Oregon at 3:00 P.M., on the 17th day of August, 1953.

The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting and the Commission shall have the right to reject any or all bids so received.

The published notice for the sale shall fix a minimum price of $37,500.00 for which the timber shall be sold and shall further provide that the sale shall be made for cash.

EXHIBIT "C"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land along and adjacent to the Columbia River Highway described as follows:

> A parcel of land lying in Lot 9, Block 21, Laughlin's Addition to the Dalles City in Wasco County, Oregon, the said parcel being described as follows:
>
> Beginning at the most Northerly corner of said Lot 9; thence Southeasterly, along the Northeasterly line of said Lot 9, 50 feet to the most Easterly corner of said Lot 9; thence Southwesterly, along the Southeasterly line of said Lot 9, 40 feet; thence westerly in a straight line 55.9 feet to a point in the Northwesterly line of said Lot 9, which point is 65 feet Southwesterly of said most Northerly corner; thence Northeasterly along said Northwesterly line 65 feet to the point of beginning, containing 2625 square feet.

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $6,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949, as amended by Chapter 154, Oregon Laws 1951.

Sealed or oral bids for the sale of the said property shall be received by the Department on the site as set forth above to be sold at 1:00 P.M., on the 14th day of August, 1953.

The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting and the Commission shall have the right to reject any or all bids so received.

The published notice for the sale shall fix a minimum price of $6,000.00 for which the property shall be sold and shall further provide that the sale shall be made for cash.

EXHIBIT "D-1"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Sumpter.....$458.35

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

EXHIBIT "D-1" (cont)

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 25th day of June, 1953.

EXHIBIT "D"-2

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Barlow	$ 248.65	Island City	$ 457.51
Cascade Locks	2,430.13	Jefferson	2,108.55
Coburg	2,297.52	Jordan Valley	782.42
Columbia City	1,342.71	Joseph	2,208.00
Creswell	2,194.74	Juntura	354.74
Dayville	948.18	Monroe	1,200.15
Dufur	1,399.07	Monument	755.89
Eastside	2,950.64	Mosier	858.67
Estacada	3,149.56	Mount Vernon	1,495.21
Fairview	1,452.11	North Powder	1,336.08
Gaston	1,220.04	Prairie City	2,725.20
Gervais	1,515.10	Scappoose	2,184.80
Gold Hill	2,052.18	Shaniko	202.23
Granite	132.61	Sherwood	1,906.31
Halfway	1,034.38	Sodaville	520.51
Hammond	1,730.60	Summerville	242.02
Hubbard	1,634.45	Wasco	1,011.17
Idanha	1,465.37	Yoncalla	2,075.39
Ione	868.61		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed

an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 25th day of June, 1953.

EXHIBIT "E"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3459, with Oscar E. Joelson for furnishing crushed materials in stockpiles on the Lapine Section of The Dalles-California and Fremont Highways in Klamath and Deschutes Counties, completed October 15, 1952.

"Contract No. 3609, with Warren Northwest, Inc., for grading and paving on the Forest Boundary-Gilchrist Unit, Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, completed November 6, 1952.

"Contract No. 3639, with Parker-Johnson Company, for construction of Rock Creek Bridge, Mosier Overcrossing and Mosier Creek Bridge on the Columbia River Highway in Wasco County, completed May 15, 1953.

"Contract No. 3707, with Tom Lillebo for constructing the State Street, Mill Creek and Market Road 56 structures on the Salem By-pass Section of the Pacific Highway East in Marion County, completed May 28, 1953.

"Contract No. 3727, with C. R. O'Neil for grading and oil mat surfacing on the Middle Unit, Deschutes County Line-Prineville Section of the O'Neil Highway in Crook County, completed June 11, 1953.

"Contract No. 3732, with Teller Construction Company for construction of the Columbia River Bridge Grade Separation Structure and Pumphouses on the Columbia River Highway in Hood River County, completed May 13, 1953.

"Contract No. 3757, with Trowbridge & Flynn Electric Co., for construction of The Dalles Traffic Signals on the Columbia River Highway in Wasco County, completed May 31, 1953.

"Contract No. 3759, with Delano Aerial Surveys for aerial photography and topographic mapping on the Euchre Creek-Brookings Section of the Oregon Coast Highway in Curry County, completed June 1, 1953.

"Contract No. 3762, with Koppisch Construction Co., Inc., for paving on the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County, completed June 11, 1953.

EXHIBIT "E"(cont)

"Contract No. 3769, with Donald M. Drake Co., for construction of the Tualatin Undercrossing on the West Portland-Hubbard Highway in Washington County, completed May 29, 1953.

"Contract No. 3779, with Warren Northwest, Inc., for grading and paving on the Glenn Creek Road-S. P. Railroad Section of the Salem-Dayton Highway in Polk County, completed May 29, 1953.

"Contract No. 3781, with Zephyr Electric for construction of the La Grande Traffic Signals in Union County, completed April 30, 1953.

"Contract No. 3785, with Grimstad & Vanderveldt for paving on the Astoria (28th St.-32nd St.) Section of the Columbia River Highway in Clatsop County, completed June 10, 1953.

"Contract No. 3799, with Calkins Crushing Co., for furnishing crushed materials in stockpiles on the Richardson-Noti Section of the Richardson-Eugene Highway in Lane County, completed February 2, 1953.

"Contract No. 3803, with W. R. Grasle Company for construction of Portland Vicinity Traffic Signals in Multnomah County, completed April 29, 1953.

"Contract No. 3809, with J. E. Jeremiah for construction of the Seaside Maintenance Building in Clatsop County, completed May 29, 1953.

"Contract No. 3812, with Swendig & Son for construction of the Heppner Maintenance Building in Morrow County, completed April 30, 1953.

"Contract No. 3815, with Gilbert Roberts for construction of The Dalles Sand Shed in Wasco County, completed May 29, 1953.

"Contract No. 3824, with N. A. Toole Construction Co., for furnishing crushed materials in stockpiles on the Juntura-Harper Section of the Central Oregon Highway in Malheur County, completed April 8, 1953.

"Contract No. 3840, with Jed Wilson for furnishing crushed materials in stockpiles on the Olnew-Jewell Section of the Nehalem Highway in Clatsop County, completed May 27, 1953.

"Contract No. 3842, with Trowbridge & Flynn Electric Co., for construction of the Roseburg Traffic Signals in Douglas County, completed May 20, 1953.

"Contract No. 3847, with Calkins Crushing Co., for surfacing and furnishing crushed materials in stockpiles on the Necanicum Section of three State Highways and two park roads in Clatsop County, completed May 11, 1953.

EXHIBIT "E" (cont)

"Contract No. 3849, with E. H. Itschner Co., for furnishing crushed materials in stockpiles on the Ochoco Junction-Prairie City Section of the John Day and Beech Creek Highways in Grant County, completed May 13, 1953.

"Contract No. 3874, with Durbin Bros., for grading and oil mat surfacing on the East Unit, Deschutes County Line-Prineville Section of the O'Neil Highway in Crook County, completed June 11, 1953.

"Contract No. 3893, with Fred H. Slate Company, Oregon Ltd. and E. C. Hall Company for the removal of the Comstock Overcrossing on the Pacific Highway in Douglas County, completed May 25, 1953.

"Contract No. 3902, with O & S Painters and George A. Macom Painting Company for painting the McLoughlin Bridge on the Pacific East Highway in Clackamas County, completed June 5, 1953.

"Contract No. 3903, with Rogers Construction, Inc., for furnishing crushed materials in stockpiles on the Ochoco Reservoir-Wheeler County Line Section of the Ochoco Highway in Crook County, completed June 12, 1953.

"Contract No. 3924, with L. P. Stubble field for furnishing crushed materials in stockpiles on the Crow-Douglas County Line Section of the Territorial Highway in Lane County, completed June 2, 1953."

THEREFORE, BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Tualatin Valley Highway

Highway number: 29 Route number: Ore. 6

Location of Termini		Established speed
M P. 25.91 (0.05 mile north of the north city limits of Gaston)	to M. P. 25.96 (north city limits of Gaston)	25 miles per hour

EXHIBIT "F" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 25th day of June, 1953.

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EXHIBIT "G"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the Pacific Highway East is one of the major state primary highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and,

WHEREAS, it appears that at a location about one-half mile north of the town of Aurora in Clackamas County there is located on the southerly or easterly side of said highway an establishment known as the "Top O' Hill Cafe", and that a hazardous condition is created at and near said cafe by the parking of trucks and other vehicles on either shoulder of said Pacific Highway East in front of and near said cafe; and,

WHEREAS, an area has been provided for off-highway parking at such location; and,

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and permit the parking of vehicles on the shoulders of the highway pavement; and,

WHEREAS, in the opinion of the Commission, public welfare and public safety require that parking should be prohibited within said area,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff that the parking of vehicles on either side of the Pacific Highway East between Mile Post 25.68 (Engineer's Station 166+34.3) and Mile Post 26.00 (Engineer's Station 183+23.9) in the vicinity of the "Top O' Hill Cafe" creates a hazard not only to highway traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which in the opinion of the Commission, should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

EXHIBIT "G" (cont)

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the owners and operators of the Top O' Hill Cafe and a like copy to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 25th day of June, 1953.

EXHIBIT "H"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the Oregon Coast Highway US101 is one of the major state highways of the State and is likewise a part of the Federal Highway System, which highway throughout its entire length carries a large volume of traffic; and,

WHEREAS, it appears that cars and other vehicles are parked within the right of way limits of said highway, particularly near a race track located about two and one-half miles north of the town of Oceanlake in Lincoln County; and,

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission, a hazard is created not only to through highway traffic but to the owners and occupants of said parked vehicles; and,

WHEREAS, in the opinion of the Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations made by and under the supervision of the State Highway Engineer, that the parking of motor vehicles on either side of the Oregon Coast Highway between M.P. 123.20 (Highway Engineer's Station 730+00) and M.P. 123.58 (Highway Engineer's Station 750+00), a distance of 2,000 feet extending a short distance in either direction from the road entrance to the race track north of Oceanlake in Lincoln County, creates a hazard not only to through highway traffic but also to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking facilities for vehicles and at the same time provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

EXHIBIT "H" (cont.)

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 25th day of June, 1953.

EXHIBIT "I"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the Netarts Secondary Highway is a state highway under the jurisdiction and control of the Highway Commission, which highway carries a considerable volume of traffic; and,

WHEREAS, it appears that at a location east of the city of Tillamook beginning at the east end of the bridge crossing Tillamook River and extending easterly a distance of about 0.12 mile, vehicles are parked on the shoulders of said highway in such a manner as to endanger the motoring public as well as the owners and operators of said parked vehicles; and,

WHEREAS, off-street parking is available; and,

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and permit the parking of vehicles; and,

WHEREAS, in the opinion of the Commission, public welfare and public safety require that parking should be prohibited within said area.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles on either side of the Netarts Secondary Highway No. 131 between M. P. 1.55 (Engineer's Station 53+98.1) and M. P. 1.67 (Engineer's Station 59+90) creates a hazard not only to the motoring public but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission, should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as hereby declared on which signs shall be printed

in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 25th day of June, 1953.

EXHIBIT "J"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the highways hereinafter set forth or described have been duly designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

MCKENZIE Primary Highway No. 15
ROME-PRINCETON Secondary Highway No. 442
EAST DIAMOND LAKE Secondary Highway No. 425
CRATER LAKE NORTH Secondary Highway No. 232
WEST DIAMOND LAKE Secondary Highway No. 233

and

WHEREAS, said highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways because of rain and freezing and thawing and in order to protect said highways against such damage and injury, it is the judgment of the Highway Commission and said Highway Commission finds that it will be for the best interests of said highways that the maximum weights permitted and authorized by law be reduced during such period; and,

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highways during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways that the maximum total weight of load and vehicle which shall be permitted upon said highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described highways and sections of highways shall not exceed 11,000 pounds gross on any axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

EXHIBIT "J" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

Name of Highway and No.	County	Section Restricted	Date Effective 1953
McKenzie Primary 15	Lane & Deschutes	M. P. 55.0 to 82.7 (Belknap Springs Road to 8.46 mi. W. of Sisters.)	8:00 a. m. June 12
Rome-Princeton Secondary 442	Harney	M. P. 8.2 to 29.4 (8.2 mi. E. of Diamond Valley Hwy. Jct. to Road to Follyfarm)	8:00 a. m. June 12
East Diamond Lake Secondary 425	Douglas & Klamath	M. P. 0.0 to 14.72 (Entire length)	8:00 a. m. May 28
Crater Lake North Secondary 232	Douglas	M. P. 0.0 to 5.29 (Entire Length)	8:00 a. m. May 28
West Diamond Lake Secondary 233	Jackson & Douglas	M. P. 0.0 to 23.89 (Entire Length)	8:00 a. m. May 28

IT IS FURTHER ORDERED that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 15, Chapter 405, Oregon Laws 1951, shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED that a notice be posted in a conspicuous manner and place at each end of each of the above highways and at important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED that a certified copy of this order be furnished to the county clerk of each county affected by this order and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 25th day of June, 1953.

EXHIBIT "J" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

OREGON STATE HIGHWAY COMMISSION

By Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer, Secretary

EXHIBIT "K"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, on the 19th day of February, 1952, on the 8th day of April, 1953, and on the 25th day of June, 1953, the Commission adopted resolutions reducing the maximum load limits on various state highways, sections of highways and bridges; and,

WHEREAS, subsequent to the effective dates shown in said resolutions, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolutions.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the resolutions of February 19, 1952, April 8, 1953 and June 25, 1953, on various state highways, sections of highways and bridges, to-wit:

Name of Highway and No.	County	Section Restriction Removed	Date Lifted 1953
McKenzie Primary 15	Lane & Deschutes	M. P. 55.0 to 82.7 (Road to Belknap Springs to 8.46 mi. W. of Sisters)	9:00 a. m. June 25
West Diamond Lake Secondary 233	Jackson & Douglas	M. P. 0.0 to 8.0	8:00 a. m. June 10
Crater Lake 22	Jackson & Klamath	M. P. 58.59 to 67.83 (Jct. with Diamond Lake Hwy. to Crater Lake National Park Boundary)	12:00 noon May 28
Clackamas Secondary 171	Clackamas	M. P. 19.54 (Eagle Creek Bridge)	Oct. 3, 1952
Old Oregon Trail Primary 6	Malheur	M. P. 412.11 Payette Bridge)	Dec. 11, 1952

EXHIBIT "K" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

Name of Highway and No.	County	Section Restriction Removed	Date Lifted 1953
Old Oregon Trail Primary 6	Malheur	M. P. 404.52 (Weiser Bridge)	June 5, 1953
Elkton-Sutherlin Secondary 231	Douglas	M. P. 24.00 (Calapooya Creek Bridge)	May 28, 1953

be and the same hereby is rescinded and cancelled insofar as it pertains to the highways, sections of highways and bridges listed hereinabove, and the maximum load limit permissible on such highways subsequent to the dates shown shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways, sections of highways and bridges are located, and a like copy to the Superintendent of the Department of State Police for his information.

Dated this 25th day of June, 1953.

OREGON STATE HIGHWAY COMMISSION

EXHIBIT "L"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the State Highway Commission has found it necessary and desirable to relocate the section of the Coos River Highway, State Secondary Highway No. 241, known as the Catching Slough-Enegren Ferry Section in Coos County, the westerly terminus of which is at highway Engineer's Station 16+20 on the relocated highway and the easterly terminus of which is at Highway Engineer's Station 381+49.8 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old highway has been eliminated from the boundaries of the relocated highway and is no longer needed for State highway purposes; and

WHEREAS, this Commission entered into an agreement with Coos County on December 14, 1950, wherein it was agreed that complete jurisdiction and control over a unit of the old highway, therein and herein referred to as Unit "A", would pass to and vest in the said county at such time as the State should officially accept the said relocated section of highway as being completed and available for travel; and

WHEREAS, it is the purpose of this Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Coos River Highway, State Secondary Highway No. 241, located in Coos County and known as the Catching Slough-Enegren Ferry Section, the westerly terminus of which is at Highway Engineer's Station 16+20 on the relocated highway and the easterly terminus of which is at Highway Engineer's Station 381+49.8 on the relocated highway, is hereby declared to be completed and opened to public travel.

2. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the old right of way and which is identified herein as Unit "A", is shown colored in red on the map attached hereto which is marked Exhibit "A" and is by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 25+29.9 of the relocated Coos River Secondary Highway

in the northwest quarter of the northwest quarter ($NW\frac{1}{4}$-$NW\frac{1}{4}$) of Section 32, Township 25 South, Range 12 West, W.M.; thence easterly via the former route of the Coos River Secondary Highway to State Highway Engineer's Station 165+50 of the relocated Coos River Secondary Highway in Lot 7 of Section 27, Township 25 South, Range 12 West, W.M.

3. That pursuant to the terms of the aforesaid agreement, Unit "A" is hereby declared to be no longer a part of the Coos River Highway and the same hereby vests under the jurisdiction and control of the County Court of Coos County as a county road, and all right, title and interest which the State has in Unit "A" hereby passes and vests in the said County Court; it being stipulated in said agreement that Unit "A" shall henceforth be maintained by the County as a county road.

4. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.

5. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

6. That this resolution shall be entered in the minutes and records of the Commission on this 25th day of June, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Coos County.

EXHIBIT "M"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by the provisions of O. C. L. A., 115-351 as amended by Chapter 428, Oregon Laws 1941, the State Highway Commission with respect to state highways, is authorized to designate main traveled or through highways or sections thereof by placing at the entrances thereto from intersectimg highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 27th day of April, 1943, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or through highways, and adopted certain amendatory resolutions on December 13, 1945, August 25, 1947, November 24, 1947, and September 21, 1949, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said amendatory resolution of September 21, 1949, the Highway Commission declared the Athena-Holdman Secondary Highway No. 334 to be a through highway, and stipulated that traffic on said highway need not stop before entering its intersection with the Havana-Helix Secondary Highway No. 335; and

WHEREAS, since adoption of said amendatory resolution of September 21, 1949, a traffic engineering investigation has been made which reveals that conditions have changed at the junction of the Athena-Holdman Secondary Highway and the Havana-Helix Secondary Highway; that the traffic volume has materially decreased on the Athena-Holdman Highway, and the traffic volume on the Havana-Helix Highway has considerably increased; and

WHEREAS, based upon the results of said investigation, the State Highway Engineer has recommended to this Commission a modification of the order contained in the aforementioned resolution of September 21, 1949.

NOW, THEREFORE, based upon the results of said traffic engineering investigation and upon the recommendation of the State Highway Engineer, this Commission, all members being present and voting affirmatively, does hereby find, declare, resolve and order as follows:

1. That so much of said resolution of September 21, 1949, as pertains to the Athena-Holdman Secondary Highway No. 334 and the Havana-Helix Secondary Highway No. 335 is hereby repealed but in all other respects, the provisions of said resolution of September 21, 1949, are hereby

reaffirmed and shall remain in full force and effect.

2. That the following named highways shall be designated as through stop highways in their entirety unless exceptions are stipulated.

Highway No. 334, Athena-Holdman Highway Between M. P. 0.00 at Highway No. 36, (Pendleton-Cold Springs Highway, US395) and M. P. 17.60 at Highway No. 8, (Oregon-Washington Highway, ORE 11) in Athena.

Exception: Traffic on Highway No. 334, Athena-Holdman Highway, eastbound, shall stop at its junction with Highway No. 335, the Havana-Helix Highway, at M. P. 8.46, on each leg of the "Y" intersection.

Highway No. 335, Havana-Helix Highway between M. P. 0.00 at the beginning of the highway in Helix and M. P. 8.96 at the intersection of the county road to Adams.

Exception: Traffic on Highway No. 335, Havana-Helix Highway, southbound, shall stop at its junction with Highway No. 334, Athena-Holdman Highway, at M. P. 2.50.

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersections shall conform to the types and standards heretofore approved by the Commission.

4. This resolution shall be entered in the minutes and records of the Commission as of the 25th day of June, 1953, and a duly certified copy thereof delivered to the United States Bureau of Public Roads and a like copy to the Umatilla County Court, County Clerk, and the Superintendent of the Department of State Police for their information.

EXHIBIT "N-1"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the East Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County, and of the Fields Creek-John Day Section of the John Day Highway in Grant County, and in connection therewith to prepare maps showing the route and location of said sections of highway and file said reports and records with the Commission for consideration, and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1-a. That the survey of the East Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway beginning at a point approximately 26 miles east of the City of Baker, (Engineer's Station 1403+40.4) and extending easterly to a point approximately 6 miles west of the town of Richland, (Engineer's Station 1732+54.73) together with the map which for identification purposes bears Map File No. 7B-4-10, and the date of May, 1953, field notes and other engineering data submitted by the Engineer, hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

1-b. That the survey of the Fields Creek-John Day Section of the John Day Highway beginning at a point about 11 miles west of the town of Mt. Vernon, (Engineer's Station 820+00) and extending in an easterly direction to the City of John Day, (Engineer's Station 430+03.17) together with the map which for identification purposes bears Map File No. 7B-16-21; 7B-20-5 and 6, and the date of June, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

EXHIBIT "N-1" (cont)

Minutes of June 25 and 26, 1953

RESOLUTION

3. That the approval and adoption of said surveys shall substitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 25th day of June, 1953.

EXHIBIT "N-2"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Deception Creek-Oakridge Section of the Willamette Highway in Lane County, and of the Crooked River-Terrebonne Section of The Dalles-California Highway in Jefferson and Deschutes Counties, and in connection therewith to prepare maps showing the route and location of said sections of highway and to file said reports and records with the Commission for consideration and;

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1-a. That the survey of the Deception Creek-Oakridge Section of the Willamette Highway beginning at a point about one-half mile north and west of Deception Creek, (Engineer's Station 946+80.19) and extending in a southerly and easterly direction to a point in the westerly edge of the town of Oakridge, (Engineer's Station 1190+00.0) together with the map which for identification purposes bears Map File No. 7B-21-15, and the date of June, 1953, field notes, and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission, at Salem, Oregon.

1-b. That the survey of the Crooked River-Terrebonne Section of The Dalles-California Highway, beginning at a point on the southerly side of Crooked River immediately north of the Jefferson County-Deschutes County line, (Engineer's Station 930+71.65) and extending in a southerly direction to a point about one-third mile south of the community of Terrebonne, (Engineer's Station 1114+00) together with the map, which for identification purposes bears Map File No. 7B-22-1 and the date of June, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission, at Salem, Oregon.

RESOLUTION

2. That when said sections of said highways are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the surveys of said sections of said Willamette Highway and said The Dalles-California Highway have been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the Throughway Law, and were likewise made within the scope and purpose of those certain resolutions approved and adopted by the Highway Commission on November 3, 1948, and February 18, 1953, designating certain highways and sections thereof as throughways. Therefore, the construction of said state highways shall be accomplished pursuant to the provisions of said law and said resolutions.

5. That this resolution be entered in the minutes and records of the Commission as of the 25th day of June, 1953.

EXHIBIT "O-1"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Clatskanie-Delena Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Clatskanie-Delena Section of the Columbia

River Highway as a throughway, the following described real property in fee simple, to wit:

R 20317
Owner: George A. Carlson, et ux

A parcel of land lying in the Northeast quarter (NE¼) of Section 13, Township 7 North, Range 4 West, W. M., Columbia County, Oregon, the said parcel being that portion of said Northeast quarter (NE¼) included in a strip of land of variable width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1890+98.77, said Station being 722 feet North and 2725 feet West of the East quarter (E¼) corner of said Section 13; thence on a spiral curve left (the long chord of which is North 76° 37' 20" East) 400 feet; thence North 75° 17' 20" East 2373.32 feet; thence on a spiral curve right (the long chord of which is North 77° 22' 20" East) 500 feet to Station 1923+72.09, said center line crossing the West and East lines of said Northeast quarter (NE¼) approximately at Stations 1893+52 and 1919+68, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
West line of said NE¼	1895+00	80 feet	110 feet
1895+00	1904+00	100 feet	110 feet
1904+00	1910+00	120 feet	140 feet
1910+00	1912+00	120 feet	100 feet
1912+00	1914+00	140 feet	100 feet
1914+00	East line of said Section 13	80 feet	100 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 13.04 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be no rights or easements

of access between the right of way of the Clatskanie-Delena Section of the relocated Columbia River Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Columbia River Highway of a width not to exceed 25 feet on the North side of the said relocated highway, opposite Highway Engineer's center line Station 1903+60, for private residential use only.

The above said access to the relocated highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State shall have the power to barricade said access for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved, except crossing for farm purposes, to and from the said highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage roads shall be connected to the said main highway or to other public ways at a point not a greater distance to the West of the said remaining property than Highway Engineer's center line Station 1889+00, and at a point not a greater distance to the East of the said remaining property than Highway Engineer's center line Station 1918+00.

b. A right to cross the relocated Columbia River Highway for farm purposes only, said crossing not to exceed 25 feet in width, opposite Highway Engineer's center line Station 1913+40; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Columbia River Highway, resulting in the severed portions of the said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the State Highway Commission shall have the power to close and barricade said crossing for all purposes.

EXHIBIT "O-1" (cont.)

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

EXHIBIT "O-2"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Mosier-The Dalles Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction,

improvement and maintenance of the Mosier-The Dalles Section of the Columbia River Highway as a throughway, the following described real property in fee simple, to wit:

R-17476
Owner: Charles Hunt, et ux

A parcel of land lying in Tract 1, Snipe's Acres, situated in the Northwest quarter (NW$\frac{1}{4}$) of Section 33, Township 2 North, Range 13 East, W.M., Wasco County, Oregon, the said parcel being that portion of said Tract 1 lying Westerly of a line parallel to and 75 feet on the Easterly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2207+84.43, said Station being 1418.77 feet North and 586.37 feet West of the Southeast corner of said Section 29; thence South 18° 43' 30" East 3537.64 feet to Engineer's center line Station 2243+22.07; said center line of said strip of land crossing the Northerly and Southerly boundaries of said Tract 1 approximately at Stations 2238+98 and 2241+06, respectively.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 0.54 acre.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be no rights or easements of access between the right of way of the Mosier-The Dalles Section of the relocated Columbia River Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

EXHIBIT "O-2" (cont)

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

EXHIBIT "O-3"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Clatskanie-Delena Section of the Columbia River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construc-

tion, improvement and maintenance of the Clatskanie-Delena Section of the Columbia River Highway as a throughway, the following described real property in fee simple, to wit:

R-20328
Owner: M. V. Collette, et al

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 16, Township 7 North, Range 3 West, W.M., Columbia County, Oregon, and being a portion of that property described in that deed to M. V. Collette and Alice M. Collette, recorded in Book 105, Page 8, of Columbia County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on both sides of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2022+00, said Station being 710 feet South and 2730 feet West of the North quarter ($N\frac{1}{4}$) corner of said Section 16; thence North 66° 06' 20" East 619.42 feet; thence on a spiral curve right (the long chord of which bears North 67° 08' 50" East) 500 feet; thence on a 4583.66 foot radius curve right (the long chord of which bears North 78° 31' 20" East) 1486.67 feet to Station 2048+06.09, said center line crossing the Westerly and Easterly lines of said property approximately at Stations 2022+50 and 2033+25, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
2022+00	2024+00	60 feet	100 feet
2024+00	2035+00	100 feet	100 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 4.50 acres, more or less, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be no rights or easements of access between the right of way of the said Clatskanie-Delena Section of the relocated Columbia River Highway and all of the real property of the owners remaining after the appropriation of the real

property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

EXHIBIT "O-4"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sylvan Section of the Sunset Highway; and,

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Highway Commission by a certain resolution made and entered in its records on the 24th day of November, 1952, declared the necessity for the acquisition of a parcel of land described therein for right of way purposes, for the widening, improvement and maintenance of the Sylvan Section of the Sunset Highway, and the control of access to and from the said highway, and authorized the acquisition of the said parcel of real property and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the said control of access should be changed in the manner provided herein, in order that a greater use of said access be allowed to the property owners concerned, and it is, therefore, the determination of the Highway Commission that the said resolution of November 24, 1952, should be revised to conform with this change; and,

EXHIBIT "O-4" (cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Highway Commission does hereby declare that the resolution made and entered in its records of November 24, 1952, referred to above, be, and hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proposed widening, improvement and maintenance of the Sylvan Section of the Sunset Highway as a throughway, the following described real property in fee simple, to wit:

L-1982 (R-15882)
Owner: Faun E. Helmcke

A parcel of land lying in the Southwest quarter (SW$\frac{1}{4}$) of Section 6, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of the following described property: That tract of land known as Tax Lot 120 which was conveyed by that certain deed to Elmer R. Helmcke and Faun E. Helmcke, recorded in Book 1087, Page 203 of Multnomah County Records of Deeds, the said parcel being described as follows:

Commencing at the Southwest corner of said Section 6, thence North 0° 15' West along the section line 1225.62 feet; thence North 89° 45' East 508.20 feet; thence North 0° 15' West 229.47 feet; thence North 79° 14' East 6.50 feet; thence South 11° 57' East along the Easterly line of Tract No. 1 of said property 200 feet to the true point of beginning of the land herein to be described; thence continuing South 11°57' East along the Easterly line of said Tract No. 1, 22.45 feet to the Northerly side of County Road No. 1138; thence Westerly tracing the Northerly side of said County Road on a 2905 foot radius curve to the left (the long chord of which bears South 71° 35' 14" West) 16.40 feet to the Southwest corner of said Tract No. 1; thence North 11° 57' West 17.65 feet along the Westerly line of said Tract No. 1; thence North 55° 50' 12" East, 17.56 feet to the point of beginning.

The parcel of land to which this description applies contains 0.01 acre.

3. That in addition to the acquisition of fee simple title to the above

described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Sylvan Section of the Sunset Highway and all of the contiguous real property of the owner remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owner of the said remaining land, for service of the said remaining land, the following:

A right of access to the Sunset Highway of a width of 25 feet on the Northerly side of the said Sunset Highway, opposite Highway Engineer's center line Station 169+52, for private residential use, and for the operation of existing nursery activity on the owner's remaining land only.

The above said access to the said Sunset Highway from the said remaining property shall not be used by the owner, her heirs or assigns, or anyone holding under her, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such road or roads shall cease, but the owner, her heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage roads shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or,

EXHIBIT "O-4" (cont)

in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

7. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

EXHIBIT "O-5"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Clatskanie-Delena Section of the Columbia River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is

EXHIBIT "O-5" (cont)

needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Clatskanie-Delena Section of the Columbia River Highway as a throughway, the following described real property in fee simple, to wit:

R-20265
Owner: Frank T. Willson, et al

A parcel of land lying in Lot 1 of the South half ($S\frac{1}{2}$) of the E. G. Bryant Donation Land Claim and also lying in Section 8, Township 7 North, Range 4 West, W.M., Columbia County, Oregon, and being a portion of that property described in that deed to Frank T. Willson and Margaret A. Willson, recorded in Book 102, Page 108, of Columbia County Records of Deeds, the said parcel being that portion of said property included in a strip of land 120 feet in width, 60 feet on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1682+62.26, said Station being 1577.12 feet North and 1931.4 feet West of the Southeast corner of said Section 8; thence on a spiral curve left (the long chord of which bears South 52° 22' 10" East) 600 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 70°02' 05" East) 777.69 feet to Engineer's center line Station 1696+39.95, said center line crosses the Westerly and Easterly lines of said property approximately at Engineer's center line Stations 1684+05 and 1690+85.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 1.85 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be no rights or easements of access between the right of way of the Clatskanie-Delena Section of the relocated Columbia River Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Columbia River Highway of a width not to exceed 30 feet, on the North side of the said highway, opposite Highway Engineer's center line Station 1684+40.

b. A right of access to the relocated Columbia River Highway of a width not to exceed 30 feet, on the South side of the said highway, opposite Highway Engineer's center line Station 1684+40.

EXHIBIT "O-5" (cont)

c. A right of access to the relocated Columbia River Highway of a width not to exceed 30 feet, on the North side of the said highway, opposite Highway Engineer's center line Station 1687+50.

d. A right of access to the relocated Columbia River Highway of a width not to exceed 30 feet, on the South side of the said highway, opposite Highway Engineer's center line Station 1689+65.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage roads shall be connected to the said main highway or to other public ways at a point not a greater distance to the West of the owners' remaining property than Highway Engineer's center line Station 1681+80, which is the Conyers Street intersection with the relocated Columbia River Highway, and at a point not a greater distance to the East of the owners' remaining property than Highway Engineer's center line Station 1710+00.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

21926

EXHIBIT "O-6"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes;and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Clatskanie-Delena Section of the Columbia River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved,property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation,

construction, improvement and maintenance of the Clatskanie-Delena Section of the Columbia River Highway as a throughway, the following described real property in fee simple, to wit:

R-20275
Owner: Frances Agnew

A parcel of land lying in the Southwest quarter (SW$\frac{1}{4}$) of Section 10, Township 7 North, Range 4 West, W.M., Columbia County, Oregon, and being a portion of that property described in that deed to Frances Agnew, recorded in Book 75, Page 272, of Columbia County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1783+88.06, said Station being 686 feet North and 65 feet West of the South quarter (S$\frac{1}{4}$) corner of said Section 10; thence North 30° 52' 30" West 76.54 feet to Station 1783+11.52 equals 1783+25.01; thence on a spiral curve left (the long chord of which bears North 35° 22' 30" West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears North 56° 47' 50" West) 414.07 feet; thence on a spiral curve left (the long chord of which bears North 78° 13' 10" West) 450 feet; thence North 82° 43' 10" West 396.67 feet; thence on a spiral curve left (the long chord of which bears North 85° 23' 10" West) 400 feet to Station 1762+14.27, said center line crossing the East and West lines of said property approximately at Stations 1775+43 and 1762+38, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
East line of said property	1774+40	120 feet	90 feet
1774+40	1772+00	120 feet	150 feet
1772+00	1771+80	250 feet	150 feet
1771+80	East line of Tract 44 of Haven Acres No. 2	250 feet	100 feet
East line of Tract 44 of Haven Acres No. 2	1766+50	150 feet	100 feet

EXHIBIT "O-6" (cont)

Station to Station		Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
1766+50	1764+00	150 feet	175 feet
1764+00	1762+00	150 feet	100 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 8.8 acres, of which 1.0 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 7.8 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Clatskanie-Delena Section of the relocated Columbia River Highway and all of the contiguous real property of the owner remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owner of said remaining land, her heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Columbia River Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 1764+50, for production and transportation to market of farm products of the owner's remaining land, for the development, harvesting and transportation of forest products of the owner's remaining land, and for private residential use only.

b. A right of access to the relocated Columbia River Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 1773+60, for production and transportation to market of farm products of the owner's remaining land, for the development, harvesting and transportation of forest products of the owner's remaining land, and for private residential use only.

The above accesses to the relocated highway from the said remaining property shall not be used by the owner, her heirs or assigns, or anyone holding under her, for any use not herein stated, and the State shall have the power to barricade said accesses for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads shall cease, but the

owner, her heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road or roads shall be connected to the said main highway or to other public ways at a point not a greater distance to the West of the owner's remaining property than Highway Engineer's center line Station 1710+00, and at a point not a greater distance to the East of the owner's remaining property than Highway Engineer's center line Station 1772+50.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

-1931

EXHIBIT "O-7"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Clatskanie-Delena Section of the Columbia River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation,

construction, improvement and maintenance of the Clatskanie-Delena Section of the Columbia River Highway as a throughway, the following described real property in fee simple, to wit:

R-20325
Owner: Kenneth A. Johnson, et ux

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 17, Township 7 North, Range 3 West, W.M., Columbia County, Oregon, and being a portion of that property described in that deed to Kenneth A. Johnson and Sarah Johnson, recorded in Book 117, Page 273, of Columbia County Records of Deeds, the said parcel being that portion of said property included in a strip of land 180 feet in width, 90 feet on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1994+90.92, said Station being 1461 feet South and 288 feet West of the North quarter ($N\frac{1}{4}$) corner of said Section 17; thence on a spiral curve left (the long chord of which bears North 85° 48' 50" East) 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears North 76° 17' 35" East) 1637.50 feet to Station 2015+28.42, said center line crossing the Westerly and Easterly lines of said property approximately at Stations 1995+95 and 2006+00, respectively.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 4.14 acres, more or less, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be no rights or easements of access between the right of way of the said Clatskanie-Delena Section of the relocated Columbia River Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Columbia River Highway of a width not to exceed 25 feet on the South side of the said highway, opposite Highway Engineer's center line Station 1998+50, for production and transportation to market of farm products of the owners' remaining land, and for private residential use only.

b. A right of access to the relocated Columbia River Highway

of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 2004+50, for production and transportation to market of farm products of the owners' remaining land, for the development, harvesting and transportation of forest products of the owners' remaining land, for the operation of existing mink ranch activity on the owners' remaining land, and for private residential use only.

Said accesses from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State shall have the power to close and barricade said accesses for all purposes in the event of any violation.

The State, however, shall have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage roads shall be connected to the main highway or to other public ways at a point not a greater distance to the West of the owners' said remaining property than Highway Engineer's center line 1956+50, and at a point not a greater distance to the East of the owners' said remaining property than Highway Engineer's center line Station 2022+30.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

EXHIBIT "O-8"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Clatskanie-Delena Section of the Columbia River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is

needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Clatskanie-Delena Section of the Columbia River Highway as a throughway, the following described real property in fee simple, to wit:

R-20331
Owner: C. E. Forsberg, et ux

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 9, Township 7 North, Range 3 West, W.M., Columbia County, Oregon, the said parcel being that portion of said Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) lying Southerly of a line which is parallel to and 100 feet Northerly of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2028+19.42, said Station being 460 feet South and 2164 feet West of the South quarter ($S\frac{1}{4}$) corner of said Section 9; thence on a spiral curve right (the long chord of which bears North 67° 08' 50" East) 500 feet; thence on a 4583.66 foot radius curve right (the long chord of which bears North 78° 31' 20" East) 1486.67 feet; thence on a spiral curve right (the long chord of which bears North 89° 53' 50" East) 500 feet to Station 2053+06.09, said center line crossing the South and East lines of said Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) approximately at Stations 2045+90 and 2050+60, respectively.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 0.8 acre, more or less, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Clatskanie-Delena Section of the relocated Columbia River Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the said owners, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Columbia River Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 2050+00, for production and transportation to market of farm products of the owners' remaining land, for the development, harvesting and transportation of forest products of the owners' remaining land, and for private residential use only.

Said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway at Highway Engineer's center line Station 2043+00, and at such other places as may be designated by the State.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

EXHIBIT "O-9"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the acquisition of the rights of access to, from and between the real property hereinafter described and the said Barbur Boulevard-White School Section of the West Portland-Hubbard Highway is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "O-9" (cont)

1. The Commission does hereby find and declare that it is necessary to acquire, in connection with the proper widening, improvement and maintenance of the Barbur-Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway, all rights of access to, from and between said West Portland-Hubbard Highway, including a right of access described in a deed recorded in Volume 170, Page 271, of the Deed Records of Washington County, Oregon, said right of access being more particularly described as being retained at Highway Engineer's center line Station 101+25, and the following described real property, to-wit:

L 2019 (R4035)
Owner: Paul L. Kertes, et al.

The South half ($S\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 1, Township 2 South, Range 1 West, excepting that portion conveyed to the State of Oregon, by and through its State Highway Commission, by that deed dated January 26, 1938 and recorded January 29, 1938, in Book 170, Page 271, of the Deed Records of Washington County, Oregon.

2. That the highway facility for which the said rights of access are required and are being taken has been planned, designed and located, and will be constructed in a manner which, in the opinion of the Commission will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire said rights of access.

4. That upon the trial of any suit or action instituted to acquire said rights of access, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

EXHIBIT "O-10"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Clatskanie-Delena Section of the Columbia River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real prop-

erty hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Clatskanie-Delena Section of the Columbia River Highway as a throughway, the following described real property in fee simple, to wit:

R-20324
Owner: W. G. Walker, et al

Parcel No. 1:

A parcel of land lying in the South half ($S\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 17, Township 7 North, Range 3 West, W.M., Columbia County, Oregon, the said parcel being that portion of said South half ($S\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) included in a strip of land of variable width lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1970+00, said Station being 1594.12 feet South and 107.9 feet West of the Northwest corner of said Section 17; thence North 86° 28' 50" East 2490.92 feet; thence on a spiral curve left (the long chord of which bears North 85° 48' 50" East) 400 feet to Station 1998+90.92, said center line crossing the West and East lines of said Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) approximately at Stations 1970+56 and 1983+23, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
1970+00	East line of the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$)	100 feet	100 feet
East line of the Southwest			

EXHIBIT "O-10" (cont)

Station to Station	Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
quarter (SW¼) of the Northwest quarter (NW¼)		
East line of the Southeast quarter (SE¼) of the Northwest quarter(NW¼)	110 feet	100 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 11.95 acres, of which 1.66 acres lie within the existing right of way, title to which hereby is alleged to be in the public, and 10.29 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rightsof access between the right of way of the said Clatskanie-Delena Section of the relocated Columbia River Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described, except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

Rights of access to the Lindberg County Road, also known as Columbia County Road No. T-56, where said county road lies within the right of way of the real property hereinabove described as Parcel No. 1, and Southerly of the said main relocated highway. Said rights of access to the said county road shall be to and from that portion of the said remaining property which abuts upon said county road where the said county road will be located Southerly of the said main relocated highway. The said county road shall be connected to the said main highway or other public ways only at such point or points as are designated by the State.

3. The Commission does further find and declare that the acquisition of the real property hereinabove described as Parcel No. 1, and the denial of access thereto, as hereinabove set forth, will result in depriving the owners of all means of access from that portion of their real property lying North of and adjacent to the real property hereinabove described as Parcel No. 1, to any public way and to their remaining real property, and that, therefore, it is in the best interests of the State and the owners for the State to acquire fee simple title to the entire tract of real property lying North of the South boundary of the real property hereinabove described as Parcel No. 1, which said tract includes that portion of the real property

hereinabove described as Parcel No. 1 and the real property described as follows, to wit:

Parcel No. 2:

All that portion of said South half ($S\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 17 lying Northerly of Parcel No. 1 above, containing 5.30 acres.

4. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

EXHIBIT "O-11"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Rinehart Creek-Frankport and Frankport Euchre Creek Sections of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said sections of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "O-11" (cont)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the Oregon Coast Highway as a throughway, the following described real property in fee simple, to wit:

L-2013 (R-20204)
Owner: Winston W. Chambers, et al

Parcel No. 1:

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) and the West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 29, Lot 1 of Section 31, and Lots 2, 3 and 4 of Section 30, Township 34 South, Range 14 West, W.M., Curry County, Oregon, and being a portion of that property described in those deeds to Winston W. Chambers and Marjorie P. Chambers, recorded in Book 26, Page 540, and in Book 27, Page 197, of Curry County Records of Deeds, the said parcel being that portion of said subdivisions lying Northerly of that tract of land described in those deeds to Alexander Frank, recorded in Book 5, Page 524, Book 6, Page 80, and Book 6, Pages 566-567, Curry County Deed Records, and included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station L^4 641+23.68, said Station being 235.3 feet North and 1491.8 feet East of the Northwest corner of said Section 29; thence on a decreasing spiral curve right (the long chord of which bears South 2° 58' 30" East) 500 feet; thence South 0° 21' 30" West 689.33 feet; thence on a spiral curve right (the long chord of which bears South 5° 38' 30" West) 487.5 feet; thence on an 881.47 foot radius curve right (the long chord of which bears South 30° 24' 40" West) 437.18 feet; thence on a spiral curve right (the long chord of which bears South 55° 11' 20" West) 487.5 feet; thence South 60° 28' West 64.94 feet; thence on a spiral curve left (the long chord of which bears South 55° 58' West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 46° 01' West) 31.67 feet; thence on a spiral curve left (the long chord of which bears South 36° 04' West) 450 feet; thence South 31° 34' West 585.69 feet; thence on a spiral curve left (the long chord of which bears South 27° 04' West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 16° 14' West) 61.11 feet; thence on a spiral curve left (the long chord of which bears South 5° 24' West) 450 feet; thence South 0° 54' West back equals 0° 49' West ahead 113.74 feet; thence on a spiral curve right (the long chord of which bears South 2° 19' West) 300 feet; thence on a 1909.86 foot radius curve right (the long chord of which

bears South 8° 55' 30" West) 240.56 feet; thence on a spiral curve right (the long chord of which bears South 15° 32' West) 300 feet; thence South 17° 02' West 14.5 feet; thence on a spiral curve left (the long chord of which bears South 10° 22' 25" West) 400 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 19° 18' East) 326.67 feet; thence on a spiral curve left (the long chord of which bears South 48° 58' 25" East) 400 feet; thence South 55° 38' East 334.2 feet; thence on a spiral curve right (the long chord of which bears South 52° 18' East) 500 feet to Station 721+98.27. The Westerly line of said strip of land crosses the Easterly line of said West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29 approximately opposite Station L^4 645+00 and said center line crosses the Northerly line of said Alexander Frank tract in said Lot 1 approximately at Station 712+60.

Also that part of said West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29 lying Westerly of said strip of land and Easterly of the existing highway and lying between lines at right angles to said relocated highway center line at Stations 660+00 and 664+00. Also that part of said West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 29 and that part of said Lot 3 of Section 30 lying Westerly of the existing highway and Easterly of said strip of land and lying between lines at right angles to said relocated highway center line at Stations 677+00 and 680+00.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
641+23.68	642+50	70 feet	120 feet
642+50	648+00	70 feet	100 feet
648+00	657+00	80 feet	100 feet
657+00	661+00	100 feet	100 feet
661+00	668+00	200 feet	100 feet
668+00	684+00	100 feet	100 feet
684+00	687+50	130 feet	100 feet
687+50	690+67	180 feet	100 feet
690+67	691+00	180 feet	To mean high tide of the Pacific Ocean
691+00	East line of said Section 31	To existing Easterly right of way line	To mean high tide of the Pacific Ocean

The parcel of land to which this description applies contains 54.18 acres, of which 8.68 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 45.5 acres lie

outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the West half ($W\frac{1}{2}$) of Section 32, Township 34 South, Range 14 West, W. M., Lot 3 and Lot 5 of Section 5, Township 35 South, Range 14 West, W. M., Curry County, Oregon, and being a portion of that property described in that deed to W. W. Chambers, et ux, recorded in Book 26, Page 540, of Curry County Records of Deeds, the said parcel being that portion of said property lying Southerly of that tract of land conveyed by deed to Alexander Frank, recorded in Book 6, Pages 566-567, Curry County Deeds, and included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station L^4 725+74.38, said Station being 1775.65 feet South and 347.35 feet East of the Northwest corner of said Section 32; thence on a spiral curve right (the long chord of which bears South 23° 55' 20" East) 500 feet; thence South 20° 35' 20" East back equals South 20° 35' 30" East ahead 663.87 feet; thence on a spiral curve right (the long chord of which bears South 15° 15' 40" East) 400 feet; thence on a 716.20 foot radius curve right (the long chord of which bears South 3° 17' 30"East) 32.5 feet; thence on a spiral curve right (the long chord of which bears South 8° 40' 40" West) 400 feet; thence South 14° 00' 30" West 5.96 feet; thence on a spiral curve left (the long chord of which bears South 8° 40' 40" West) 400 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 2° 21' 30" East) 9.17 feet; thence on a spiral curve left (the long chord of which bears South 13° 23' 40" East) 400 feet; thence South 18° 43' 30" East 5.22 feet; thence on a spiral curve right (the long chord of which bears South 15° 23' 30" East) 400 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears South 7° 50' 30" East) 35.33 feet; thence on a spiral curve right (the long chord of which bears South 0° 17' 30" East) 400 feet; thence South 3° 02' 30" West 40.24 feet; thence on a spiral curve left (the long chord of which bears South 3° 37' East) 400 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 18° 54' 30" East) 38.99 feet; thence on a spiral curve left (the long chord of which bears South 34° 11' 50" East) 400 feet; thence South 40° 51' 25" East 113.05 feet; thence on a spiral curve right (the long chord of which bears South 34° 11' 50" East) 400 feet; thence on a 572.96 foot radius curve right (the long chord of which bears

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EXHIBIT "O-11" (cont)

South 20° 01' East) 16.83 feet; thence on a spiral curve right (the long chord of which bears South 5° 50' East) 400 feet to Engineer's center line Station 780+35.54, said center line crossing the Southerly line of said Frank tract and the Southerly line of said Chambers property approximately at Stations 731+68 and 778+90, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
730+00	739+00	100 feet	100 feet
739+00	741+38.25	140 feet	100 feet
741+38.25	745+70.75	100 feet	100 feet
745+70.75	749+85.88	150 feet	100 feet
749+85.88	766+66.67	200 feet	To mean tide line of the Pacific Ocean
766+66.67	780+35.54	150 feet	200 feet

The parcel of land to which this description applies contains 31.0 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the relocated Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 651+60, for private residential use only.

b. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 673+25, for private residential use only.

c. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 681+50, for private residential use only.

d. A right of access to the relocated Oregon Coast Highway of a

width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 742+00, for private residential use only.

e. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 777+00, for private residential use only.

The above said accesses to the relocated Oregon Coast Highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said accesses for all purposes in the event of any violation.

f. A right to cross the relocated Oregon Coast Highway for farm purposes only, said crossing not to exceed 25 feet in width, opposite Highway Engineer's center line Station 693+50; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Oregon Coast Highway, resulting in the severed portions of said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited and the State Highway Commission shall have the power to close and barricade said crossing for all purposes.

g. A right to cross the relocated Oregon Coast Highway for farm purposes only, said crossing not to exceed 25 feet in width, opposite Highway Engineer's center line Station 732+50; provided, however, that upon the alinenation of either of the portions of the property severed by the said relocated Oregon Coast Highway, resulting in the severed portions of said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited and the State Highway Commission shall have the power to close and barricade said crossing for all purposes.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Com-

EXHIBIT "O-11" (cont)

mission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of June, 1953.

EXHIBIT "P"

Minutes of June 25 and 26, 1953

RESOLUTION

WHEREAS, the Highway Commission pursuant to and in accordance with Section 4, Chapter 226, Oregon Laws 1947, is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways which shall be known as throughways as that term is defined in Section 3, Chapter 226, Oregon Laws 1947; and

WHEREAS, Section 4, Chapter 226, Oregon Laws 1947, also provides that any relocated section of an existing highway and such portions of existing highways which at the time the same are designated as throughways have less than ten commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highways, may be designated and constructed as or converted into a throughway by the Highway Commission; and

WHEREAS, the Highway Commission has directed the Highway Engineer to prepare and file in the offices of the Highway Department at Salem, Oregon, a complete analysis and disclosure of all sections of that part of the Columbia River Highway which begins at the City of Rainier and extends therefrom to the City of Astoria, which sections on the date of this resolution, to-wit: On the 25th day of June, 1953, have less than ten commercial businesses abutting thereon in any one mile, catering to the motoring public and the portions or sections of the said part of the said highway which have abutting thereon ten or more commercial businesses per mile catering to the motoring public; and

WHEREAS, the Highway Engineer pursuant to the directions of the Highway Commission has caused such study and examination to be made and has filed in the office of the Highway Department at Salem, Oregon, a complete set of maps on which there is shown all of the portions or sections of the Columbia River Highway from the City of Rainier to the City of Astoria, and also on which there is shown all of the portions or sections thereon which on the date of the adoption of this resolution have ten or more commercial businesses abutting thereon which cater to the motoring public in any one mile; and

WHEREAS, the Highway Commission has considered the aforesaid studies and investigations and, after due deliberation, does hereby find and declare that for the purpose of preserving human lives and minimizing property damage, and to facilitate the safe and convenient transportation of persons and property by motor vehicles, and to protect the safety and welfare of the public in general, that the Columbia River Highway and all sections thereof, including all relocated sections thereof between the City of Rainier and the City of Astoria, as hereinafter designated, shall henceforth be classified, constructed, reconstructed, relocated and maintained as throughways as that term is defined in Section 3, Chapter 226, Oregon Laws 1947.

(cont.)

EXHIBIT "P" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. That that part of the Columbia River Highway which extends from the City of Rainier to the City of Astoria and all sections or portions thereof, including any section or portion thereof hereafter relocated, is hereby selected, designated and established as a throughway as that term is defined in Section 3, Chapter 226, Oregon Laws 1947, except for the portions or sections thereof which have, on the date of the adoption of this resolution, ten or more commercial businesses abutting thereon that cater to the motoring public in any one mile is hereby specifically excluded as a throughway; and, in connection therewith, this Commission does hereby find and declare that 5 maps, which are numbered 58, 59, 60, 61, and 62, respectively, have been prepared under the direction of the State Highway Engineer and the same have been filed in the State Highway Department offices at Salem, Oregon, and on which maps there is shown that part of the Columbia River Highway which extends from the City of Rainier to the City of Astoria, including those portions or sections thereof which have, on the date of the adoption of this resolution, ten or more commercial businesses abutting thereon that cater to the motoring public in any one mile. The aforementioned maps are by this reference incorporated herein and are declared to be a part of this resolution as if fully set forth herein.

2. This resolution shall be entered in the minutes and records of the Highway Commission as of the 25th day of June, 1953.

INSPECTION TRIP

July 14 - 18 inclusive

1953

Portland, Oregon
July 14, 1953

The members of the State Highway Commission started on their third 1953 inspection trip of state highways this day. Those making the trip were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
C. H. Armstrong, State Parks Superintendent
Ralph Watson, Public Relations Consultant
H. B. Glaisyer, Secretary

Also accompanying the Commission on the trip were the following:

W. L. Mac Donald, Regional Engineer, U.S. Forest Service
C. G. Polk, District Engineer, U.S. Bureau of Public Roads
Ray Conway, Manager Oregon State Motor Association
Dave Eyre, Business Manager, Oregon Journal, Portland
Bernard Mainwaring, Capitol Journal, Salem

The group left Portland at 1:00 p.m. and motored to Arlington inspecting new highway construction in the Columbia River Gorge enroute. An overnight stop was made at Arlington, but no business was transacted at that place.

Wednesday, July 15, 1953

Following its overnight stop at Arlington, the Commission motored to the town of Umatilla where at 9:30 a.m. a conference was held with County Judge James H. Sturgis of Umatilla County, Wm. R. Nugent, Umatilla City Councilman, Will Thompson, Street Commissioner, and Mr. Cyril G. Brownell, representing the Chamber of Commerce. Judge Sturgis was particularly interested in the designation of a new highway connection between US 30 at Ordnance and US 730 near Umatilla, to serve as a direct approach to the Columbia River Bridge which the County proposes to construct in the near future. Messrs. Brownell, Thompson and Nugent were particularly interested in the location of the approach to the proposed bridge from US 730. Judge Sturgis was informed by the Commission that the State is without funds to finance construction of the connecting highway as requested by him. It was

pointed out that such highway will closely parallel an existing state highway which is available for traffic that wishes to cross the bridge from US 30 so the need for a new highway is not evident at the present time. Messrs. Brownell, Thompson and Nugent were informed that the problem of providing the approach road leading to the bridge from US 730 is a matter for the people who are building the bridge to decide, and that the only concern the State has is the connection with US 730. They were also told that the Highway Department approved one plan for such connection, but that whatever plan is adopted must provide for a satisfactory channelized intersection where the bridge approach road connects with the state highway. The conference was concluded at 9:45 a.m.

Thereafter the Commission motored to Pendleton via US 730 to Cold Springs, thence via US 395 to Holdman, thence by a county road to a junction about four miles south of Helix, thence to Havana where the Commission inspected a possible connection with ORE 11 as requested by the County Court of Umatilla County and local citizens, thence to Pendleton via ORE 11. In Pendleton the Commission inspected the site of a proposed railroad underpass on Emigrant Street, the design for which, the Engineer advised, is now being prepared. At 11:30 a.m. the Commission conferred with a delegation from the northwestern part of Umatilla County, including two people from Walla Walla, Washington, regarding the Havana-Helix Road and the Van Sycle Road in northern Umatilla County. County Commissioner J. E. Olinger presided. The following persons made up the group: From the town of Helix -- S. E. Brogoitt, Verne Dale, Henry Campbell, Harry Eaton, and Raphael Raymond; from Walla Walla, Washington -- Doc. Campbell and Herb West; from the town of Weston -- Jim Kuhn; from Athena -- Leonard Roff and R. C. Cooke, editor of the Athena Press; from Pendleton -- J. W. Forrester, Jr., publisher of the Pendleton East Oregonian and Chairman of the Transportation Committee of the Umatilla County Development Commission, and Orin Allison, Secretary of the Pendleton Chamber of Commerce. Mr. Brogoitt strongly urged extension of the Havana-Helix Secondary Highway to a connection with ORE 11. The group also urged an extension of the Havana-Helix Highway northerly down Van Sycle Canyon to a junction with US Highway 410 near Wallula, Washington. A number of persons spoke in behalf of the project, but the Commission took no action other than to state that the matter would be given consideration.

The Highway group was the guest of the Pendleton Chamber of Commerce for luncheon in the dining room of the Pendleton Hotel, following which, at 12:30 p.m., a short business session was held. Mr. Art Holmes, Chairman of the Road Committee of the Pendleton Chamber of Commerce presided. At his request Chairman Chandler introduced the members of the highway party. Commissioner Reynolds outlined the status of highway improvements that affect Umatilla County, particularly pointing out progress that is being made on the construction of the new highway in the Columbia Gorge. He also told the group that the Highway Commission plans to sell $32,000,000 Highway Bonds that were authorized by the 1953 Legislature, and if the sale is consumated, additional construction work will be expedited along US 30 west of The Dalles and east of Pendleton to Emigrant Hill. He mentioned that the Van Sycle Canyon Road and the Havana-Helix Road will be studied by the Commission and its

Engineers, and ORE 11 between Adams and Milton-Freewater and the Pendleton-Pilot Rock Section will also be studied. There followed a general discussion which was concluded at 1:10 p.m.

Following this meeting, the Commission motored to Wallowa Lake inspecting highway projects and park developments enroute.

Wallowa Lake, Oregon
July 15, 1953

The members of the State Highway Commission and its party were guests of the County Court of Wallowa County and the Chambers of Commerce of the cities of Enterprise, Lostine, Wallowa, and Joseph for dinner in Wallowa Lake Lodge, following which at 9:15 p.m. at the request of the Hon. Dean B. Erwin, County Judge of Wallowa County who presided, Chairman Chandler introduced the members of the highway group. The following persons composed the local group: County Judge Dean B. Erwin, County Commissioners J. M. Scholl and L. E. McDaniel, representing the County Court of Wallowa County; Harold Haller, Art Thrasher, and R. D. McCurdy, representing the Enterprise Chamber of Commerce, Melvin Crow, Mike Crow, and Warner Crow, representing the Lostine Chamber of Commerce; Chilton Marshall, Lee Burrows, Hurbert Johnson, and Gene Lively representing the Wallowa Chamber of Commerce; Hormer, Hayes, Max Wilson, Wilburt Reece, Georbe Dodson, Henry Hatch and Charles Heard, representing the Joseph Chamber of Commerce.

Mr. McDonald, Regional Engineer, U. S. Forest Service, a member of the Highway Commission group, advised in response to an inquiry by Mr. Erwin, that the U. S. Forest Service hopes to complete improvement of the Enterprise-Lewiston Highway next year, and plans to place additional rock on the Little Sheep Creek Secondary Highway in order to provide a good road into a place known as Imnaha. At Judge Erwin's request, Chairman Chandler remarked that the Commission considers that development of the Wallowa Lake State Park for recreational purposes is a worthy undertaking. He mentioned that the Commission is thinking about enlarging the present area by the addition of a tract adjoining the present park on the south, and is also thinking about extending the park along the west side of Wallowa Lake and construction of a loop road around the lake. Commissioners Reynolds and McIver also spoke briefly. The meeting adjourned at 9:45 p.m.

Wallowa Lake, Oregon
July 16, 1953

Following breakfast in Wallowa Lake Lodge, the Commission inspected the boat landing constructed on the westerly side of the lake in connection with the development of this park. The Commission also inspected the Anderson property on the west side of the lake which has been proposed as an addition to the park, the land now being owned by a man by the name of Harris. Mr. Bennett, U. S. Forest Supervisor, was present and advised that he will cooper-

ate fully with the Commission in acquiring the Anderson property. The Commission then inspected the Wiggins property which has been proposed as another addition to the present park and which Mrs. Wiggins has offered to sell to the State for the sum of $50,000. Also inspected was property being used as a corral and additional property which is being used by boy scouts near the falls in the Wallowa River. The inspections were completed at 9:00 a.m. and the Commission then motored to La Grande where at 11:30 a.m. refreshments were enjoyed by all in the home of Commissioner and Mrs. Chas. H. Reynolds.

La Grande, Oregon
July 16, 1953

The highway group were guests of the La Grande Chamber of Commerce for luncheon in Hoke Hall on the Campus of Eastern Oregon College of Education. Following luncheon, at 1:15 p.m., a short business session was held with Mr. Fred Kiddle, Island City, presiding. Mr. Kiddle asked for the following projects:

1. Construction of the Starkey-Ukiah Road at the earliest possible time
2. Survey for improvements of US 30 between La Grande and Hilgard
3. Mr. Kiddle stated that they approve the plans for improvement of US 30 over Cabbage Hill (Emigrant Hill) and hope that the Commission can see its way clear to advertise the project for bids to be received at its October meeting
4. Modernization of the remaining section of the Wallowa Lake Highway between La Grande and Elgin, particularly the eighteen-mile section between Island City and Elgin

Responding, Chairman Chandler outlined briefly what the Commission has in mind for development at Wallowa Lake. Commissioner Reynolds told the group of the progress that is being made in reconstructing the Columbia River Highway through the Columbia Gorge. He also mentioned probable sale of $32,000,000 of Oregon Bonds on August 7 as authorized by the 1953 Legislature. Others speaking were Commissioner McIver, Senator Charles Bingham, and Representative David C. Baum, R. H. Baldock, State Highway Engineer, W. C. Williams, Assistant State Highway Engineer, W. W. Stiffler, Assistant State Highway Engineer, Ray Conway, Manager Oregon State Motor Association, and Robert Howard, President, Union Chamber of Commerce.

The meeting adjourned at 1:45 p.m., following which the Commission motored to the City of Baker where a short pause was made to confer with a group from that city. The Commission met the local group which consisted of about twenty persons, including County Judge Lloyd Rea, and County Commissioners R. M. Phipps and Gill C. Wright, on the courthouse lawn. No business was transacted. The group left Baker at 3:25 p.m. and motored to the town of John Day via the Baker-Unity Highway and the John Day Highway. A recreational area at Unity Dam reservoir proposed by the Isaac Walton League was inspected enroute.

John Day, Oregon
July 16, 1953

The State Highway Commission and its party were guests of the John Day Chamber of Commerce for dinner at the Veterans Hall in John Day, following which at 9:45 p.m. several after-dinner talks were made. Hon. Elmo Smith, State Senator, presided in behalf of Mayor Earl Van Voorhis who was present but was suffering from a throat infection. At his request Mr. Herman Oliver, former member of the State Highway Commission, welcomed the highway group to John Day. Chairman Chandler responded and introduced the members of the party. Senator Smith introduced the local people present. The meeting adjourned at 10:30 p.m., following which the highway group visited the city museum in Canyon City, and viewed a wonderful collection of relics of the past which are on display at that place.

July 17, 1953

Following the overnight stop in the City of John Day, the highway group motored to the town of Nye over the Pendleton-John Day Highway, thence over the Heppner Highway to the county line between Morrow and Umatilla Counties, where at 11:30 a.m. ceremonies were held under the auspices of the Heppner Chamber of Commerce dedicating a recently completed section of this highway between a place known as Lena in Morrow County and Nye in Umatilla County. Mr. Penland, President of the Heppner Chamber of Commerce and Editor of the Heppner Gazette, presided. County Judge Garnet Barratt of Morrow County, was the principal speaker. The ribbon was cut by Mr. Ben R. Chandler, Chairman of the Oregon State Highway Commission .

Following the dedicatorial ceremonies, the Highway Commission group were guests of the Heppner Chamber of Commerce for luncheon on the courthouse lawn. After luncheon a number of talks were given with Mr. Penland presiding. At 2:00 p.m. a short business session was held. This meeting was presided over by Mr. Ed Dick of Heppner who called upon a number of the local people to present projects. Mr. Orvil Smith spoke in behalf of the Heppner-Spray Highway. He stated that this road is now gravelled, and they would like to have it widened and oiled to the junction point beyond the town of Hardman, about twenty-six miles in length. County Judge Barratt and Mayor J. O. Turner, Heppner, also spoke in behalf of the improvement of this road. Judge Barratt suggested the routing of the highway from Hardman to Parkers Mill and then to the town of Monument. He stated that the County Court of Morrow County is committed to build a road on such route if Grant County will construct the Grant County end and meet the Morrow County road at the county line. Judge Barratt also brought up the distribution of forest highway funds and gave as his feeling that Morrow County is not receiving as much of that money as it is entitled to. He urged a greater allocation as an aid to marketing of timber.

July 17, 1953

Chairman Chandler mentioned the possibilities of obtaining Federal timber access road money to finance construction of roads into timber districts. He further explained the procedure that is necessary to follow in the programming of Federal funds for forest highway construction. As a result of the discussion, the Commission authorized the Engineer to make an economic study of the proposed road from Hardman to Monument via Parkers Mill.

A delegation from Grant County was present and urged the Commission to give serious consideration to construction of a highway along the route suggested by Judge Barratt from Hardman to Monument by Parkers Mill. The delegation was informed by Chairman Chandler that the Highway Commission's first secondary highway obligation in Grant County is the completion of the Kimberly-Long Creek Secondary Highway. Judge Barratt then asked the Commission to realign the Heppner Highway between Heppner and Ione, and he also mentioned improvement of this highway on a direct line from a place called Morgan to the town of Arlington, following down Fourmile Creek. He stated that such route will provide a saving in distance of about 12 miles from Morgan to Arlington. He was informed that improvement of this highway is not in the Highway Commission's program. Mayor Turner asked for improvement of the street which leads to the city's hospital. He was informed that the monies he has in mind cannot be expended for new construction but are limited to repairs. The meeting adjourned at 3:00 p.m., following which the highway group motored to the City of Condon for an overnight stop.

Condon, Oregon
July 17, 1953

At the call of Chairman Chandler, the Highway Commission met in special session at 5:00 p.m. in Apartment No. 2 of the Condon Motor Court. Present were Ben R. Chandler, Chairman, Chas. H. Reynolds, Commissioner, M. K. McIver, Commissioner, R. H. Baldock, State Highway Engineer, C. W. Enfield, Chief Counsel, C. H. Armstrong, State Parks Superintendent, and H. B. Glaisyer, Secretary. The following matters were disposed of:

1. Request of County Judge James H. Sturgis for construction of a highway extending northerly from US 30 at Ordnance to a connection with US 730 near Umatilla, to serve westbound US 30 traffic which wishes to cross the Columbia River Bridge at Umatilla when it is completed. The Commission decided not to assume this obligation for reasons stated to Judge Sturgis on the occasion of its stop at the town of Umatilla on July 15, such reasons being that the Commission has no money immediately available with which to finance such project and the proposed road follows too closely an existing highway between these two places.

2. Proposed extension of the Havana-Helix State Secondary Highway from its present terminus at Havana to a connection with the revised location of the Oregon-Washington Highway (ORE 11), as requested by a delegation from northern Umatilla County on the occasion of the Commission's visit to Pendleton on July 15. The Commission deferred action

on this matter pending additional information. The Engineer was instructed to secure such information and report back to the Commission.

3. Purchase of thirty-four acres of land from Mrs. Irene Wiggins as an addition to Wallowa Lake State Park, amount of option $50,000: The Parks Superintendent expressed himself in favor of enlarging the present park and recommended purchase of the thirty-four acres from Mrs. Wiggins for the amount of the option. He explained that Mrs. Wiggins has received other inquiries concerning purchase of her property, and indications are that she can get a higher price for it than that for which she has offered to sell it to the State. He pointed out that if the Commission decides to acquire this property, then it will be necessary also to purchase another lot surrounded by it which Mrs. Wiggins has sold to another party. It was his feeling that it might be necessary to pay this party $500 for the lot. The Commission unanimously approved purchase of the thirty-four acres from Mrs. Wiggins at the sum of $50,000, and authorized purchase of the extra lot if it can be obtained at reasonable cost.

4. Request of Powder River Sportsmen's Club, Baker, for development of parking, picnic, and restroom facilities adjacent to Unity Reservoir on the Burnt River adjacent to the Baker-Unity Highway near Unity: The Engineer recalled that this matter was first discussed by the Commission at its meeting on May 18 when he reported against the development, which is estimated to cost about $2,000, because it would establish a rather far-reaching precedent in the matter of developing parks and restroom facilities solely for the benefit of fishermen. He stated that he is still of the same opinion, and he recommended that the request be denied. The Commission approved the recommendation.

5. Request of the City of Condon for construction of a retaining wall along the city park property in Condon where it fronts on the John Day Highway, also request of the City for state assistance in construction of a storm sewer on Main Street (route of the John Day Highway) in the business district of Condon. The Commission deferred action in these matters until its meeting scheduled to be held on July 22, 1953. (See ahead for additional paragraph following inspection of the premises in company with a number of local citizens.)

6. Inquiry from the Recreational and Natural Resources Committee, Portland Chamber of Commerce, as to the action taken by the Commission on the Committee's request for appointment of an Advisory Committee on State Parks: The Secretary was instructed to direct a communication to Mr. Carvel Linden, President of the Portland Chamber of Commerce, and explain to him that the Commission feels that those in charge of the State Parks Division of the Highway Department have done an excellent job in the acquisition and development of park areas, and that the Commission believes that monies made available now for parks should be expended largely for development rather than for purchase of new areas, as an accommodation to the people who wish to use the parks; also that the Commission does not

now see the need for a special Advisory Committee on Parks, but will be very glad to receive suggestions from any group or individual who is interested in the parks to the end that the use of state parks may be made most enjoyable to the general public which desires to patronize them, such suggestions to be presented either in writing or in person at a regular meeting of the Highway Commission.

7. Consider granting right of access to certain property owners in Curry County in order to permit them to market timber located on land situate back of properties acquired from Messrs. Chambers, Nash, and Spoerl: The Chief Counsel explained that the Commission, in dealing with Messrs. Chambers, Nash, and Spoerl for right of way on the Oregon Coast Highway at this location, is acquiring access rights which will prevent the marketing of timber from land owned by others farther removed from the highway. He gave as his feeling that owners of the timber in the rear should be given access to the highway in order to market their logs, but that any access that is allowed should be strictly limited to logs. He recommended approval of such arrangement. The Engineer concurred therein. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

8 Consider action taken by the Astoria City Council prohibiting the parking of vehicles on both sides of US 30 within the corporate limits of Astoria, particularly between 53d Street and the east city limits; also consider designation of a "NO PARKING ON HIGHWAY SHOULDERS" zone on both sides of US 30 for a distance of one-half mile easterly from the east city limits of Astoria. The Engineer advised that a hazardous condition exists on the Columbia River Highway (US 30) at the east city limits of Astoria in the vicinity of the entrance to Tongue Point Naval Station by reason of servicemen parking their cars day and night along both shoulders of the highway very close to the edge of the pavement. Such parking, he said not only creates a hazard to traffic on US 30 but it also interferes with highway maintenance operations. He pointed out that free parking is available to these servicemen on naval property if they carry public liability and property damage insurance. The Engineer further stated that during an investigation of the matter contact was made with the City and as a result the City Council on June 15 1953 enacted Ordinance No. 53-28 which prohibits parking on both sides of US 30 within the corporate limits between 53d Street and the east city limits. He recommended Commission concurrence in the ordinance. The Commission unanimously adopted the recommendation whereupon the Engineer recommended further establishment of a "NO PARKING ON HIGHWAY SHOULDERS" zone on both sides of the Columbia River Highway US 30 for a distance of one-half mile easterly from the east city limits of Astoria particularly between M. P. 101.03 and M. P. 100.53. The Commission approved the recommendation unanimously by adoption of the following resolution relative thereto

RESOLUTION

WHEREAS the Columbia River Highway is one of the major State primary highways and is likewise a federal highway which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that in the vicinity of the access road to the Tongue Point Naval Station, east of Astoria, servicemen and others park their cars by day and by night along both shoulders of the highway thereby creating a hazard to traffic on the highway and also creating a deterrent to highway maintenance operations; and

WHEREAS, free parking is available to servicement on U. S. Naval property; and

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and at the same time permit parking of vehicles on the shoulders of the highway; and

WHEREAS, in the opinion of the Commission, public welfare and public safety require that parking should be prohibited within said area.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendation by members of its staff, that the parking of vehicles on either side of the Columbia River Highway from the east city limits of Astoria at M. P. 101.03 (Engineer's Station 32+90) to M. P. 100.53 (Engineer's Station 59+00) in the vicinity of the access road to the Tongue Point Naval Station, creates a hazard not only to highway traffic, but to said parked vehicles and to the persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the City Manager of the City of Astoria and a like copy to the Superintendent of the Department of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 17th day of July, 1953.

July 17, 1953

9. Proposed agreement with U. S. Corps of Engineers covering lease of 190 acres of Federal land as a part of Hat Rock State Park, Umatilla County: The Parks Superintendent explained the provisions of the proposed agreement and recommended its approval. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously. (The agreement was signed by the Commission at its special meeting on July 22, 1953.)

10. Status of right of Way acquisition on the five units of The T. H. Banfield Expressway, Portland: Pursuant to instructions from the Commission at its June meeting, the Chief Counsel presented a written report on the status of such right of way acquisition. This was discussed briefly by the Commission and ordered filed for future reference.

11. Report by State Parks Superintendent on reaction of people residing in the vicinity of Florence, Reedsport, etc. to the increase in charges made for use of swimming facilities in Honeyman State Park, including construction of a fence around the swimming area: The Parks Superintendent advised that as was authorized by the Commission at its June meeting, the new rates for the use of the facilities have been put into effect, and the fence that was authorized has been constructed. He also said there still is considerable objection from people residing in the vicinity of the park and numerous letters have been received objecting to both the increased charges and to the fence. He also said that some vandalism has occurred, but he gave as his feeling that this is under control because police officers, both State and City, are taking a hand in the matter. He expressed the belief that the local people will soon become accustomed to the new charges and the fence, and that they will cooperate in handling the facilities according to the new setup. The Commission approved the report.

12. Chairman Chandler brought up for discussion a proposed hearing in the City of Gold Beach on August 3, 1953 concerning the relocation of the Oregon Coast Highway south of Rocky Point, which hearing is to be conducted by himself and the State Highway Engineer: The Engineer, the Chief Counsel, and the State Parks Superintendent were instructed to assemble and furnish certain information for use at such hearing.

The meeting adjourned at 6:15 p.m. following which the highway group were the guests of the Condon Chamber of Commerce at a picnic dinner in the Condon Memorial Park. At 8:45 p.m. the Commission conferred with twenty-five local people in the City Memorial Building. Mr. E. R. Fatland presided. He asked the Commission for three things:

1. Construction of a storm sewer on Main Street (route of the John Day Highway) through the business district of Condon

2. Oiling of the unoiled portion of the Wasco-Heppner Secondary Highway between Condon and Cottonwood Bridge over the John Day River

3. Construction of a retaining wall on the John Day Highway in front of the city park in Condon

He called upon Mr. Van Rietmann who elaborated on the need for oiling the Wasco-Heppner Highway between Condon and Cottonwood Bridge. Mr. Rietmann exhibited a map revealing state highways in the vicinity of Condon and pointed out that the Wasco-Heppner Highway provides a facility between Condon and The Dalles which is twenty miles shorter than the route via Arlington. He alleged that such route would require traffic to pass over only one summit between John Day and Portland, whereas two summits must be crossed on the route via Prineville. He urged the oiling of the highway from the standpoint of aiding the transportation of wheat to Portland. He read aloud a statement of statistics, and he gave as their feeling that the transporting of grain alone justifies the improvement that they are requesting. He urged the Commission to provide for the oiling work in its next construction budget. Lantern slides revealing conditions existing along the highway under discussion, including both easterly and westerly grades of the Cottonwood Canyon were shown by Mr. Rietmann.

Mr. Marvin Albee urged the improvement from the standpoint of transporting patients to the hospital in The Dalles. He alleged that ninety percent of the people residing in the Condon area secure hospitalization in The Dalles. Mr. Ralph Potter stated that he represents Pomona Grange which has authorized him to urge the Commission to improve this road.

Mr. Jim Burns asked for the city park improvements mentioned by Mr. Fatland. He said that the park was developed by the State Highway Department and turned over to the city to maintain but it is a bigger problem than the city can finance. He urged the Commission to provide restrooms in the park and to construct a retaining wall along the park frontage and to extend their sewer drain. He also asked the Commission to help the City place a layer of gravel on their car parking area which, he said, would greatly facilitate the parking of cars and eliminate considerable traffic congestion that now occurs on the highway during weekends.

Senator Stewart Hardie mentioned that were the highway between Condon and Wasco improved by oiling, it would then be possible to secure bus service over this route but not otherwise. Mr. Fatland mentioned improved mail service over this route were the Commission to oil the road.

In responding to the requests, Chairman Chandler pointed out that the city park is within the city limits and that the State Highway Commission has a strict policy that prevents the giving of state aid for improvement or development of city parks. The Commission, he said, receives many requests for construction of latrines and other improvements in parks located in civic areas but is of the firm opinion that the obligation to provide such facilities rests with the local people. The Highway Commission, he said, limits its park developments to areas outside cities and towns, and the proposed development in the Condon Memorial Park is a matter for the people of the City of Condon to provide. As to construction of curbs and paving of the entire area between curbs, he stated that he believed the Commission will authorize such work and will mark the pavement for four lanes of moving traffic if the city will adopt the necessary ordinances to prohibit the parking of vehicles along the highway at this point. As to the oiling of the Condon-Cottonwood Bridge

Section, Chairman Chandler pointed out that the Commission is gradually getting this road improved and that it is the intention of the Commission to inspect the section under discussion on the following day. He gave as his feeling that both east and west grades in the Cottonwood Canyon are now in pretty fair condition; however, he said, it might be possible to appropriate a little more money next year for additional improvements, although there is nothing definite as to that at the present time.

There followed a general discussion during which Mr. Fatland urged improvements to their city park. He gave as his feeling that the park is a state park which the city is maintaining so the state, in his estimation, should provide needed facilities. He was informed by Chairman Chandler that the park is not a state park and that very little, if any, state money was spent in its development. He pointed out that during the depression years the Federal Government required that a certain amount of Federal Aid money should be spent for landscaping purposes, and it was those funds that were used in this particular instance with some state matching monies. Mr. Fatland concluded their presentation by stating that they are not particular who owns the park--the state or the city--but they simply want the improvements which have been mentioned and which the city cannot finance. He read aloud a resolution that was adopted by the Condon City Council in 1937 authorizing the city authorities to execute an agreement with the State Highway Commission for the development and maintenance of the park area. He also read aloud portions of the agreement referred to which, he said, bears the date June 15, 1937 and is signed by Mr. Henry F. Cabell, as Chairman, Messrs. E. B. Aldrich and F. L. TouVelle, as Commissioners. The meeting adjourned at 9:45 p.m.

July 18, 1953

Following its overnight stop in Condon, the Commission motored to Timberline Lodge for luncheon via ORE 206, US 97, ORE 216, ORE 52, and US 26. The Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway was inspected by the Commission in company with a group of local citizens of Condon.

Following luncheon, the highway group motored to Portland where the trip was concluded.

R. H. Baldock
State Highway Engineer

Robert R. C. Chandler
Chairman

Charles Reynolds
Commissioner

W. B. Isaacs Jr.
Secretary

M. K. McClure
Commissioner

July 18, 1953

EXHIBIT "A"

Minutes of July 17, 1953

EXHIBIT "A"

Minutes of July 17, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said sections of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission by a certain resolution made and entered on its records on the 25th day of June, 1953, declared the necessity for the acquisition of two parcels of real property described therein for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the Oregon Coast Highway, and for the control of access to and from the said highway, and authorized the acquisition of said parcels of land and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the said control of access should be changed in the manner provided herein, in order that a greater use of the granted access points be allowed, and, therefore, the resolution of June 25, 1953, should be revised to conform with the said change in access control; and

(cont.)

EXHIBIT "A" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of June 25, 1953, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the Oregon Coast Highway as a throughway, the following described real property in fee simple, to wit:

L 2013 (R 20204)
Owner: Winston W. Chambers, et al

Parcel No. 1:

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) and the West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 29, Lot 1 of Section 31, and Lots 2, 3 and 4 of Section 30, Township 34 South, Range 14 West, W. M., Curry County, Oregon, and being a portion of that property described in those deeds to Winston W. Chambers and Marjorie P. Chambers, recorded in Book 26, Page 540, and in Book 27, Page 197, of Curry County Records of Deeds, the said parcel being that portion of said subdivisions lying Northerly of that tract of land described in those deeds to Alexander Frank, recorded in Book 5, Page 524, Book 6, Page 80, and Book 6, Pages 566-567, Curry County Deed Records, and included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station $L^{4}641+23.68$, said Station being 235.3 feet North and 1491.8 feet East of the Northwest corner of said Section 29; thence on a decreasing spiral curve right (the long chord of which bears South 2^{o} 58' 30" East) 500 feet; thence South 0^{o} 21' 30" West 689.33 feet; thence on a spiral curve right (the long chord

(cont.)

of which bears South 5° 38' 30" West) 487.5 feet; thence on an 881.47 foot radius curve right (the long chord of which bears South 30° 24' 40" West) 437.18 feet; thence on a spiral curve right (the long chord of which bears South 55° 11' 20" West) 487.5 feet; thence South 60° 28' West 64.94 feet; thence on a spiral curve left (the long chord of which bears South 55° 58' West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 46° 01' West) 31.67 feet; thence on a spiral curve left (the long chord of which bears South 36° 04' West) 450 feet; thence South 31° 34' West 585.69 feet; thence on a spiral curve left (the long chord of which bears South 27° 04' West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 16° 14' West) 61.11 feet; thence on a spiral curve left (the long chord of which bears South 5° 24' West) 450 feet; thence South 0° 54' West back equals 0° 49' West ahead 113.74 feet; thence on a spiral curve right (the long chord of which bears South 2° 19' West) 300 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 8° 55' 30" West) 240.56 feet; thence on a spiral curve right (the long chord of which bears South 15° 32' West) 300 feet; thence South 17° 02' West 14.5 feet; thence on a spiral curve left (the long chord of which bears South 10° 22' 25" West) 400 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 19° 18' East) 326.67 feet; thence on a spiral curve left (the long chord of which bears South 48° 58' 25" East) 400 feet; thence South 55° 38' East 334.2 feet; thence on a spiral curve right (the long chord of which bears South 52° 18' East) 500 feet to Station 721+98.27. The Westerly line of said strip of land crosses the Easterly line of said West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29 approximately opposite Station L 645+00 and said center line crosses the Northerly line of said Alexander Frank tract in said Lot 1 approximately at Station 712+60.

Also that part of said West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29 lying Westerly of said strip of land and Easterly of the existing highway and lying between lines at right angles to said relocated highway center line at Stations 660+00 and 664+00. Also that part of said West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 29 and that part of said Lot 3 of Section 30 lying Westerly of the existing highway and Easterly of said strip of land and lying between lines at right angles to said relocated highway center line at Stations 677+00 and 680+00.

The widths in feet of the strip of land above referred to

(cont.)

are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
641+23.68	642+50	70 feet	120 feet
642+50	648+00	70 feet	100 feet
648+00	657+00	80 feet	100 feet
657+00	661+00	100 feet	100 feet
661+00	668+00	200 feet	100 feet
668+00	684+00	100 feet	100 feet
684+00	687+50	130 feet	100 feet
687+50	690+67	180 feet	100 feet
690+67	691+00	180 feet	To mean high tide of the Pacific Ocean
691+00	East line of said Section 31	To existing Easterly right of way line	To mean high tide of the Pacific Ocean

The parcel of land to which this description applies contains 54.18 acres, of which 8.68 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 45.5 acres lie outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the West half ($W\frac{1}{2}$) of Section 32, Township 34 South, Range 14 West, W. M., Lot 3 and Lot 5 of Section 5, Township 35 South, Range 14 West, W. M., Curry County, Oregon, and being a portion of that property described in that deed to W. W. Chambers, et ux, recorded in Book 26, Page 540, of Curry County Records of Deeds, the said parcel being that portion of said property lying Southerly of that tract of land conveyed by deed to Alexander Frank, recorded in Book 6, Pages 566-567, Curry County Deeds, and included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station $L^4$725+74.38, said Station being 1775.65 feet South and 347.35 feet East of the Northwest corner of said Section 32; thence on a spiral curve right (the long chord of which bears South 23° 55' 20" East) 500 feet; thence South 20° 35' 20" East back equals South 20° 35' 30" East ahead 663.87 feet; thence on a spiral curve right (the long chord of which bears South 15° 15' 40" East) 400 feet; thence on a 716.20 foot radius curve right (the long chord of which bears South 3° 17' 30" East) 32.5 feet; thence

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EXHIBIT "A" (cont.)

on a spiral curve right (the long chord of which bears South 8° 40' 40" West) 400 feet; thence South 14° 00' 30" West 5.96 feet; thence on a spiral curve left (the long chord of which bears South 8° 40' 40" West) 400 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 2° 21' 30" East) 9.17 feet; thence on a spiral curve left (the long chord of which bears South 13° 23' 40" East) 400 feet; thence South 18° 43' 30" East 5.22 feet; thence on a spiral curve right (the long chord of which bears South 15° 23' 30" East) 400 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears South 7° 50' 30" East) 35.33 feet; thence on a spiral curve right (the long chord of which bears South 0° 17' 30" East) 400 feet; thence South 3° 02' 30" West 40.24 feet; thence on a spiral curve left (the long chord of which bears South 3° 37' East) 400 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 18° 54' 30" East) 38.99 feet; thence on a spiral curve left (the long chord of which bears South 34° 11' 50" East) 400 feet; thence South 40° 51' 25" East 113.05 feet; thence on a spiral curve right (the long chord of which bears South 34° 11' 50" East) 400 feet; thence on a 572.96 foot radius curve right (the long chord of which bears South 20° 01' East) 16.83 feet; thence on a spiral curve right (the long chord of which bears South 5° 50' East) 400 feet to Engineer's center line Station 780+35.54, said center line crossing the Southerly line of said Frank tract and the Southerly line of said Chambers property approximately at Stations 731+68 and 778+90, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
730+00	739+00	100 feet	100 feet
739+00	741+38.25	140 feet	100 feet
741+38.25	745+70.75	100 feet	100 feet
745+70.75	749+85.88	150 feet	100 feet
749+85.88	766+66.67	200 feet	To mean tide line of the Pacific Ocean
766+66.67	680+35.54	150 feet	200 feet

The parcel of land to which this description applies contains 31.0 acres.

3. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the

EXHIBIT "A" (cont.)

relocated Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 651+60, for private residential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

b. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 673+25, for private residential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

c. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 681+50, for private residential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

d. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 742-00, for private residential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

e. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station

(cont.)

EXHIBIT "A" (cont.)

777+00, for private residential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

The above said accesses to the relocated Oregon Coast Highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said accesses for all purposes in the event of any violation.

f. A right to cross the relocated Oregon Coast Highway for farm purposes only, said crossing not to exceed 25 feet in width, opposite Highway Engineer's center line Station 693+50; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Oregon Coast Highway, resulting in the severed portions of said property being owned by different persons, this right of crossing shall be forefeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the State Highway Commission shall have the power to close and barricade said crossing for all purposes.

g. A right to cross the relocated Oregon Coast Highway for farm purposes only, said crossing not to exceed 25 feet in width, opposite Highway Engineer's center line Station 732+50; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Oregon Coast Highway, resulting in the severed portions of said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then, and in that event the right hereby reserved to the owners, will be automatically forfeited, and the State Highway Commission shall have the power to close and barricade said crossing for all purposes.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will

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EXHIBIT "A" (cont.)

be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 17th day of July, 1953.

Portland, Oregon
July 22, 1953

Pursuant to action taken by the State Highway Commission at its meeting on June 25, 1953, a special meeting of the Commission was held in the Imperial Room of the Imperial Hotel this date, commencing at 10:00 a.m., Pacific Standard Time, for the particular purpose of discussing matters pertaining to the sale of $32,000,000 Oregon Highway Bonds as authorized by provisions of Chapter 20, Oregon Laws 1953. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
H. B. Glaisyer, Secretary

Also present in the discussion of this matter were Mr. John W. Shuler, Bond Attorney, who has been retained by the Commission to pass on the legality of this issue, and Mr. Fred H. Paulus, Deputy State Treasurer. Mr. Paulus outlined a suggested procedure for the sale of the bonds and for retiring them in 13 years at the rate of $2,000,000 annually for the first seven years and $3,000,000 annually for the remaining six years. A suggestion was also made that the retirement of the bonds be extended to 15 years; however, there appeared to be a question in the minds of those present whether or not a satisfactory bid would be received if the maturity date were extended to 15 years. The matter was discussed thoroughly, and as a result thereof, motion was made by Commissioner McIver that the entire issue of $32,000,000 of bonds be offered for sale on a 13-year maturity basis with provision for retiring them $2,000,000 each year for the first seven years and $3,000,000 each year for the remaining six years. The motion was seconded by Commissioner Reynolds, and was declared by Chairman Chandler to have received the unanimous vote of the Commission.

The Commission then discussed a date for the meeting to receive bids for the purchase of the bonds and decided unanimously to receive the bids at the regular meeting of the Commission scheduled to be held in Portland on Friday, August 7, 1953, the bids to be opened at 9:00 a.m., Pacific Standard Time, on that day. The Secretary was authorized and instructed to advertise the sale in The Daily Bond Buyer, New York City, and in the Daily Journal of Commerce, Portland, Oregon. The following resolution with respect to the sale of the bonds was thereupon offered by Commissioner McIver who moved its adoption. The motion was seconded by Commissioner Reynolds. Chairman Chandler declared the motion carried by the unanimous vote of the Commission.

21172

RESOLUTION

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON that, of the bonds authorized by Article XI, Section 7 of the Constitution of the State of Oregon, and further authorized by Chapter 20, Oregon Laws 1953, THIRTY-TWO MILLION DOLLARS ($32,000,000.00) par value be issued and sold in order to carry out the purposes of said Article with respect to the construction of permanent roads, and the purposes of said law; and

BE IT FURTHER RESOLVED that the principal of and the interest upon all of the bonds issued pursuant to this resolution be paid upon the due dates thereof at the Fiscal Agency of the State of Oregon in the City and State of New York, and that the bonds be known and designated as OREGON STATE HIGHWAY BONDS, SERIES 1953 B, and be numbered consecutively from one (1) to thirty-two thousand (32,000) inclusive; and

BE IT FURTHER RESOLVED that the said bonds be dated September 1, 1953, be issued in denominations of $1,000.00 each to mature serially in numerical order at the rate of $2,000,000.00 on the 1st day of September in each of the years 1954 to 1960, inclusive, and $3,000,000.00 on the 1st day of September in each of the years 1961 to 1966, inclusive; and

BE IT FURTHER RESOLVED that the said bonds shall bear interest payable semiannually on the first days of March and September in each year, at the rate or rates specified in the accepted bid for the bonds; and

BE IT FURTHER RESOLVED that the State Highway Commission furnish to the original purchaser or purchasers of such bonds, without cost to them, the written opinion of Messrs. WINFREE, McCULLOCH, SHULER & SAYRE, Attorneys of Portland, Oregon, certifying to the validity and legality of the said bonds; and

BE IT FURTHER RESOLVED that bids for the said bonds shall be received on August 7, 1953, at the hour of 9 o'clock A. M., Standard Oregon Time, at a meeting of the Commission to be held at that time in the Green Room of the Imperial Hotel in Portland, Oregon, and that the Secretary of the Commission cause a notice of sale of the bonds to be published in one issue of the DAILY BOND BUYER, a financial newspaper printed and published in the City and State of New York, and in one issue of THE DAILY JOURNAL OF COMMERCE, a daily newspaper of general circulation printed and published in the City of Portland, Multnomah County, Oregon, at least ten (10) days prior to the date of the proposed sale of the bonds; and

BE IT FURTHER RESOLVED that the said notice specify that the said bonds shall bear interest on par value at a coupon rate or rates, in multiples of 1/4 of 1% but not exceeding three percent (3%) per annum, and shall be sold at not less that $98 for each $100 par value at an effective interest rate, computed on a simple interest basis, of not to exceed TWO AND ONE-HALF PERCENT (2 1/2%) per annum, payable semi-annually; that each bidder submitting a bid for the bonds shall include therewith as a good faith deposit a certified check in

the sum of $500,000.00, drawn upon a bank having a capital and surplus of not less than $10,000,000.00; and that the State Highway Commission of the State of Oregon reserves the right to reject any or all bids for the bonds; and

BE IT FURTHER RESOLVED that the said bonds be executed with the facsimile signatures of two of the officers specified in Chapter 550, Oregon Laws 1951, and with the manual signature of the other of such officers, as shall be agreed upon by them, and that the interest coupons annexed to the bonds be executed with the facsimile signatures of all of said officers; and

BE IT FURTHER RESOLVED that the State Treasurer of the State of Oregon be, and he hereby is, authorized to deliver the said bonds to the purchaser or purchasers thereof after the date of sale, execution, and sealing thereon, upon the payment of the purchase price thereof; and

BE IT FURTHER RESOLVED that the Secretary of the Commission cause the notices of sale of said bonds to be published in the form indicated in Exhibit A attached hereto, and made a part hereof; and

BE IT FURTHER RESOLVED that the State Highway Commission, through the State Department of Finance and Administration, obtain bids for the lithographing of the said bonds.

EXHIBIT A

NOTICE OF BOND SALE

$32,000,000.00

STATE OF OREGON

OREGON STATE HIGHWAY BONDS

SERIES 1953 B

SEALED BIDS will be received by the STATE HIGHWAY COMMISSION of the State of Oregon until the hour of 9 o'clock A.M., Standard Oregon Time, on August 7, 1953, at the Green Room of the Imperial Hotel at Broadway and Stark Streets, in the City of Portland, Oregon, and will be immediately opened and considered for THIRTY-TWO MILLION DOLLARS ($32,000,000.00) par value of OREGON STATE HIGHWAY BONDS, SERIES 1953 B.

The said bonds will be negotiable general-obligation bonds of the State of Oregon, and will be sold at not less than $98 for each $100 par value thereof and the accrued interest thereon, to the bidder offering the lowest effective rate of interest upon the bonds, not exceeding 2-1/2 percent per annum, payable semiannually, computed upon a simple interest basis.

July 22, 1953

The bonds will bear interest payable semiannually on March 1 and September 1 of each year, at such rate or rates, in multiples of 1/4 of 1% but not exceeding three percent (3%) per annum on par value, as shall be designated in the accepted bid for the bonds. Both the principal of and the interest upon the bonds will be paid at the Fiscal Agency of the State of Oregon in the City and State of New York (The National City Bank of New York). The bonds will be dated September 1, 1953, will be in coupon form, and will be in denominations of $1,000.00 each, and will mature serially in numerical order at the rate of $2,000,000.00 on the 1st day of September in each of the years 1954 to 1960, inclusive, and $3,000,000.00 on the 1st day of September in each of the years 1961 to 1966, inclusive.

All bids must be unconditional and be accompanied by a certified check, drawn upon a solvent bank, having a capital and surplus of $10,000,000.00 or more, in favor of the State Highway Commission of the State of Oregon, for $500,000.00. The proceeds of the check will not draw interest but will be forfeited to the State of Oregon as liquidated damages in case the bidder to whom the bonds are awarded should withdraw his bid or fail to complete his purchase in accordance with the terms thereof. The bonds will be delivered complete, on or before September 21, 1953, without cost to the successful bidder, at such bank in New York City, or in Chicago, Illinois, or in Portland, Oregon, having a capital and surplus of $10,000,000.00 or more, as the successful bidder shall name.

Each bidder is requested to include in his bid a statement of the total interest cost and effective interest rate, based upon aggregate interest cost, that the State of Oregon will pay upon the issue if the bid be accepted.

The successful bidder will be furnished, without cost to him, with the unqualified legal opinion of Winfree, McCulloch, Shuler & Sayre, Attorneys of Portland, Oregon, approving the validity of the bonds purchased.

The State Highway Commission reserves the right to reject any or all bids for the bonds.

Offers for the bonds should be addressed to the State Highway Commission of the State of Oregon, and should be designated "Bid for Oregon State Highway Bonds, Series 1953 B". Mailed bids must be received by the undersigned at Room 134, State Highway Building, Salem, Oregon, by August 6, 1953.

Dated at Salem, Oregon, the 22nd day of July, 1953.

STATE HIGHWAY COMMISSION OF
THE STATE OF OREGON,

By H. B. Glaisyer, Secretary

Address: Room 134, State Highway
Building, Salem, Oregon.

Published

July 22, 1953

The Commission then discussed the matter of lithographing the bonds. The Secretary was authorized and instructed to secure quotations in the usual manner through the Department of Finance and Administration. Motion to that effect was offered by Commissioner McIver, duly seconded by Commissioner Reynolds, and was declared by Chairman Chandler to have received the unanimous vote of the Commission.

Following disposal of matters pertaining to the sale of the bonds, the Commission disposed of a number of routine matters as follows:

The Right of Way Engineer brought up for consideration the granting of a spur track easement to the O. W. R. and N. Company right of way acquired from the Chatfields for the Shogren-Rowena Unit of the Columbia River Highway in Wasco County. He explained details, and recommended that the easement be granted. The Commission approved the recommendation. (The easement was signed later in the session.)

The Chief Counsel requested authority to commence condemnation action to acquire certain parcels of property needed for state highway improvements which properties it appears cannot be acquired at reasonable cost by negotiation. He presented a list of the properties as follows:

Forest Boundary-Hauser Section of the Oregon Coast Highway

		Recommended Offer
L 1902	Ray Snook Change in description to lessen the taking - new resolution required	*

Clatskanie-Delena Section of the Columbia River Highway

L 2018	Kenneth A. Johnson Change in access provisions - new resolution required	*

Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway

L 1815	Leroy Lumber Company Change in description to lessen the taking and change in access provisions New resolution required	*

Mill Gulch-Salisbury Section of the Baker-Unity Highway

R 12730	John F. Hart Right of Way (Baker) 3.7 acres	*

Washburn-North Plains Section of the Wilson River Highway

				Recommended Offer
R 19844	Edward Rieben	Recommended Offer	$5,750	
	Right of Way (Washington)	Fencing	1,136	
	10.39 acres		$6,886	$6,900.00

Reedsport-Hauser Section of the Oregon Coast Highway

R 20644	Paul Schuttpelz Right of Way (Coos) 0.65 acre	$ 780.00

As a result of discussion, the Commission unanimously approved the Chief Counsel's request and authorized him to proceed with the condemnation actions on the basis of his recommended offers and in conformity with instructions given him in the Commission's resolution adopted December 20, 1951. The attached resolutions relative thereto, marked EXHIBIT "A-1" through EXHIBIT "A-3" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein were thereupon adopted by the Commission.

The Engineer brought up for discussion the matter of deeding to the City of Springfield, without cost, a strip of land 60 feet wide extending from South "A" Street northerly to Main Street for use as a cross street connection between these two thoroughfares which form a state highway couplet. He exhibited a map showing the location of the property and recalled that the Commission in its agreement with the City relative to construction of the South "A" Street route understood that the County would construct necessary connecting streets between South "A" Street and Main Street as would be necessary for adequate traffic movement. At 10th Street, he said, there is no existing street and all of the property at the proposed location of a connection at this point is owned by the State and the City. He further stated that the State's property was purchased in 1937 from Lane County for $150, and it was intended at that time to use it as a maintenance site, but the plan was abandoned due to possible development. A portion of the property, he said, is now being rented to the Mountain States Power Company for $400 a year, but no part of that particular tract is required for the street connection. The present day value of the property, he said, is far in excess of what the State paid for the whole tract, it being worth about $5,000, that portion required for the street connection being worth about $2,000. He recommended in view of the fact that the City is to construct the cross street, that a 60 foot right of way for such street be deeded to the City without cost. The Commission approved the recommendation and so ordered.

A letter was presented from the Hon. Jack Harford, Mayor of the City of Arlington, requesting an investigation as to the feasibility of providing a new connection with U.S. Highway 30 (new route) from a point west of China Creek Bridge to the intersection of Main Street with First Street in Arlington. The Engineer advised that the request has been investigated and

it has been determined that to provide such a connection would cost about $18,000 exclusive of right of way which, he said, the City has offered to furnish. He added the investigation reveals the proposed connection would serve no particular useful purpose, but on the contrary would result in a new access with left-turn movements on the new highway at a very hazardous location. He gave as his considered opinion that the Main Street intersection as now planned is much better located and can be channelized and protected with a traffic signal if it should develop that such a signal is required. He recommended that the request be denied and that the City be informed of the reasons therefor. The Commission approved the recommendation.

The Commission approved a report from the Engineer advising satisfaction of the conditions governing the awards of the following contracts and also advising that contract and bond forms have been prepared and forwarded to the respective contractors pursuant to the Commission's instructions;

(1) Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of Oregon Coast Highway in Curry County. Bids received May 18, 1953. Conditions of award satisfied June 29, 1953. Peter Kiewit Sons' Company, contractor.

(2) Three structures on Brush Creek-Frankport Unit of Oregon Coast Highway south of Port Orford in Curry County. Bids received May 19, 1953. Conditions of award satisfied June 29, 1953. Babler Bros., contractor.

(3) Apiary Section of Rainier-Apiary County Road in Columbia County. Bids received June 25, 1953. Conditions of award satisfied June 30, 1953. M. L. O'Neil & Son, contractor.

(4) Moon Creek and John Day River Bridges on John Day Highway in Grant County. Bids received May 19, 1953. Conditions of award satisfied July 1, 1953. Loree Building Service, contractor.

(5) Clatskanie-Delena Section of Columbia River Highway in Columbia County. Bids received May 18, 1953. Conditions of award satisfied July 1, 1953. Kuckenberg Construction Company, contractor.

(6) Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of John Day Highway in Grant County. Bids received May 18, 1953. Conditions of award satisfied July 1, 1953. J. M. Arenz, contractor.

(7) Mt. Vernon-John Day Section of John Day Highway in Grant County. Bids received May 18, 1953. Conditions of award satisfied July 1, 1953. J. M. Arenz, contractor.

(8) Heppner (Race Track Street) Grading and Paving Project in Morrow County. Bids received June 25, 1953. Conditions of award satisfied July 1, 1953. Warren Northwest, Inc., contractor.

(9) Kingston-Scio and Oak Creek-Plainview Section of Scio-Stayton and Lebanon-Brownsville County Roads in Linn County.

Bids received June 25, 1953. Conditions of award satisfied July 1, 1953. J. C. Compton Company, contractor.

(10) Friend-Dufur Section of Friend County Road in Wasco County. Bids received June 25, 1953. Conditions of award satisfied July 2, 1953. J. N. Conley, contractor.

(11) Mikkalo-Olex Junction and Condon Junction-Lost Valley Road Sections of Mikkalo and Lone Rock Roads in Gilliam County. Bids received June 26, 1953. Conditions of award satisfied July 2, 1953. Russell Olson Construction Company, contractor.

(12) Hood River County Roads west of Hood River in Hood River County. Bids received June 26, 1953. Conditions of award satisfied July 3, 1953. Warren Northwest, Inc., contractor.

(13) New Bridge-Richland Section of New Bridge County Road in Baker County. Bids received June 25, 1953. Conditions of award satisfied July 6, 1953. Arthur Simonsen, contractor.

(14) Twin Bridges-Muddy Creek Section of Beaver Creek-Greenberry in Benton County. Bids received June 26, 1953. Conditions of award satisfied July 6, 1953. A. H. Saxton & Son, contractor.

(15) Forest Boundary-Lapine Junction Section of Burgess Road in Deschutes County. Bids received June 26, 1953. Conditions of award satisfied July 6, 1953. Babler Bros., Inc., contractor.

(16) Springfield Section of Eugene-Marcola Road at Springfield in Lane County. Bids received June 26, 1953. Conditions of award satisfied July 9, 1953. Inter City Sand & Gravel Company, Inc., contractor.

(17) Buck Hollow Bridge over Willamina Creek on Willamina-Coast Creek Road in Yamhill County. Bids received June 25, 1953. Conditions of award satisfied July 10, 1953. Hamilton & Thorns, contractor.

(18) North Corvallis Section of Pacific Highway West in Benton County. Bids received June 25, 1953. Conditions of award satisfied July 10, 1953. Berke Brothers, contractor.

Consideration was given by the Commission to a request from representatives of the Southern Oregon Truckers' League and the Evans Products Company, Coquille, for the widening or improvement of shoulders along US101 in the vicinity of the Evans Products Company's log dump at Southport Slough between the cities of Coos Bay and Coquille. The Engineer advised that this matter has been investigated by the Traffic Engineering Division, as well as by Mr. F. D. Morgan, Assistant Division Engineer, Roseburg, and that the investigation discloses that the log dump of the Evans Products Company on Isthmus Slough is so designed that it can hold no more than three trucks and

that during the heavy logging season such storage space is insufficient to accommodate all of the trucks that wait to unload, and as a result oft-times log trucks park in the right lane of the two lane northbound highway creating a very hazardous condition to other traffic. A plan to alleviate the condition, he said, was offered by Mr. W. W. Stiffler, Assistant State Highway Engineer, which provides for construction of a storage area for waiting trucks, 250-feet long and 22-feet wide at an estimated cost of $820, but which compels widening the highway shoulders to provide an additional decelerating lane 11-feet wide capable of supporting the loading trucks for a distance of 530-feet southerly from the parking area. Such widening work, he said, is estimated to cost $800. The plan, he added, was submitted to the Truckers' League and to the Evans Products Company with a suggestion that the League and the Company bear the expense of the parking area ($820) and the State bear the expense of the widening of the highway shoulders ($800). The plan was approved by the League and the Company, and a check in the amount of $820 has been received. He recommended approval of this cooperative project as outlined, all of the work involved to be performed by the State. The Commission unanimously adopted the Engineer's recommendation and authorized him to proceed on the basis outlined.

The Engineer reported that on the one-way street route of US 99 E through the City of Salem there are four street intersections where the old type of corner traffic signal box is still in use. This type of intersection signal, he said, is difficult for motorists to see, moreover, they are not interconnected to provide for progression. He also said that the City has requested that these signals be converted to the standard overhead "walk-wait" type which is estimated to cost about $9,200, and has offered to pay 50% of the cost involved. He recommended approval of the project on the basis that the City will pay 50% of the cost of the change, will furnish electrical energy to operate the signals, and will maintain the signals after installation. The Commission approved the recommendation unanimously.

Consideration was given by the Commission for the following requests for extensions of time within which to complete highway contracts:

(1) Loree Building Service, Contract No. 3773 for construction of maintenance building in the City of Baker, requested an additional extension of time of 30 days, from May 31, 1953 to June 30, 1953, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to rainy weather which did not allow the painting work. The Engineer advised that the building was completed within the specified completion date except for painting of the steel sash and doors, and the weather was such that it has not been advisable to do such work until June. The Highway Department, he said, has had full use of the structure during this entire period, and in view thereof, he recommended that the additional extension of time now requested be granted without penalty. The Commission approved the recommendation.

(2) Peter Kiewit Sons' Company, Contract 3716 for construction of the Grat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County, requested an extension of time from June 30, 1953 to October 15, 1953 within which to complete this project. They alleged they were unable to complete the project within the specified time limit because of inclement weather during the winter and spring of 1952-1953. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. The contractor, he said, attempted to operate but materials were so wet that it was impossible to accomplish anything worth while. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

(3) Durbin Bros., Contract 3617 for grading and oil mat surfacing on Johnson Avenue in the City of Prairie City, requested an extension of time of 319 days, from September 15, 1952 to July 31, 1953, within which to complete this job. They recalled that this contract was awarded to them in combination with the Austin-Squaw Creek Project on the John Day Highway. They also said that they scheduled their work so as to do certain portion of it on both jobs at the same time; however, they were unable to complete the final coat of oil on the Austin-Squaw Creek Job because of adverse weather and consequently, could not complete the oil work on the Prairie City job which was to be done at the same time. The Engineer advised that both projects mentioned by the contractor were awarded to Durbin Bros. who had intended to oil both projects at the same time; however, bad weather set in which delayed completion of the oiling work on the Austin-Squaw Creek Project so the oiling work was not started on the other project. He recommended in view of these circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(4) Rogers Construction Company, Contract 3663 for grading and rock base on the Shogren-Rowena Creek Unit of the Columbia River Highway, Wasco County, requested an extension of time of 60 days, from June 15, 1953 to August 15, 1953, within which to complete this job. They attributed their failure to complete the project within the specified time limit to excessive slide removal, overrun of original quantities, and the fact that a bridge contract was not completed to allow their crushing plant to be moved in on the job. The Engineer advised that an excessive amount of slide removal occurred which was not anticipated in the original plan; also the failure of a bridge contractor to complete his project held up the prime contractor from moving in his crushing plant. The overrun of the time limit, he said, is not the fault of the contractor, and he accordingly recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(5) Western Golf Course Supply Company, Contract 3828 for construction of an irrigation system and seeding on the Harbor Drive-Tillamook Street-Steel Bridge Section of the Pacific Highway West in Portland, requested an extension of time of 45 days, from May 31, 1953 to July 15, 1953, within which to complete this job. They alleged they were unable to complete the project within the specified time limit because of excessive rains during the spring months which delayed performance of necessary grading and seeding work. The Engineer advised that excessive rainy weather during the spring months stopped the contractor from doing the seeding on this section. He further stated that all of the sprinkling system has been installed and is operating, and that the seeding will be completed as soon as the ground can be worked. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(6) Tom Lillebo, Contract 3667 for construction of the Scholfield Creek Bridge on the Oregon Coast Highway at Reedsport, Douglas County, requested an extension of time of 16 days, from May 31, 1953 to June 16, 1953 within which to complete this job. Mr. Lillebo stated that traffic has had unristricted use of the bridge since April 3, 1953 and that the 16-day extension is required in order to assure suitable weather to complete painting work and to remove staging from the girder span. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct, in fact the bridge was opened to traffic on April 3, 1953, nearly two months ahead of the specified completion date. The overrun of time limit has not been the fault of the contractor, and in view thereof, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(7) Teller Construction Company, Contract 3791 for construction of the Mosier Connection Grade Separation structure on the Columbia River Highway in Wasco County, requested an extension of time of 13 days, from May 31, 1953 to June 13, 1953, within which to complete this job. They gave the following reason for overrunning the specified time limit "Expected freezing weather, didn't want to start job due to expectant freeze". The Engineer advised that this contractor was given ample time within which to complete the project, but he did no work during the winter months when other contractors were working successfully in the vicinity. He recommended in view of this fact that the extension of time as requested be granted subject, however, to the contractor reimbursing the State for engineering costs incurred in connection with the job between May 31, 1953 and June 13, 1953. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Commission discussed an itinerary for its proposed inspection trip to Southwestern Oregon and decided to make such inspection during the four-day period commencing Monday, August 10, 1953, and ending Thursday, August 13, 1953. The Commission approved the itinerary prepared by the Engineer for such trip.

The Commission discussed appointment of an Assistant Secretary as authorized by Chapter 129, Oregon Laws 1953, and decided unanimously to appoint Mr. Floyd Query as such assistant, he having worked under the Secretary, Mr. H. B. Glaisyer, for a number of years and being acquainted with the work involved. The following resolution appointing Mr. Query as Assistant Secretary was thereupon adopted by the Commission by unanimous vote:

RESOLUTION

WHEREAS, under the provisions of Section 100-113, O.C.L.A., as amended by Chapter 129, Oregon Laws 1953, the Commission is authorized to appoint an Assistant Secretary who shall, after appointment, hold office during the pleasure of the Commission; and

WHEREAS, said law further provides that said Assistant Secretary shall receive an annual salary to be fixed by the Commission; and

WHEREAS, this Commission having duly considered and examined the qualifications of Floyd A. Query;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED AND ORDERED all members being present and voting affirmatively as follows:

1. That it is the judgment of this Commission that Floyd A. Query is by training and experience qualified to fill the position of Assistant Secretary.

2. That Floyd A. Query be and he hereby is appointed to the position of Assistant Secretary and shall perform such duties as may be assigned to him by the Secretary or by this Commission and shall, under the direction of or in the absence of the Secretary, have full authority to perform any duty required or permitted by law to be performed by the Secretary.

3. That the Assistant Secretary shall receive a starting annual salary of $6,384.00, payable in monthly installments of $532.00 per month, as approved by the Civil Service Commission and the Department of Finance and Administration for an Executive II in the fourth step, and shall be entitled to receive reimbursement for such actual traveling and other necessary expenses as may be incurred in the performance of his official duties.

4. That a copy of this resolution be certified by the Secretary of this Commission and by him filed with the Secretary of State, together with a sample of the signature of Floyd A. Query as Assistant Secretary.

5. That this resolution be entered in the minutes and records of this Commission as of the 22nd day of July, 1953.

The Commission also discussed appointment of an Auditor who shall be charged with the duty of handling the fiscal affairs of the Commission, pursuant to the provisions of Section 100-113, O.C.L.A., as amended by Chapter 129, Oregon Laws 1953. The Commission unanimously approved the appointment of Mr. Clifford H. Maison as Auditor by adoption of the following resolution relative thereto:

RESOLUTION

WHEREAS, under the provisions of Section 100-113, O.C.L.A., as amended by Chapter 129, Oregon Laws 1953, the Commission is directed to appoint an Auditor who shall be charged with the duty of handling the fiscal affairs of the Commission; and

WHEREAS, said law further provides that the Commission shall fix the salary of the Auditor and shall prescribe his duties and functions; and

WHEREAS, the Commission has duly considered and examined the qualifications of Clifford H. Maison;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED, all members being present and voting affirmatively as follows:

1. That it is the judgment of this Commission that Clifford H. Maison is by training and experience fully qualified to perform the duties and obligations of the position of Auditor.

2. That Clifford H. Maison be and he hereby is appointed as Auditor and is hereby charged with the duty of handling the accounting and fiscal affairs of the Commission.

3. That the said Auditor shall receive a starting salary of $610.00 per month, as approved by the Civil Service Commission and the Department of Finance and Administration for an Accounts Executive III in the fourth step, and shall be entitled to receive reimbursement for such actual traveling and other necessary expenses as may be incurred in the performance of his duties.

4. Before entering upon the duties of his position the Auditor shall give to the State of Oregon a fidelity bond executed by a corporate insurance company duly licensed to transact the business of surety within this State in a penal sum of $50,000 and conditions upon the faithful discharge by the Auditor of the duties of his position, the faithful performance by all persons employed by him of their duties and trusts, and for the transfer and delivery to his successors or any other person designated by the

Commission of all moneys, books, papers, records and other articles or effects belonging to the position.

5. That a copy of this resolution be certified by the Secretary of this Commission and by him filed with the Secretary of State and the State Treasurer, together with a sample of the signature of Clifford H. Maison as Auditor.

6. That this resolution be entered in the minutes and records of the Commission as of the 22nd day of July, 1953.

The Commission had under discussion the setting of a date for its regular meeting in September and by unanimous vote decided to hold such meeting on Thursday and Friday, September 24 and 25, 1953. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

The Commission considered and signed agreements, etc., as follows:

Easement Agreement with O.W.R. and N. Company re spur track easement on former Chatfield property on Shogren-Rowena Unit of Columbia River Highway, Wasco County. (Agenda Item 1-B-1)

"Seventh Modification of Cooperative Agreement" for Oregon Forest Highway, Route 16, Sections A, B, D, and M, Tiller-Trail.

Cooperative Agreement for Oregon Forest Highway Project 9-A3, B3, C Oregon Coast.

Agreement with U.S. Geological Survey covering investigation of small drainage areas during fiscal year July 1, 1953 to June 30, 1954.

Bargain and Sale Deed to Albert J. Wirtz for parcel of land in Lot 12, Block 42, Crescent, situate in Section 30, Klamath County, Oregon.

Agreement with SP Company covering installation and maintenance of flashing light signals at crossing F-777.7 near Fanno, Washington County.

License from Corps of Engineers re development of Hat Rock Area Park in McNary Dam Lake area, Umatilla County, Oregon.

Certificates of Awards - one package.

The meeting adjourned at 12:00 noon.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

July 22, 1953

EXHIBITS "A-1" through "A-3"

Minutes of

July 22, 1953

EXHIBIT "A-1"

Minutes of July 22, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Reedsport-Hauser Section of the Oregon Coast Highway, and in connection therewith, to construct and maintain a connecting road between the said highway and Lakeside Highway, also known as Coos County Road No. 35; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "A-1" (cont)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Reedsport-Hauser Section of the Oregon Coast Highway, and in connection therewith, the construction and maintenance of a connecting road between the said highway and Lakeside Highway, also known as Coos County Road No. 35, the following described real property in fee simple, to wit:

R-20644
Owner: Paul Schuttpelz, et al

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 13, Township 23 South, Range 13 West, W.M., Coos County, Oregon, and being a portion of that property described in that deed to Paul Schuttpelz and Thekla Schuttpelz, recorded in Book 201, Pages 225, 226 and 227, of Coos County Records of Deeds, the said parcel being that portion of said property included in a strip of land 80 feet in width, 40 feet on each side of the center line of the Lakeside Approach Road as said approach road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 0+00, said Station being 933 feet South and 167 feet East of the Northeast quarter ($NE\frac{1}{4}$) of said Section 13; thence North 48° 37' West 735.73 feet to Station 7+35.73 which Station is in the center line of the existing Oregon Coast Highway and opposite Engineer's center line Station 365+00 on the relocated center line of said highway, said approach road center line crossing the East line of said property approximately at Station 3+47 and the West line of said property approximately at Station 7+01.

The parcel of land to which this description applies contains 0.65 acre.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or,

in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of July, 1953.

EXHIBIT "A-2"

Minutes of July 22, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Washburn-North Plains Section of the Wilson River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is

needed and required for right of way purposes, for the proper establishment, construction and maintenance of the Washburn-North Plains Section of the Wilson River Highway as a throughway, the following described real property in fee simple, to wit:

R-19844
Owner: Edward Rieben, et al

A parcel of land lying in the Southeast quarter (SE $\frac{1}{4}$) of Section 32, Township 2 North, Range 3 West, W.M., Washington County, Oregon, the said parcel being that portion of said Southeast quarter (SE $\frac{1}{4}$) included in a strip of land 190 feet in width, 70 feet on the Northerly side and 120 feet on the Southerly side of the center line of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2618+00.53, said Station being 885.18 feet North and 1350.49 feet West of the Southwest corner of said Section 32; thence North 75°06' 30" East 7,000 feet to Engineer's center line Station 2688+00.53. Said Engineer's center line crosses the West and North lines of said Southeast quarter (SE $\frac{1}{4}$) approximately at Engineer's center line Stations 2659+75 and 2682+58, respectively.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 10.39 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be no rights or easements of access between the right of way of the said Washburn-North Plains Section of the Wilson River Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right to cross the Washburn-North Plains Section of the Wilson River Highway for farm purposes only, said crossing not to exceed 25 feet in width, opposite Highway Engineer's center line Station 2668+80; provided, however, that upon the alienation of either of the portions of the property severed by the said Washburn-North Plains Section of the Wilson River Highway, resulting in the severed portions of the said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any

use of the said crossing for any purpose other than as a passageway from one side of the said highway for farm purposes, then and in that event the right hereby reserved unto the owners will be automatically forfeited, and the State shall have the power to close and barricade said crossing for all purposes.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of July, 1953.

EXHIBIT "A-3"

Minutes of July 22, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Highway Commission by a certain resolution made and entered on its records on the 26th day of May, 1952, declared the necessity for the acquisition of a parcel of land described therein for right of way purposes, for the relocation, construction, improvement and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and for the control of access to and from said highway, and authorized the acquisition of said parcel of land and the control of access in the manner provided by law, and it is now the determination of the Highway Commission that the description of the said parcel of land should be changed in the manner provided herein, in order that the amount of real property required be decreased; and, therefore, the resolution of May 26, 1952, should be revised to conform with the present needs of the traveling public and to conform with the said change in description of the said parcel of land; and,

EXHIBIT "A-3" (cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission hereby declares that the resolution made and entered in its records of May 26, 1952, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway, the following described real property in fee simple, to wit:

L-1902 (R-19208)
Owner: Ray Snook, et ux

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 13, Township 23 South, Range 13 West, W.M., Coos County, Oregon, and being a portion of that property described as Lot O-2, which is under a term permit dated April 26, 1945, to Henry J. Brumels and transferred to Ray Snook December 18, 1946, the said parcel being that portion of said Lot O-2 included in a strip of land 350 feet in width, 150 feet on the Easterly side and 200 feet on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 354+37.25, said Station being approximately 1235 feet West and 1215 feet South of the Northeast corner of said Section 13; thence on a 2291.83 foot radius curve left (the long chord of which bears North 31° 45' 30" East) 1827.33 feet to Station 372+64.58, said center line crossing the Southerly line of said Lot O-2 and the most Northerly North line of said lot approximately at Stations 355+70 and 364+80, respectively.

The parcel of land to which this description applies contains 3.45 acres.

3. That in addition to the acquisition of fee simple title to the above

described real property, it is necessary that there be no rights or easements of access between the right of way of the said Reedsport-Hauser Section of the relocated Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

4. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action institutued to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of July, 1953.

Portland, Oregon
August 6, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud pursuant to previously published notice at the conclusion of which it was announced that the award of contracts would be made at 3:00 p.m. in the same room:

CROOK COUNTY
POWELL-BUTTE-OCHOCO RESERVOIR ROCK PRODUCTION PROJECT

Rogers Construction, Inc., Portland	$ 20,600.00
John R. Saxton, Clatskanie	23,000.00
Cinder Hill, Redmond	23,070.00
J. N. Conley, Portland	26,650.00
John A. Logan, Portland	27,625.00

DESCHUTES COUNTY
LITTLE DESCHUTES RIVER BRIDGE

C. E. Blakley, Klamath Falls	15,547.50
Henshaw Bros., Eugene	15,694.00
Geo. E. Berry, Beaverton	15,730.00
American Construction Co., Beaverton	23,495.00

DESCHUTES COUNTY
SISTERS MAINTENANCE BUILDING

R. H. Jones, Hillsboro	23,860.00
C. A. Lantz, Salem	23,996.00
Lloyd G. Sperling, Tillamook	25,057.00
Enoch I. Maerz, Salem	25,885.00
Steinmuller & Lee, Springfield	26,431.00
Louis Kowolowski, Madras	28,736.00

WILLIAMS SECONDARY HIGHWAY JOSEPHINE COUNTY
GRADING AND OILING GRANTS PASS -MURPHY SECTION

C. C. Meisel, McMinnville	$ 100,155.00
A. H. Saxton & Son, Corvallis	102,036.00
Central Heating Co. & F. L. Somers, Eugene	105,580.50
United Paving Co., Edmonds, Wash.	107,822.00
E. C. Hall, Co., Portland	110,107.50
M. C. Lininger & Sons, Medford	111,666.00
Babler Bros., Inc., Portland	116,750.00
T. W. Thomas, Portland	124,030.00

LINCOLN COUNTY
FALL CREEK BRIDGE

Babler Bros., Inc., Portland	41,744.00
Lindstrom Bros., Inc., Portland	42,110.00
Tom Lillebo, Reedsport	49,258.00
C. J. Eldon, Portland	50,242.50
H. G. Palmberg, Astoria	53,630.00
Orlando C. Bennard, Portland	59,838.00

POLK COUNTY
LUCKIAMUTE RIVER BRIDGE

Tom Lillebo, Reedsport	93,040.00
C. J. Eldon, Portland	95,652.00
Lindstrom Bros., Inc., Portland	97,515.00
Lee Hoffman, Beaverton	98,880.00
Parker-Johnson Co., Portland	110,583.00
Babler Bros., Inc., Portland	121,405.00
General Construction Co., Portland	127,505.00
Natt McDougall Co., Portland	129,210.00

SHERMAN COUNTY
GRADING AND OILING MUD HOLLOW CANYON-WASCO SECTION

E. C. Hall Co., Portland	57,770.00
A. H. Saxton & Son, Corvallis	60,104.00
Rogers Construction Co., Portland	61,115.00
Leslie Harris, Pendleton	61,425.40
J. N. Conley, Portland	63,288.00

TILLAMOOK COUNTY
GRADING SUMMIT SECTION OF THE HEMLOCK-SAND LAKE COUNTY ROA

Grimstad & Vanderveldt, Astoria	47,169.00
M. L.O'Neil & Son, Eugene	50,832.50
Central Heating Co. & F. L. Somers, Eugene	64,285.00
Fred H. Slate Co., Oreg. Ltd., Portland	66,069.00
Harbert Bros., Estacada	69,784.50
E. C. Hall Co., Portland	70,873.00

August 6, 1953

Durbin Bros., Eugene	$ 73,235.00
T. W. Thomas, Portland	77,930.00
C. J. Eldon, Portland	78,231.00
J. N. Conley, Portland	79,678.40
Miller & Strong, Inc., Eugene	84,150.00
Funderburk Construction Co., Sutherlin	86,910.00
Steelman-Duff., Inc., Portland	87,166.00
C. R. O'Neil, Creswell	97,710.00

UMATILLA COUNTY
MAXWELL CANAL BRIDGE WIDENING

Wells & Roy, Hermiston	6,050.00
Marshall Construction Co., Hermiston	6,890.00
Geo. E. Berry, Beaverton	7,980.00
R. H. Jones, Hillsboro	8,315.00
S. A. Moore & Co., Umatilla	9,941.70
American Construction Co., Beaverton	12,855.00

UMATILLA COUNTY
MEACHAM MAINTENANCE BUILDING ADDITION

R. H. Jones, Hillsboro	18,810.00
Wallan & Son, Pendleton	19,730.21
Bechtel Bros., Elgin	19,874.00
Gilbert Roberts, Hood River	25,948.00

Mr. E. E. Varco, Deschutes County Commissioner, was present and offered to the Commission as a gift from Deschutes County a parcel of land near Tumalo adjoining the Bend-Sisters Highway and the Deschutes River. He stated that it is the opinion of the County Court that the property will fit in well with the park property the State now has at this location. The Commission thanked him for the proffered land and instructed the Parks Superintendent to investigate the proposed addition as to how it will fit in with park development plans and to report his findings to the Commission at its September meeting, if possible.

The Commission unanimously approved the minutes of its meetings held on May 18 and 19, 1953, and during its inspection trip on June 8-11, 1953.

The Parks Superintendent reported on the following park matters:

1. Request of Marshall N. Dana, Portland, in behalf of the Recreational and Natural Resources Committee of the Portland Chamber of Commerce, that the State acquire two tracts of land in the Columbia River Gorge as an addition to the State Parks System: The Parks Superintendent reported that one of the parcels which is located at Latourell Falls, is owned by Mr. and Mrs. B. B. Bennett and consists of 26 acres for which they ask $55,000, including the buildings. This property, he recalled, had been previously considered by the Commission and turned down as being too costly, and he again recommended against acquisition of the

same. The other property, he stated, is a 1,600- acre tract located immediately east of Sandy River and is owned by Mr. and Mrs. Paul Martin of Reno, Nevada. This property, he said, has been cleared of brush and trees and much of it floods during the high water period in June and July. He further stated that the Martins also own an area of hilly land on the south side of the railroad which is of small value. As he could see very little use for the area from a park standpoint, he recommended that it be not acquired although it was his thought that the area south of the railroad should be preserved by someone--probably the Columbia Gorge Group, recently appointed by Governor Patterson. The Commission approved the recommendations.

2. Amounts charged for the use of swimming facilities and the installation of a fence at Lake Cleawox in Honeyman State Park: The Parks Superintendent reported that since the prices for use of swimming facilities had been increased and the fence constructed, he has received numerous complaints and petitions objecting to the increase and the fence. He pointed out that the charges to the public in this park, as well as other state parks, is based upon the cost of the personal services furnished and does not cover the cost of the equipment provided. It was his thought that this policy should be maintained, but a review might be made later of the amounts charged in Honeyman Park. It was his feeling that the swimming facilities should not be opened to the public without supervision due to the responsibility attached. Chairman Chandler reported a conference with a delegation from Florence who objected to the charge for small children, the construction of the fence and the 5:00 p. m. closing hour. He informed them, he stated, that no changes could be made during this season but the whole matter would be reviewed for possible revision for the next year. Commissioner McIver expressed the thought that the Commission should either make a charge for the service furnished in connection with the swimming facilities or do away with them entirely, including the fence, the float and other equipment, and allow the public to swim without charge and at their own risk and on their own responsibility. He pointed out that similar swimming facilities are not furnished in other state parks or lakes, including Wallowa Lake Park and he gave as his feeling that all places should be treated alike. Commissioner Reynolds indicated concurrence with Commissioner McIver's statement. As a result of further discussion, the Commission unanimously adopted the suggestion of Chairman Chandler that no change in the set-up be made this year, but that an analysis of this year's operations be made during the winter season to determine future policy. The Parks Superintendent was instructed to advise those interested of the action taken

3. Request of the City of Sodaville for the use of the upper floor of the park building at Sodaville: The Parks Superintendent reported that the Sodaville City Council had requested permission to use the upper floor of the building for community and other public gatherings. They have agreed, he stated, to assume the maintenance and care of the inside of the structure. As the building has been reinforced for strength and the requirements of the State Fire Marshall have been met, he recommended that a permit be given to the City of Sodaville to use the building without charge. The Commission approved the recommendation.

4. Proposed moving of McClaren School for Boys Work Camp from Cape Lookout Park to Ecola State Park: The Parks Superintendent explained that during the past two years a group of boys from the McClaren School have been cleaning up brush, making tables, stoves and benches, planting grass, working on trails and other development work in Cape Lookout Park. This work is about finished, and he requested permission to transfer the boys' activities to Tillamook Head, a part of Ecola State Park, where they would perform similar work. All work in connection with the camp and care of the boys, he added, is handled by the Boys School and the State furnishes only a place for them to work and supervision during work hours. The Commission approved the request.

5. Suggestions offered by J. Neilson Barry concerning display and preservation of historical objects in Champoeg State Park: The Parks Superintendent reported that a number of the historical items mentioned by Mr. Barry are now on display, and it is planned to display more of them as soon as possible. Mr. Barry, he stated, also mentioned the matter of excavations for historical objects, but he said as far as he knows there is no work planned in this connection, but if there should be, every effort would be made to preserve any worthwhile findings.

6. Proposed development of a state park at Ochoco Reservoir East of Prineville: The Parks Superintendent reported that as previously requested by the Commission, he had made an inspection of the proposed park site. The area, he stated, joins the Ochoco Highway and is a beautifully located timbered area which can be readily used by the public. He estimated the total cost of necessary park facilities at $14,500 plus $9,500 for the land which belongs to Robert W. and Frances C. Lakin. The Isaac Walton League, he added, has secured an option from the owners. He pointed out that for most of the year use of the park would be mostly local, and it seemed to him that the area should be developed and maintained by the community or the county. After some further discussion the Commission unanimously deferred action on this matter.

7. Attendance of the Parks Superintendent at the annual meeting on conference of State Parks in Georgia on October 12 to 17: The Parks Superintendent stated that a great many park administrators and others who are interested in parks gather to discuss their problems. He felt that it would be of value to the Parks Department if he attended. The cost he estimated at $335.00 and requested permission to attend. The Commission approved his request.

8. Chairman Chandler stated that a member of the Daughters of the American Revolution had requested the State Highway Department to provide electric power to their new building in Champoeg Park as they have no funds for this feature. The Parks Superintendent explained that the electric cable furnishing power for park facilities is too small to allow power for the DAR building, and it will be necessary to install a new supply line. The cost of this supply line, using poles, he estimated at $650.00; however, he asked the Commission to delay a decision in this matter as he wished to talk with the DAR to see if they would take over

and maintain the museum display now maintained in the state parks building. If they do agree to take over this display, he stated that he would recommend that the power line be installed for them on poles at state expense. (On the following day the Parks Superintendent reported that he had talked to Mrs. John Y. Richardson and Mrs. Allan E. McClean and that these representatives of the DAR had agreed to accept the museum articles for display under terms to be stipulated by the State. He recommended that the power pole line be installed to their building at an estimated cost of $650.00. The Commission approved the installation.)

The Right of Way Engineer presented for consideration options secured for acquisition of property needed for various state highway improvements and other purposes. As a result of careful consideration, the Commission approved closing of the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer requested authority to negotiate acquisition of property needed as right of way for the following sections of highways for which no previous authority had been granted:

1. Widening and improving the Grants Pass-Murphy Section of the Williams Secondary Highway in Josephine County.

2. Widening and improving from Prairie Junction Road to 6th and 7th Streets in Eugene on the Pacific Highway in Lane County.

The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT " B ", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed the sale of miscellaneous properties as reported by the Right of Way Engineer. (For list of properties sold, see copy of report prepared by C. W. Parker, Property Manager, dated August 6 and 7, 1953, on file in the Secretary's office under the heading "Miscellaneous Sales".)

Consideration was given by the Commission to deeding to the O. W. R. & N. Company a strip of land containing 0.64 acre on the Arlington-Heppner Junction Section of the Columbia River Highway immediately east of Arlington in Gilliam County. The Right of Way Engineer explained that the property is not needed by the State, but is needed by the Railroad Company in the revision of its Condon Branch line. The consideration, he stated, is the same amount as was paid by the State for the property. He recommended that it be deeded to the Railroad Company. The Commission accepted the recommendation. (The deed was signed by the Commission on the following day.)

The Right of Way Engineer presented the following proposed changes

in access points:

a. Hansen property on the Bay Park-Delmar Section of the Oregon Coast Highway in Coos County, File 15207.

b. Hinsdale property on the Reedsport-Luder Creek Section of the Umpqua Highway in Douglas County, File 15092.

c. Shuttpelz property on the Reedsport-Coos County Line Section of the Oregon Coast Highway in Coos County. File 17745.

He stated that all of these access points involve change in location only, and there is no change in type or amount of access granted. He recommended and the Commission approved the changes as presented. (Indentures of Access were signed by the Commission on the following day.)

The Right of Way Engineer recommended and the Commission approved leasing to Julius and Viola Swanson the westerly 30 feet of Lot 5, Block 32, Coos Bay Plat B, on the North Bend-Coos Bay Section of the Oregon Coast Highway in Coos County. The Right of Way Engineer explained that this property is not needed at this time for highway purposes. The lease period is to run from the 1st day of July, 1953, to and including the 30th day of June, 1957, a period of 4 years with a consideration of $100 payable in 4 installments of $25 each. The lease, he added, also contains a 6 months cancellation clause. (The Commission signed the lease on the following day.)

The Right of Way Engineer also presented for the Commission's consideration the sale of two small parcels of property adjacent to East Portland-Oregon City Highway (US99E) at 17thand Schiler-Union Avenue) in Portland, to George Walker, et al. These parcels, he stated, are isolated tracts containing about 820 square feet and no access is allowed to the 17th Street-Union Ave. section of the Pacific Highway East. The property, he added, is not needed for highway purposes and he recommended that it be sold to Mr. Walker for $250. The Commission approved the recommendation. (The deed was signed by the Commission on the following day.)

Acquisition from the Union Oil Company of a release of oil rights on property located along the Oakland Junction-Deady Unit of Chenoweth Park-Deady Section of the Pacific Highway in Douglas County, was also considered by the Commission. The Right of Way Engineer explained that no consideration is involved as the acquisition is being secured to clear title to the property. He recommended and the Commission approved the acquisition of the oil rights. (On the following day the Commission signed the 3 "limited quitclaim deeds of surface rights".)

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instruction given him by the Commission in its resolution adopted December 20, 1951:

Hauser-North Bend Section of the Oregon Coast Highway

L 1857-Tidelands Development Company, et al.
New resolution required-change of description

L 1868-Florence Jewett, et al.
New resolution required-change of description

L 1866-Norman Stoll, et al.
New resolution required-change of description

L 1858-Coos Bay Oyster Cooperative, et al.
New resolution required-change of description

L 1861-John C. Sigloh, et al.
New resolution required-change of description

L 1863-Walter D. Rickey, et al.
New resolution required-change of description

L 1859-H. A. Beyer, et al.
New resolution required-change of description

L 1848-Pioneer Trust Company, et al.
New resolution required-change of description

L 1860-Theodore A. Toews, et al.
New resolution required-change of description

Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway

L 1815-Leroy Lumber Company, et al.
New resolution required-change of description and access control

Unit No. 4 of the T. H. Banfield Expressway

L 1997-Elnora A. Ruef
New resolution required-additional public purposes required

Deception Creek-Oakridge Section of the Willamette Highway

R 20574-Frank H. Kincaid — Recommended Offer
Right of Way (Lane)
0.17 acre — *

Grants Pass-Murphy Section of the Williams Secondary Highway

R 19906- T. E. Gilmore — *
Right of Way (Josephine)
0.13 acre

Orr Corner-Monmouth Section of the Pacific Highway West

	Recommended Offer
R 19297-John Larkin Right of Way (Polk) 5.24 acres	*
R 19299-William Harold Lane Right of Way (Polk) 10.78 acres	*
R 19304-Jimmie K. Riddell Right of Way (Polk) 14.43 acres	*
R 19305-James W. Gentle Right of Way (Polk) 6.71 acres	*
R 20288-Owner unknown Right of Way (Polk) 0.05 acre	*

Washburn-North Plains Section of the Wilson River Highway

R 19831-Charles Windsor Moore Right of Way (Washington) 6.6 acres	*
R 19817-Paul Wesley Parson Right of Way (Washington) Parcel No. 1: 3.97 acres Parcel No. 2: 1.44 acres	*
R 19821-Peter Parson Right of Way (Washington) 4.52 acres	
R 19828-Letitia E. Kistner Right of Way (Washington) Parcel No. 1: 9.02 acres Parcel No. 2 :7.88 acres	*
R 19835-Victor Vanderzanden Right of Way (Washington) 2.03 acres	*
R 19836-Henry Vandehey Right of Way(Washington) Parcel No. 1: 1.91 acres Parcel No. 2: 0.69 acre Parcel No. 3: 0.20 acre	*

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Goshen-Divide Section of the Pacific Highway

Recommended Offer

R 20485-B. Vaughn
Right of Way (Lane)
0.57 acre
*

R 20488-Katherine Melton
Right of Way (Lane)
9.06 acres
*

R 20520-Logan Bear
Right of Way (Lane)
Parcel No. 1: 7.36 acres
Parcel No. 2: 0.27 acre
*

R 20502-S. J. Godard
Gravel Pit (Lane)
9.94 acres
*

R 20525-H. W. Rich
Right of Way (Lane)
0.06 acre
*

R 20537-Frank J. Sly
Right of Way (Lane)
Parcel No. 1: 14.21 acres
Parcel No. 2: 1.90 acres
*

Winchester-Garden Valley Road Unit of the Deady-Shady Section of the Pacific Highway

R 19348-J. Frank
Right of Way (Douglas)
0.14 acre
*

R 19367-M. E. Ritter
Right of Way (Douglas)
0.11 acre
*

R 19366-R. M. Church
Right of Way (Douglas)
Parcel No. 1: 1.00 acre
Parcel No. 2: 0.2 acre
*

Rowena-The Dalles Unit of the Mosier-The Dalles Section of the Columbia River Highway

R 19190-Willard Anderson Post No. 2471, Veterans of Foreign Wars
Right of Way (Wasco)
0.10 acre
*

Willamette River-Gervais Road Section of the Portland-Salem Expressway

	Recommended Offer
R 20281-Paul Gooding Right of Way (Marion) Parcel No. 1: 5.95 acres Parcel No. 2: 0.04 acre Parcel No. 3: 2.05 acres	*
R 20277-Phillip E. Yergen Right of Way (Clackamas) 9.52 acres	*
R 20282-Earl Ray Right of Way (Marion) Parcel No. 1: 12.17 acres Parcel No. 2: 0.14 acre	*
R 20287-Lyell B. Yergen Right of Way (Marion) Parcel No. 1: 15.75 acres Parcel No. 2: 0.7 acre	*
R 20342-Norman Yergen Right of Way (Marion) 10.14 acres	*
R 20344- George E. Taylor Right of Way (Marion) 40.91 acres	*
R 20346-Benjamin L. Eppers Right of Way (Marion) Parcel No. 1: 10.31 acres Parcel No. 2: 0.18 acre Easement Parcel No. 3: 1.03 acre	*
R 20358-Oscar E. Ferguson Right of Way (Marion) 11.17 acres	*
R 20648-T. H. Dearmond Right of Way (Marion) Parcel No. 1: 33.50 acres Parcel No. 2: 1.60 acres Parcel No. 3: 0.99 acre	*

The Commission approved the request by adopting the attached resolutions relative thereto marked EXHIBIT " P-1 " through "P-18 "inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein. *The amounts of the offers will be determined later and are to be approved by the Commission over the telephone before being tendered to the property owners.

August 6, 1953

The Commission considered and approved the Chief Counsel's report on court cases which have been tried since the June meeting of the Highway Commission as follows:

(1) State v. L. C. Taylor, et ux, L-1926 for acquisition of 0.18 acre of land on the Medford-County Farm Section of the Pacific Highway and relocation of an irrigation ditch and control of access from the owners' remaining land to the Pacific Highway. The State offered $4,500 for this property whereas the owners demanded $7,500 and later filed alleged damages in the amount of $9,150. The jury returned a verdict in the amount of $4,500. The defendants may appeal to the Supreme Court.

(2) State v. David E. McClurg, et al, L-1919, for acquisition of 0.15 acre of land on the Medford-County Farm Section of the Pacific Highway and for access control from the owners' remaining land to the highway. An offer of $1,700 was made for the property which the owners rejected, demanding that a portion of the factory be rebuilt to provide showrooms on the south side of the building and that the parking area be replaced. During the trial the defendants asked the sum of $13,941.80. The jury returned a verdict in the sum of $2,750.

(3) State v. Thomas A. Klarin, et ux, L-1954, for acquisition of 0.25 acre of land on the County Farm-Ashland Section of the Pacific Highway and for restriction of all access from the remaining land to the Pacific Highway except by means of a connecting road. The State offered to pay $8,200 for this property whereas the defendants demanded the sum of $15,000. The jury returned a verdict in the sum of $8,500. The defendants may appeal this case to the Supreme Court.

(4)State v. I. R. Lawrence, et ux, L-1818, for acquisition of 19.8 acres of land on the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway for an easement for relocating the channel of Pass Creek, and for prohibition of access from the owners' remaining land except by frontage roads. The State offered $20,000 for the property which the defendants rejected and demanded the sum of $84,853 plus $3,750 for attorney fees. The jury returned a verdict in the sum of $25,000.

(5) State v. John M. Fleck, et al, L-1955, for the acquisition of 7.15 acres of land on the Winchester-Shady Point Section of the Pacific Highway and for acquisition of rights of access from the owners' remaining property to the highway. An offer in the amount of $4,500 was made for this property which the defendants rejected and demanded the sum of $6,000. During the course of the trial the defendants stated that they would accept the sum of $5,250 which was approved by the Court.

(6) State v. William A. Oerding, et ux, L-1961, for acquisition of 33.84 acres of land on the Winchester-Shady Point Section of the Pacific Highway for an easement for an approach road, and for prohibition of access from the owners' remaining land except by a frontage road. An offer was made by the State in the amount of $7,500 for this property which was rejected by the owners who demanded $40,000, later reduced to $15,388 plus $1,250 attorney's fees. The jury returned a verdict in the amount of $7,500.

(7) State v. E. M. Housley, et al, L-1963, for acquisition of 7.54 acres of land on the Elkhead Road-Rice Hill Section of the Pacific Highway and for prohibition of all access from the owners' remaining land to the highway with access limited to the Scotts Valley County Road. The State offered to pay $7,508 for this property, which offer was rejected by the owners who demanded the sum of $17,930 plus $1,200 attorney's fees. The jury returned a verdict in the amount of $10,000, thereby allowing $2,500 in excess of the State's offer, which allowance was primarily for drainage damage to orchard ground.

(8) State v. Walter Berndt, et al, L-1747, for the purpose of determining the persons to whom should be paid the sum of $16,731.91 held by the State in connection with State Highway Contract No. 3115. The Court issued a stipulation discharging the State of all liability upon payment to the Court of the funds held by the State. The money has been paid into the Court and the State dissolved of all liability in respect to this matter.

(For further details concerning the above court cases, see copy of the Chief Counsel's letter to the Commission, dated July 30, 1953, in the general files.)

The Commission also considered and approved the Chief Counsel's report on settlements of condemnation cases concerning which complaints have not been filed and which settlements have been made since the June meeting of the Commission:

(1) State v. C. E. Forsberg, et ux, L-2016, for acquisition of 0.8 acre of land on the Clatskanie-Delena Section of the Columbia River Highway and for control of access from the owers' remaining land to the highway. The owners were offered $180.00 for this property which they rejected. Subsequently they agreed to accept the sum of $225.00.

(2) State v. William Ruder, et ux, L-1904, for acquisition of 3 acres of land on the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway with one private access being allowed. The State offered to pay $300.00 for this property. Through correspondence with the attorney representing the Ruder estate, it was agreed to pay $300.00 for the property originally considered plus $150.00 for the balance of the Ruder property, consisting of 1.6 acres, thereby acquiring all of their land.

(3) State v. Gardiner Lumber Company, L-2004, for acquisition of land on the Elbow Lake-Gardiner Section of the Oregon Coast Highway and for control of access from the owners' remaining land to the highway. An offer was made for this property in the amount of $24,570 plus fencing and the re-establishment of a reservoir and water lines. Subsequently a settlement was effected on the basis of the original offer plus construction of a crushed rock driveway, installation of a water main, installation of an 18-inch conduit beneath the highway and granting of title to a single story dwelling with the grantor to remove the building from the right of way within 30 days.

(4) State v. Nate B. Cozey, et ux, L-2001, for acquisition of 0.126 acre of land for construction of an approach to the grade separation to cross the West Portland-Hubbard Highway at Bonita Road. The State offered to pay $3,220 for this property which the owners rejected. Subsequently an option was secured in the amount of $3,500.

(5) State v. Dorothy M. Johnstone, et vir, L-1986, for acquisition of 1.024 acres of land on the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and for restriction of access from the owners' remaining land to the highway. The State's offer to pay $7,000 for this property was rejected by the owners who demanded $40,000. Through further negotiations a settlement was effected whereby the State agrees to pay $7,500.

(6) Union Bond and Trust Company property, R-14612, for acquisition of 1.82 acres of land on the North Corvallis Section of the Pacific Highway West plus acquisition of 0.31 acre of property landlocked by reason of the taking and control of access to the highway. The State offered to pay $4,750 for this property which was rejected by the owner. By subsequent negotiations a settlement was effected whereby the State acquires all of their property being 3.27 acres, for the sum of $9,500. Appraisals on this entire taking were made in the amounts of $9,000 and $9,235.

(7) State v. Frankie L. Boye, et ux, L-1924, for specific performance of the option given by the defendants on 15.4 acres of land on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway for the sum of $1,886. Subsequently construction plans were changed requiring the acquisition of different property. An option for the revised acquisition consisting of 18.52 acres and for the control of access for the sum of $3,800 has been secured and was accepted by the Commission June 25, 1953. The specific performance suit has been dismissed.

(8) State v. Frank T. Wilson, et al, L-2012, for acquisition of 1.85 acres of land on the Clatskanie-Delena Section of the Columbia River Highway and for access control from the owners' remaining land to the highway. The State offered to pay $2,250 for this property whereas the owners demanded the sum of $6,000 plus certain other obligations. As a result of further negotiations a settlement was effected and an option secured for the sum of $2,250 with the State to construct approaches to the reserved points of access and to place a 24-inch culvert beneath the highway.

(9) State v. C. R. Lawrence, et ux, L-1816, for the acquisition of 20.61 acres of land on the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway and for an easement for the relocation of the channel of Pass Creek and for the prohibition of access from the owners' remaining land except by means of frontage roads. The State offered to pay $10,075 for this property. Later appraisals by the State showed the value of the land to be $7,785 plus $10,650 for depreciation in value of timber by reason of the severance of the skid road, making a total of $18,435. Further negotiations effected a compromise settlement in the sum of $13,500.

(10) State v. M. V. Collette, et al, L-2010, for acquisition of 4.5

acres of land on the Clatskanie-Delena Section of the Columbia River Highway and prohibition of all right of access from the owners' remaining land to the highway. The State offered to pay $2,300 for this property based upon an appraisal in the amount of $2,500. Subsequent to the filing of the complaint an option was secured in the sum of $2,800.

(11) State v. Leo R. Beard, et al, L-1951A, to recover the sum of $77.04 for damage to the Grande Ronde River Bridge near the city limits of Elgin. Through negotiations with the defendants' attorney, payment in the amount of $50.00 has been secured and the case dismissed. (The full claim was originally $107.04, $30.00 of which was collected prior to this action.)

(12) State v. Frances Agnew, et vir, L-2014, for the acquisition of 8.8 acres of land on the Clatskanie-Delena Section of the Columbia River Highway and control of access from the owners' remaining land to the highway. $3,000 was offered for this property and refused, but subsequent negotiations effected a settlement in the amount of $3,000 with some minor changes in the language of the deed, which changes do not affect the property interest being acquired by the State.

(13) Howard F. Thompson, R20262, for the acquisition of 225 square feet of land on the Clatskanie-Delena Section of the Columbia River Highway and for restriction of access from the owner's remaining property to the highway. The State offered to pay $300.00 for this property based on the appraisal of a state right of way agent. Independent appraisals made later indicated a value between $1,025 and $1,250. Subsequent negotiations resulted in acquiring the option for the sum of $540.00.

(14) Otis G. Whipple v. Roy Sellers, L-1826: This case consists of an action brought against Mr. Roy Sellers, an employee of the Maintenance Department, for the sum of $554.15 plus costs, which action arose out of the alleged neglect of Mr. Sellers in connection with the oiling of a portion of the Mt. Hood Highway between 164th Street and Jenne Road about two miles west of Gresham on April 30, 1951. The plaintiff alleged that the road had been left in a slick condition without adequate warning, and the plaintiff's car as a result had skidded off the pavement and struck a tree. The case subsequently had been brought to issue and the State has now received a motion for voluntary non-suit which the plaintiff has filed and upon which an order will be based dismissing this action.

(15) George A. Carlson, L-2011, for the acquisition of land on the Clatskanie-Delena Section of the Columbia River Highway. The State offered to pay $2,500 for this property and to allow two private accesses and one access for removal of timber, which offer was refused by the owner. Subsequent negotiations resulted in a settlement in the sum of $2,650.

(For details, concerning above listed settlements, see copy of Chief Counsel's report to the Highway Commission, dated August 4, 1953, in the general files.)

August 6, 1953

The Commission considered and confirmed offers reported by the Chief Counsel for acquisition of real property required for various highway purposes, which offers were tendered to the owners prior to the commencement of condemnation proceedings in conformity with authority granted him by the Commission in its resolution adopted December 20, 1951:

North Corvallis Section of the Pacific Highway West:

R-14612-Owner: Union Bond & Trust Company, et al. 1.82 acres for right of way and 0.31 acre for excess taking. Offer of $4,750.00 approved by Mr. Chandler on July 3, 1953.

Lapine-Willamette Highway Junction Section of The Dalles-California Highway:

R-17939-Owner: Clarence V. Parsons, et al. 0.55 acre for right of way. Offer of $132.00 approved by Mr. Chandler on July 3, 1953.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway:

R-19599-Owner: Gregory M. Bride, et ux. 250 square feet for right of way and 4750 square feet excess taking. Offer of $10,500.00 approved by Mr. McIver on July 8, 1953.

Dayville-John Day Section of the John Day Highway:

R-18732-Owner: Leslie Holland, et ux. 1.43 acres for right of way. Offer of $1,257.60 approved by Mr. Chandler on June 23, 1953.

R-18743-Owner: Art Morgan, et ux. 1.19 acres for right of way and 0.96 acre for easements for irrigation ditch channel changes. Offer of $1,400.00, which amount includes compensation for the easements, approved by Mr. Chandler on June 23, 1953.

Mt. Vernon-John Day Section of the John Day Highway:

R-20036-Owner: Grant County School District No. 3, et al. 0.1 acre for right of way. Offer of $50.00 approved by Mr. Chandler on June 23, 1953.

The Chief Counsel presented the matter of asking the Oregon Congressional Delegation for assistance in exempting states from provisions of the Federal documentary stamp tax. He explained that on May 1, 1950, the Commissioner of Internal Revenue directed that documentary tax stamps must henceforth be affixed to deeds conveying real property to a state or political subdivision thereof. He presented a letter directed to members of the Oregon Congressional Delegation urging their sponsorship of H.R. 5915, which, if enacted by Congress, will provide a solution to the states' problem. He recommended that a copy of the letter be sent to each member of the Oregon Delegation. The Commission approved the recommendation. (Copies of the letter were signed by the Commission on the following day.)

Consideration was given to a demand from James E. Duree, Prosecuting Attorney for Pacific County, Washington, for the sum of $15,000.00 to reimburse Pacific County for the cost of land acquired by the County for use as the Washington terminal of the Astoria-Megler Ferry. The Chief Counsel advised that under the terms of the original agreement with the County, Pacific County would at this time be entitled to approximately $1300, the exact amount not being known at this time as computations are still being made. He explained the provisions of the agreement and advised that in an attempt to work out a satisfactory solution to the entire problem, he had contacted Mr. Duree with a result that it now is his recommendation that the property be leased from Pacific County for a period of 99 years for a consideration of $15,000 with the option to renew the lease for an additional 99 years at the same rate. This solution, he explained, eliminates the possibility of the Oregon State Highway Commission being required to pay taxes to the State of Washington. The Engineer stated his concurrence in the recommendation. The Commission approved the recommendation unanimously and so ordered.

The Commission authorized the Chief Counsel to commence and prosecute action against the following persons for damage done to state property:

1. Ross Knott as driver and Robert Knott as owner of logging truck, for damages done to two state highway department vehicles resulting from failure of the logging truck to stop at a traffic signal. Amount of damage is $103.44 plus attorney's fees.

2. Charles W. Lee, for damage to a timber guard rail at M. P. 6.04 on Pacific Highway East struck by Mr. Lee's automobile. Amount of damage $150.00 plus attorney's fees.

3. Olaf Everson for damage to a timber guard rail on the Wapinitia Highway resulting from an automobile accident. Amount of damages $438.12 plus attorney's fees.

The Chief Counsel requested authority to commence and prosecute a suit in interpleader to dispose of money held by the State in connection with State Highway Contract No. 3643 awarded to P. L. Holloway Painting Company for painting the bridge across the Willamette River in Albany on the Albany-Corvallis Highway in 1952. The Chief Counsel explained that a great number of claims had been filed against the contract for damages done to automobiles by reason of being sprayed with paint during the bridge painting operations. Writs of Attachment and Notices of Garnishment have been filed against the Contract exceeding the amount of money held by the State on the final estimate, which amount he stated, is $3,293.13. To forestall any attempted action which might be taken by the judgment creditors against the State, a suit in interpleader has been filed in the Circuit Court of Marion County. The Commission approved the request unanimously.

The Chief Counsel reported commencement of a suit by Math Schiemer, d b a Utility Construction Company, against the State for damages suffered for loss and damage to material, tools, construction

forms etc., allegedly resulting from acts of State Highway Department personnel in clearing and straightening the bed of Catherine Creek in Catherine Creek State Park in Union County. He stated that the plaintiff alleges he was performing work for the US Army Engineers along the banks of Catherine Creek down stream from the State Park, on December 8-11, 1951 and that the operations of State forces in the improvement of Catherine Creek State Park, caused an ice jam which broke on December 11th and flooded his operations and equipment, causing damage in the sum of $6,886.24. The Chief Counsel stated that a motion to quash service has been filed on the basis that the Court does not have jurisdiction over the State for the purpose of this action. The Commission accepted the report.

The Commission considered a report submitted by the Chief Counsel concerning an appeal of the case of DePhillips vs State involving alleged grade change damage in Brookings in the amount of $51,000.00 plus $2,500.00 attorney's fees. The Chief Counsel pointed out that at the trial of this case the Court had allowed the State's motion for a directed verdict that no damages be assessed against the State. However, a notice of appeal has been taken by Mr. Samuel A. Hall, Attorney for the plaintiffs, seeking to secure a new trial. He added that Mr. Hall in the meantime has been appointed District Attorney for Curry County and that the State has now raised the question whether or not Mr. Hall in his new position can legally represent the plaintiffs and this view has been expressed to the Attorney General. The Commission accepted the report.

Consideration was given by the Commission to the appointment of an Assistant Chief Counsel. Mr. Enfield, the Chief Counsel, recommended that Mr. Robert L. May be appointed as Assistant Chief Counsel at a beginning salary of $575.00 a month. He explained that Mr. May is being recommended for the position after several months of careful study and after analyzing the capabilities of several attorneys who are now members of the department, as well as interviewing others seeking employment. The Attorney General, he stated, has approved the appointment and he recommended that the Commission also approve Mr. May's appointment. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The transfer to the State from the Federal Government of land now under long term lease in the Cove Palisades State Park, was considered by the Commission. The Chief Counsel stated that a letter had been received from Mr. J. Earl Coke, Acting Secretary of the US Department of Agriculture, offering to convey title to lands now under long term lease in Cove Palisades Park without charge. He advised there are approximately 2,840 acres involved and there are no particular forms to effect the transfer. He recommended that the Commission sign a letter requesting that the lands be transferred to the State. The Commission approved the recommendation. (On the following day a letter was signed.)

In connection with this matter, the Chief Counsel reported that action has been started against Mr. Sam Rawson, who has been removing cinders from this area and who has also interferred with the operations of the State's

highway contract. The Commission approved the Chief Counsel's action.

The Commission gave consideration to a resolution prepared by the Chief Counsel authorizing the State Highway Engineer or either Assistant State Highway Engineer to post highways for reduced load limits when necessary. The Chief Counsel explained that this resolution has been written to conform with the provisions of legislation pertaining to load limits enacted by the 1953 legislature. He pointed out that the resolution authorizes the posting of reduced load limits immediately upon determination that such action is necessary, and he recommended that the resolution be adopted. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel presented a form of resolution prohibiting the parking of vehicles on the right of way of the Junction City-Eugene Secondary Highway at Crocker Lane. He recalled that at its June meeting, the Commission took action authorizing the installation of no parking signs and directing the Engineer to erect a fence along the shoulder line if necessary to prevent the parking of vehicles, and also directing the Chief Counsel to take appropriate legal action to enforce the parking regulation. In order that the resolution may be adopted subsequent to the effective date of Chapter 587, Oregon Laws 1953, he recommended that the Commission adopt a resolution pertaining to this matter at this meeting. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel also brought up the matter of disposing of logs dumped on highway rights of way which have not been removed by the owners. He asked the Commission to authorize the Engineer to notify all owners of the logs that they must be removed within 30 days time and to remove the logs with State forces or to sell or otherwise dispose of them if they are not removed by the owners within such time limit. The Commission granted the authority requested by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Engineer presented a tabulation of high offers received in Salem on July 27 for the purchase of used equipment and scrap materials located at the Salem Shops. The total amount of the high bids received, he pointed out, was $11,882.08, whereas the appraised value for the same items amount to $12,230.50. No bids were received for three items, which, he stated, would be junked. He recommended acceptance of the high offer for each of the items. The Commission approved the recommendation.

(For further details see copy of the Tabulation of High Bids Received July 27, 1953, in the general files.)

A report was presented by the Engineer concerning improvement of the Pacific Highway West through the town of Whiteson to eliminate a section of hazardous vertical and horizontal alignment. The Engineer recalled that a delegation appeared before the Commission on June 26 concerning this section. The survey, he said, has now been completed disclosing that it will cost approximately $116,000 for improvement of 1.1 miles plus right of way costs. He added that this is a bad section of US99W and should be improved when funds are available. He recommended that the improvement be given high priority in the formulation of the next construction program, if funds can be spared. The Commission accepted the Engineer's report.

A request from the City of Eastside for widening the Coos River Secondary Highway between 6th Avenue and 10th Avenue in Eastside was considered by the Commission. The Engineer advised that the City intends to construct a sidewalk on the north side of "D" Street which is the highway route and has asked the State to widen the street. The cost of such widening, including curbs and drainage, he estimated at $22,000. The average daily traffic at the east city limits of Eastside is slightly in excess of 1,600 vehicles per day, which amount of traffic does not cause congestion on the existing street. Because of higher priority of other cities for widening more heavily traveled streets, he recommended and the Commission approved that the request be denied. Chairman Chandler gave as his feeling if monies are available, they should be spent for improvement of the Coos River Secondary Highway (old route) between the bridge over Catching Slough and the new bridge over the Coos River near Enegren. The Engineer was instructed to determine the cost to do such work and report back to the Commission.

Consideration was also given by the Commission to a request submitted by the City of Prineville for state cooperation in replacing existing wooden traffic signal poles with steel poles. The Engineer explained that about four years ago certain traffic signal poles had been installed at the intersection of Third and Main streets because there was a shortage of steel poles at that time. The City, he stated, is now installing a new street lighting system which calls for the replacement of all wooden poles with steel poles and has requested state cooperation with respect to the poles on which the traffic signals are mounted. On all recent installations, he stated, steel poles have been used. He recommended cooperation with the City of Prineville in replacement of the poles on a 50-50 basis, the estimated cost of the State's share being $600.00. The Commission approved the recommendation, the arrangement to be covered by written agreement.

The Engineer presented a copy of resolution No. 6399 adopted by the Salem City Council July 13, 1953, concerning traffic flow regulations on portions of East Summer, West Summer and North Capitol Streets in the City of Salem. He pointed out that presently traffic on East Summer Street is one-way northbound, and that tourists southbound on US99E experience considerable difficulty in reaching the Capitol buildings under the

present routing. He gave as his feeling that if the two-block section of East Summer between Center and Court Streets were made one-way southbound, access to the Capitol area would be greatly facilitated. Under the city resolution, traffic on North Capitol and West Summer Streets between Center and Court Streets would be one-way northbound. He recommended the proposed changes, also the installation of a traffic signal at the intersection of East Summer Street and Court Street which he estimated will cost a total of $3,500, the City to pay half. The Commission approved the recommendation.

The Engineer presented a report concerning a requested installation of traffic signals at the intersection of Water and 10th Streets in Oregon City, Water Street being the route of the Pacific Highway East. He said that a traffic study indicated that signals are warranted as the total traffic entering the intersection for a 24-hour period on June 16 was 17,432, and the maximum hourly volume was 1,190 whereas an hourly volume of 750 is considered as warranting a signal. He pointed out that due to heavy left-turn movements at this intersection it will be necessary to provide a left-turn refuge if the traffic signal is installed, but the width of the street does not permit a left-turn refuge unless parking is prohibited between Ninth Street and Eleventh Street. He estimated the cost of the traffic signal and the left-turn refuge at $5,000 and recommended that they be installed provided the City of Oregon City will pay one-half the costs involved and will pass the necessary ordinance prohibiting parking between Ninth Street and Eleventh Street. The Commission approved the recommendation.

The Commission considered the Engineer's report concerning a request submitted by a delegation from Josephine and Jackson Counties on June 26 for improvement of the Pacific Highway near Savage Rapids Dam to prevent flooding of the highway during high water periods in the Rogue River. The Engineer pointed out that the highway does become inundated in the vicinity of Savage Rapids Dam every two or three years and at flood stages the highway is covered with as much as five feet of water, the periods of closure usually averaging about two days when traffic is detoured over the Medford-Provolt and Williams Secondary Highways and county roads. The length of the section that floods, he stated, is approximately one mile, and to improve it to prevent flooding he estimated will cost $75,000. The improvement, he added, is very desirable but at the present time money is not available to finance it. He recommended that this project be considered when funds are available for this area. The Commission accepted the recommendation.

The Engineer presented to the Commission a printed report on the operations of the Highway Weighmasters for a three-month period including April, May and June during the years 1950 to 1953. The Engineer pointed out that in the 1953 period, the number of violations were only about 20% of the number of violations in 1950. He also pointed out that during the last few months there has been a disturbing tendency in some courts to find the defendants guilty and then suspend the fines. The report was accepted by the Commission.

In discussing the weighmaster's operations, the Engineer reported that on August 4, 1953, the weighmasters on duty on the Powers Secondary State Highway stopped a vehicle registered in the name of and driven by Leland W. Post. The actual weight of the load of six logs on Mr. Post's truck was not obtained as he refused to be weighed; however, on the following morning after the loaded truck had been commandeered during the night by unknown persons and driven over a section of state highway including a bridge spanning the South Fork of the Coquille River to a log dump where the load was subsequently dumped, the weighmaster secured a copy of the Forest Service scaling slip which showed that the load contained 8,110 board feet of Douglas Fir. Computed at the State-wide average for Douglas Fir timber of 8.2 pounds per board foot, the estimated weight of the load alone was approximately 66,500 pounds. Adding the registered light weight of the truck and trailer of 22,000 pounds results in a gross weight of 88,500 pounds, whereas the permit granted Mr. Post allows him to haul only 60,000 pounds. He recalled that in November, 1952, Mr. Post was cited for a large overload and his PUC permit was suspended; however, in April, 1953, Mr. Post stated his willingness in writing to abide by the law so the Commission on April 8 approved reinstatement of his hauling permit on the condition that his future operations would remain strictly within the law. Inasmuch as overloads such as this one are very destructive to the highways, the Engineer recommended that the Public Utilities Commissioner be requested to revoke permanently all authority heretofore issued to Leland W. Post to truck-haul logs, poles, or piling over state highways. The Commission unanimously approved the recommendation upon motion of Commissioner Reynolds duly seconded by Commissioner McIver.

The Engineer reported that conditions governing the award of State Highway Contract No. 3998 to Birkemeier and Saremal (Kellogg Creek Bridge Section of the Milwaukie-Gladstone County Road in Clackamas County) for the sum of $60,275 were satisfied on July 27 and contract forms have been sent to the contractor for execution. Bids for this job, he said, were received on June 26, 1953. The Commission confirmed the Engineer's action.

The Engineer reported that under authority previously granted he has conducted surveys on the Bend-Lapine Section of The Dalles-California Highway in Deschutes County, on the Blackwell Hill-Medford Section of the Pacific Highway in Jackson County, on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, and on the Forest Boundary-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County. He presented maps showing the proposed alignment in each case and explained details. He recommended approval and adoption of the surveys as the permanent routes of these highway sections when they are reconstructed. The Commission approved the recommendation unanimously by adopting the attached resolutions relative thereto marked EXHIBITS "G-1" and "G-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A request from the City of Independence for widening and curb con-

struction on North Main Street from Ash Street to the north city limits, route of the Independence Secondary Highway, was discussed by the Commission. The Engineer reported that an investigation discloses that, although the average daily traffic is about 3,000 vehicles, there is no apparent congestion on this section at the present time and no immediate need for the improvement. However, he gave as his feeling that it would be a desirable project in the future. Because of this fact, and as there are no funds available at this time, he recommended that the request be denied. The Commission adopted the recommendation.

A petition was received from residents of Lakeview requesting an increase in width, from 44 feet to 60 feet, of the improvement now underway on "F" Street, route of US 395, in their city. The Engineer explained that the petition urges that the width of the street be not less than 60 feet from curb to curb. He pointed out that a portion of this work is now under contract for a width of 44 feet which is the standard width pavement laid on city streets where the traffic flow is not sufficient to warrant four lanes of pavement. As the traffic on this street averages only 1,050 vehicles daily and as the project is already under construction, he said it would not be feasible to change it now. He recommended that the request be denied. The Commission accepted the recommendation.

The Commission also considered a petition signed by 340 people of Wheeler County requesting early improvement of the Service Creek-Mitchell Secondary Highway, particularly the section known as the Donnolly Grade and the grade leading out of Mitchell. The Engineer reported that an investigation reveals many narrow sections on this highway over a distance of approximately six miles, and he estimated that to widen them to provide for a minimum 20-foot roadway would cost $72,000. He also said that the road is lightly traveled, the average traffic being somewhat less than 75 vehicles per day, and he recommended in view thereof and the fact that no funds are available at this time that the request be denied. The Commission approved the recommendation.

Consideration was given by the Commission to a request from the City of Vernonia that the State pave the area between curbs for a distance of 1,200 feet on the Nehalem Secondary Highway within the City. The Enginer reported that the City plans to install curbs 50 feet apart. He estimated the cost to the State to pave the entire area between the curbs at $21,000. The project, he said, is a desirable improvement and the City has shown a fine spirit of cooperation. However, the average daily traffic is only about 1,200 vehicles which does not give the improvement a very high priority. He recommended that the request be denied. The Commission adopted the recommendation.

The Commission gave consideration to a written request submitted by Mr. Dave Ellis, President of the Dayton Chamber of Commerce; a request from Mr. Clare L. Heider, Mayor of Dayton; one from D.r. Roben J. Maaske, President of the Oregon College of Education; and one from Dr. A. L. Strand, President of Oregon State College, for certain improvements to State Highways in the vicinity of Dayton including (1) replacement

of the Yamhill River Bridge at Dayton, (2) additional protection at the railroad crossing on the Amity-Dayton Highway northeast of Dayton, (3) elimination of bad curves on the Amity-Dayton Highway, and improvements to the Pacific Highway West, particularly between Corvallis and McMinnville. In the general discussion of these requests it was pointed out that the Dayton people are not satisfied with the one-way lights on the bridge at Dayton and would like to have a new bridge. The Engineer stated that it is hoped to find funds to construct a new bridge when the wooden approaches on the present bridge become decayed. Commissioner Reynolds pointed out that a route through Dayton to Amity is considerably shorter and straighter for Pacific Highway West traffic than the route through McMinnville, and it appeared to him that it might be a better route for the Pacific Highway West. The Engineer stated that the route through Dayton is approximately three miles shorter than by way of McMinnville, but if such rerouting of 99W is contemplated it might require a new location for the bridge at Dayton. Commissioner McIver stated that to him it appeared to be a very good route, and he suggested that the Engineer submit a report on it. The Commission thereupon instructed the Engineer to make a complete report and include therein information concerning the proposed by-pass in McMinnville. (See delegation on August 7).

Requests as follows, made by J. O. Johnson in behalf of Tigard businessmen was considered by the Commission:

1. Widening of the Beaverton-Aurora Secondary Highway from Durham to Tigard;

2. Investigation of a dangerous condition at the intersection of Durham Road and the secondary highway;

3. Request for traffic signals at the intersection of the secondary highway with US99W in the easterly part of Tigard.

Concerning the 1st request, the Engineer reported that this improvement had previously been considered and denied due to lack of funds, and at this time there are still no funds available for this project. He recommended that it again be denied. Concerning the 2nd request, he stated that investigation reveals that conditions can be improved by erection of a "Stop" sign and a "Right Turn Permitted Without Stopping" sign. He recommended that this be done. Concerning the 3rd request, he stated that the investigation indicates that signals are warranted and should be installed at this intersection but to make them effective will necessitate some additional channelizing work, which, including the signal installation is estimated to cost $9,400. He recommended approval of the expenditure and that the work be performed at the expense of the State as Tigard is not an incorporated town. All three recommendations were approved by the Commission.

The Engineer requested authority to construct a turn-out for left-turn traffic movements at the Barnes Road intersection of the Sunset Highway. He explained that a very hazardous condition exists at this location where a side road leads to the Cedar Hills project and to the City of Beaverton. There have been many requests for alleviation of existing con-

ditions and a study has determined that construction of a turn-out so that traffic could cross the highway at right angles would materially decrease the hazard. He estimated the cost to construct the turn-out at $3,300, and he recommended approval of the project as a Minor Betterment, to be paid from un-allocated funds. The Commission adopted the recommendation.

A resolution passed by the Gladstone Planning Commission requesting installation of a stop-light at the intersection of the Pacific Highway East and SE Glen Echo Avenue in the City of Gladstone was considered by the Commission. The Engineer reported that an investigation disclosed that only 4% of the vehicles entering the intersection entered from Glen Echo Avenue. Pedestrian traffic also was found to be minor and the accident rate not at all severe. As the facts determined by the investigation do not meet accepted warrants for signalization, he recommended and the Commission approved that the request be denied.

Consideration was given by the Commission to a request from the City of Astoria for State cooperation in providing street lighting on the cut-over street from Bond to Commercial between 14th and 16th Streets. The Engineer stated that the City has asked the State to put in one light at 14th Street, one at 15th Street, and one at 16th Street. These lights would be used to illuminate two diagonal blocks used for parking for ferry patrons. The cost of installation he estimated at $1,650, and he said the City has agreed to pay for the electrical energy used. He recommended and the Commission approved the installation of the lights.

Consideration was given to a request from Mr. J. A. Wight, Echo, Oregon, for installation of a stock pass on the Stanfield-Pendleton Secondary highway about six miles east of Echo. The Engineer advised that an engineering investigation reveals no record of any accident at this location involving livestock. The sight distance at the present crossing and the proposed stock pass, he said, is 1,100 feet to the west and 800 feet to the east and there are no vertical or horizontal restrictions. Moreover, the annual average daily traffic is only 115 vehicles. Inasmuch as the sight distance is adequate for safe stopping at prevailing speeds of 45 miles per hour, he recommended that the request be denied. The Commission approved the recommendation.

The Commission considered a request from Harney County for addition of the Drewsey-Van County Road to the Federal Aid Secondary system of that county. The Engineer reported that as of this date, Harney County has only three short sections of Federal Aid county road, totaling 18.96 miles. This mileage, he stated, has been improved to minimum AASHO standards with an all-year surface of either gravel or cinders. He further stated that the county for the years 1954-1955 will have $77,000 of Federal Aid Secondary Funds available and is requesting that the road between Drewsey and Van, 22.4 miles in length, be designated as a Federal Aid Secondary Highway so these funds may be utilized. The requested addition, he stated, will serve a large cattle raising area and some log hauling. He recommended approval of the county's request and that he be authorized to submit the necessary data to the Bureau of Public Roads for its approval. The Commission accepted the recommendation and so ordered.

The Commission also considered a request from Malheur County for deletion of 30.02 miles of county road from the Federal Aid Secondary system and the addition of 28.26 miles in lieu thereof. The Engineer explained that a comprehensive enlargement of irrigation farming in the county has materially changed the county's road requirements. Many miles of the county road system are in sparsely settled portions where there is little travel on the roads, whereas in other sections, the expansion of irrigation has developed highly productive lands with resulting increase in traffic. The county to meet these changing needs, he said, has requested that a total of 30.02 miles be deleted from the Federal system and that 28.26 miles be added to the system. The roads to be removed from the system are:

1. FAS Route No. 536. Ironside-South. 3.67 miles in length.

2. FAS Route No. 537. Juntura-Beulah. 14.34 miles in length.

3. FAS 523 (part). Harper Loop. 4.21 miles in length.

4. FAS 525 (part). Harper-Little Valley. 7.8 miles in length.

Proposed additions to the system consist of:

1. An extension to FAS No. 515, Lytle Boulevard, 11.08 miles in length.

2. Revision and extension to FAS No. 525, Harper-Westfall, 9.88 miles in length.

3. FAS 572. Hyline Road. 7.3 miles in length.

It was the opinion of the Engineer that the requested changes are desirable, because the roads to be added are of greater importance than those being deleted. He therefore recommended that the Commission approve the changes, and that he be authorized to submit the necessary data to the Bureau of Public Roads for its approval. The Commission approved the recommendation.

Consideration was given by the Commission to the disbursement to cities and towns of Oregon funds that accrued to them under the provisions of Chapter 149 Oregon Laws 1949, during the period of January 1 to June 30, 1953. The Engineer presented a tabulation showing the amount payable to each of the cities and towns as determined by the method of distribution provided for in the law. He recommended approval of the distributive amounts shown therein. The Commission accepted the Engineer's recommendation by adopting the attached resolution relative thereto marked Exhibit "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave consideration to a request from Mr. J. O. Turner, Mayor of the City of Heppner, for widening of the Lower Willow Creek Bridge at Heppner. The Engineer reported that an investigation had been made, and the cost of widening, including a right of way, had been estimated at $20,000. He further stated there is no record of any

accidents at this bridge, and that it is not practical to remove the sidewalk to attain the widening as suggested. From the facts disclosed by the investigation, it appears that the widening is not needed at this time, and he, therefore, recommended that the request be denied. The Commission approved his recommendation.

The City of Redmond submitted a written request for installation of a flashing beacon at the intersection of Fifth Street (US97) and Evergreen Avenue (US126) in the City of Redmond at the city's expense, if the State will install a flashing beacon at the intersection of Sixth Street (US97) and Evergreen Avenue (US126). Certain hazards do exist at these intersections, the Engineer stated, as both are junctions of two primary state highways. He estimated the cost of each signal at $400 or a total of $800, and he recommended installation of a signal at each location, the work to be done by the State, and the city to be billed for its proportionate share, it being understood that the City of Redmond is to pay for the electrical energy needed to operate both signals and to pay maintenance expense of both. The Commission approved the recommendation.

A proposed cooperative agreement with the City of Portland regarding modernization of signal installations on Union Avenue at N. E. Ainsworth and N. E. Alberta Street was considered by the Commission. The Engineer reported that the signal system on Union Avenue (US99E) consists of modern standard type signal installations except that the signals at the two intersections mentioned are the old two-light type without provision for "wait-walk" signals for pedestrians. He estimated the total cost of replacing them with modern type signals at $3,500, and he recommended that the State cooperate, with the cost to be shared equally between the State and the City. The Commission accepted the recommendation.

The Engineer reported receipt of a resolution adopted by the City of Pendleton approving the establishment of a Federal Aid Urban highway system in the Pendleton urban area. He explained that adoption of this urban area system is a necessary preliminary to the programming and contracting of the proposed Emigrant Avenue grade separation project on the route of the Pendleton-John Day Highway. He exhibited a map showing the proposed area pointing out that it is composed only of existing highways, and he recommended that it be approved by the Commission and that authority be granted him to submit the proposed system to the Bureau of Public Roads for final action. The Commission approved the recommendation.

The Commission gave consideration to the following requests for extensions of time within which to complete the following highway contracts:

1. Birkemeier & Saremal, Contract No. 3758 for construction of Nyberg, Sagert, Norwood, and Stafford Road Undercrossing Structures on the West Portland-Hubbard Highway in Washington County, requested an extension of time of six months from July 31, 1953 to January 31, 1954 in which to complete this work. They alleged that they were unable

to complete the work within the specified time limit because embankments at the ends of the structures had not been completed by the grading contractor. The Engineer reported that the work is completed with the exception of placing the concrete slab riprap at the ends of the approach embankments which cannot be done until the grading is completed. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. H. J. and H. W. Miller, Contract No. 3737 for grading and paving River Street in the City of Enterprise, requested an extension of time of 84 days, from September 15, 1952 to December 8, 1952 within which to complete this job. They alleged that lack of equipment to haul materials had prevented completion of the contract within the specified time limit. The Engineer reported that this is one of the first jobs this contractor has performed, and they were not too well organized. There was, however, very little inconvenience to the local people and no overrun on engineering costs. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendations of the State Highway Engineer and his reports which considered, but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that contracts No. 3423, 3605, 3660, 3690, 3693, 3746, 3845, 3863, 3869, 3873, 3887, 3888, 3894, 3900, 3919, 3942, 3954, 3988, 3994, 3864, 3750, 3438, 3667, 3773, 3791, 3797, 3814, 3825, 3852, 3862, 3890, 3617, 3911, 3943, 3445, 3640, 3619, 3676 have been completed according to the requirements of the contracts or modifications thereof, and that the contracts are now ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that inspection of the bridge over the Umatilla River at M. P. 11.84 on the Hermiston Secondary Highway No. 333 reveals the necessity for a reduced load limit on the structure. He recommended that the bridge be posted for a 20 ton maximum gross load limit effective August 6, 1953. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "J" which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Engineer was instructed to bear this bridge in mind for replacement when the next construction program is arranged.

August 6, 1953

The Commission discussed with the Engineer the bids received at the morning session, and at 3:00 p. m. Commissioner Reynolds publicly announced the contract awards as follows:

"Rock production on the Powell Butte-Ochoco Reservoir Project on the Ochoco Highway east of Redmond in Crook County. Rogers Construction, Inc., Portland submitted the low bid for this job at $20,600. Four higher bids were also received. The Commission has awarded the contract to Rogers Construction, Inc. at their low bid price.

"Construction of a bridge over the Little Deschutes River on Burgess Road north of Lapine in Deschutes County. C. E. Blakley, Klamath Falls, submitted the low bid for this job at $15,547.50. Three higher bids were also received. The Commission elects to accept the bid of C. E. Blakley in the sum of $15,547.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Deschutes County is received and the sum of $3,500 is deposited by the County.

"Construction of a masonry block maintenance building in the town of Sisters in Deschutes County. Six bids were received for this job, a low bid being submitted by R. H. Jones, Hillsboro in the sum of $23,860. The contract has been awarded to Mr. Jones at his bid price.

"Grading and oiling on the Grants Pass-Murphy section of Williams Secondary Highway in Josephine County. C. C. Meisel, McMinnville submitted the low bid for this job at $100,155. Seven higher bids were also received. The contract has been awa ded to the low bidder C. C. Meisel at his bid price.

"Construction of a concrete bridge over Fall Creek on the Alsea Highway east of Waldport in Lincoln County. Six bids were received for this job, the low bid being submitted by Babler Bros., Inc., Portland, at $41,744. The contract has been awarded to the low bidder, Babler Bros., Inc. at their bid price.

"Construction of a bridge over the Luckiamute River on the Pacific Highway west of Monmouth in Polk County. Tom Lillebo submitted the low bid for this job out of the total of eight bids received at $93,040. The contract has been awarded to the low bidder, Tom Lillebo, at his bid price.

"Grading and oiling on the Mud Hollow Canyon-Wasco section of the Fulton Canyon-Wasco road west of Wasco in Sherman County. Five bids were received for this job, the low one being submitted by E. C. Hall Company, Portland, at $57,770. The Commission has rejected all bids on this project as being too high.

"Grading on the summit section of the Hemlock-Sand Lake County road west of Hemlock in Tillamook County. Fourteen bids were received for this job, the low bid being submitted by Grimstad & Vanderveldt, Astoria, at $47,169. The contract has been awarded to the low bidder, Grimstad & Vanderveldt, at their bid price.

"Widening the existing bridge over Maxwell Canal at M. P. 198.69 on the Old Oregon Trail near Hermiston in Umatilla County. Wells & Ray, Hermiston, submitted the low bid for this work out of a total of six bids received at $6,050. The contract has been awarded to the low bidder, Wells & Ray, at their bid price.

"Construction of a masonry block addition to the existing maintenance building at Meacham in Umatilla County. Four bids were received for this job, the low bid being submitted by R. H. Jones, Hillsboro at $18,810. The contract has been awarded to the low bidder, R. H. Jones, at his bid price.

The Engineer reported that the reduced load limits heretofore in effect on several state highways have been removed as the conditions necessitating the restrictions no longer exist. He named the following highways and sections of highways on which reduced load limits had been removed, and he asked the Commission to confirm his action:

Name of Highway	No.	County	Section Restricted	Date Effective 1953
Rome-Princeton Secdy.	442	Harney	M. P. 8.2 to 29.4 (8.2 mi. E. of Diamond Valley Hwy. Jct. to Road to Follyfarm)	9:00 a.m. July 16
Crater Lake North Secdy.	232	Douglas	M. P. 0.0 to 5.29 (Entire length)	9:00 a.m. June 29
West Diamond Lake Secdy.	233	Jackson & Douglas	M. P. 8.0 to M. P. 23.89 (Entire length)	9:00 a.m. June 29
East Diamond Lake Secdy.	425	Douglas & Klamath	M. P. 0.0 to 14.72 (Entire length)	9:00 a.m. June 29

The Commission approved the Engineer's action by adopting the attached resolution relative thereto marked EXHIBIT "K" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given by the Commission to a request from Hon. John H. Sheldrake, County Judge of Hood River County, for the designation of a reduced speed zone on a section of the Hood River Secondary Highway immediately south of the south city lim ts of the City of Hood River. The Engineer stated that an investigation had been made by the Traffic Engineer which revealed that motorists travel through this thickly settled residential business section at a speed in excess of 40 miles-per-hour, a maximum speed being recorded at 62 miles-per-hour. In view of the prevailing speeds coupled with the fact that there is considerable roadside culture, he recommended that a 40 mile-per-hour speed zone be established between the south city limits of Hood River at M. P. 0.76, and Martin's Country Market at M. P. 1.66. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "L-1" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that his attention has been called to an inconsistency between the indicated 25 miles-per-hour speed and the speed that vehicles actually travel through the community of Rufus on the Columbia Highway east of The Dalles. An investigation conducted in 1951, he said, disclosed that the accident rate in that section was considerably below the national average, and a speed check taken in 1952 shows that 80 per cent of vehicles travel at or under a speed of 43.5 miles-per, hour. The maximum speed recorded was 55 miles-per-hour and the check disclosed that 90 per cent of the vehicles exceeded the present indicated speed of 25 miles-per-hour. In view of the favorable accident record and the absence of concentrated roadside culture, he recommended that a 45 mile-per-hour speed zone be established on the Columbia River Highway between a point 0.14 mile west of the road leading to Wasco (M.P. 116.14), and a point 0.18 east of this road (M.P. 116.46), in the community of Rufus. The Commission accepted the Engineer's recommendation by adopting the attached resolution relative thereto marked EXHIBIT "L-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from Mrs. Doris L. Cotes, Meacham, for designation of a reduced speed zone on the Old Oregon Trail in the vicinity of Meacham was considered by the Commission. The Engineer reported that an investigation by the Traffic Engineer discloses that a reduced speed zone is warranted. He recommended the establishment of a 40 mile-per-hour speed zone between M.P. 261.71 and M.P. 262.58 on this highway, which speed, he stated, is compatible with the speed at or below which 80 per cent of the vehicles currently travel on this section. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "L-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to a petition from the Prospect Parent-Teacher's Association and other residents adjacent to the Crater Lake Highway near Prospect for improvement of this highway from Mill Creek Falls to the first bridge south of Prospect, and for establishment of a 15 mile-per-hour speed zone for northbound traffic and a 30 mile-per-hour speed zone for southbound traffic, with one-way traffic established for trucks and buses. The Engineer reported that the section does have inferior alignment with a series of 12° to 20° curves and one 48° curve at Prospect Bridge. It was his judgment that it is not economically feasible to improve this one mile section which, he stated, is superior to hundreds of miles of more important highway sections; as for the speed zone designation, he said there is no means of establishing a 15 mile-per-hour limit for vehicles traveling one direction and a 30 mile-per-hour limit for those traveling in the other direction, or to zone a section for one-way traffic. He recommended that the requests be denied. The Commission adopted the recommendation.

The Commission discussed with the Engineer a petition from residents along the Oregon Coast Highway north of Florence requesting designation of a 35 mile-per-hour speed zone and the painting of crosswalks

on this highway between Florence and Heceta Beach Junction. The Engineer stated that in the matter of painting crosswalks it has long been the policy of the Commission to paint them only where school boy patrols are maintained. The locations requested, he said, do not fall in this category because they are school bus pick-up points, and there would be insufficient pedestrian traffic at any one crosswalk to warrant establishing a patrol. He, therefore, recommended that the request for the painting of crosswalks be denied. The Commission approved the recommendation.

Concerning the request for a 35 mile-per-hour speed zone designation, he pointed out that in September 1950 the Commission established a 35 mile-per-hour and a 45 mile-per-hour speed zone northerly from the north city limits of Florence which included the area in question. A reinvestigation, he stated, was made during the past month and on the basis of facts determined at that time it was found advisable to change the mile point location of the existing speed zone because it had been found that through a change in mile posts, the action taken by the Commission at its September 1950 meeting was slightly in error. He recommended in view thereof that the previously established speed zone (45 miles per hour) from M. P. 200.62 to M. P. 202.84 and also the previously established zone (35 miles-per-hour) from M. P. 202.84 to M. P. 203.56, be rescinded, and that in lieu thereof the following speed zones be established: M. P. 200.52, junction with the Heceta Beach Road, to M. P. 202.78 opposite the State Highway Maintenance Station, 45 miles-per-hour; and from M. P. 202.78 to M. P. 203.56 at the north city limits of Florence, 35 miles-per-hour. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "L-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition from citizens of the town of Warren requesting a 40 mile-per-hour speed zone on the Columbia River Highway in the vicinity of Church Road in Warren was given consideration by the Commission. The Engineer recalled that in 1949 the Commission denied a similar request for a reduced speed zone at this place. A recent investigation, he said, fails to disclose that there is warrant for any additional traffic control measures than now exist. He pointed out that conditions on this section of highway are identical with those which extend from the Church Road intersection to the City of St. Helens and do not differ greatly from many locations on the highway between Scappoose and Portland. As 80 per cent of the vehicles travel at or below 51 miles-per-hour and as the accident experience is only slightly above the state average, he recommended that the request be denied. The Commission approved the recommendation.

The Engineer presented the matter of establishing a state remote-controlled radio receiver and transmitter on the top of Burns Butte about three miles west of the town of Burns. This site, he stated, is the most satisfactory in the area for radio equipment, but it now is occupied by three other parties who obtain electrical energy from the California Pacific Utilities Company. To establish a state station at this place, he said, will necessitate the state paying a pro-rata share of the costs to the Utilities Company for refund to the other three customers who paid the cost

of constructing power lines to the site. The amount of the initial payment, he stated, is $296.67, and in addition the state will be subject to a monthly minimum charge of $5.32 until October 1954 after which time the charge will be the regular minimum of the applicable rate schedule for service rendered. A special use permit, he added, has been obtained from the U.S. Forest Service to use the site until the expiration of its lease in 1969. He recommended approval of a form of contract providing for payments to the California Pacific Utilities Company. The Commission adopted the recommendation.

The Engineer reported a compromise settlement of a long standing controversy with The Pacific Telephone and Telegraph Company concerning the relocation of a section of the Company's transcontinental toll cable through a slide area along the upper Columbia River Highway between Gorton Creek and Warren Creek. This area, he stated, has long been known as a slide area, but the phone company had experienced no difficulty until excavations were made in constructing the new highway when a slight cracking appeared near the company's underground cable. The telephone company, he stated, then strung a temporary cable across the slide until it could determine what the results of the cracking would be. The cost of the temporary cable installation has been estimated at $11,000 which the phone company requested that the state pay in full. The slide area, he stated, has in the meantime been pretty well stabilized at considerable cost to the state, and the telephone company can now restore its temporary cable to a permanent installation. After a number of conferences, the telephone company, he stated, agreed to assume half of the cost if the state would pay the other half. He recommended that the telephone company be paid the sum of $5,500 in full settlement of its controversial claim. The Commission adopted the recommendation and ordered the matter covered by written agreement.

The Commission considered a claim submitted by Mr. B. R. Wallace, Salem, in amount of $50.00, for damage to his wheat crop resulting from a survey crew working on his land during the wet season. The Engineer stated that in order to complete the location survey of the Portland-Salem Expressway it was necessary to work in all kinds of weather, and during the early spring the survey crew ran some lines through Mr. Wallace's wheat field causing damage which was evident by inspection. He recommended that Mr. Wallace be paid $50 as full settlement for the damage. The Commission approved the recommendation.

Renewal of the annual subscription to the Highway Research Board for the fiscal year July 1, 1953 to June 30, 1954 was discussed by the Commission. The Engineer stated that the cost of subscribing for one year is $1,898.00, and he recommended that it be paid. Chairman Chandler inquired as to what benefits are obtained. The Engineer explained that research work performed by many colleges, highway departments and industries is correlated and made available in printed form by the Highway Research Board and that such information keeps abreast with engineering developments and also provides legal and Right of Way data. The Chief Counsel added that the Legal and Right of Way Departments make considerable use of the information in keeping up to date on land acquisition methods

and access control, and in Court opinions as they are rendered from time to time. The Commission approved the subscription as recommended by the Engineer and the Chief Counsel. The Engineer was authorized to sign the subscription blank in behalf of the Commission.

The Commission considered a letter from Mr. A. L. Greenwalt of Government Camp advising that the Government Camp Community Club no longer desires to purchase the old highway maintenance building at Government Camp, and requesting a refund of his personal deposit made in behalf of the Community Club in the amount of $285.00. In the discussion of this matter the Engineer pointed out that the property had been sold to the Government Camp Community Club and they had been granted an extension of time to raise the balance due. For some reason or other interest in the project has died down, and they cannot complete the purchase. Mr. Greenwalt, he stated, had personally advanced the amount of the deposit, and he recommended that it be returned to him. The Commission approved the recommendation.

Installation of a textboard to be erected in the wayside park at the mouth of Ladd Canyon on the Old Oregon Trail between La Grande and North Powder was considered by the Commission. The Engineer stated that the following text had been approved by the Oregon Historical Society, and he recommended that a textboard with such wording be erected as a Minor Betterment project at an estimated cost of $300.

> HERE ON THE OREGON TRAIL, IN THE YEAR 1842, THE FIRST WAGONS OF SETTLERS ENTERED GRANDE RONDE VALLEY. FUR TRADE EXPLORERS, BEGINNING IN 1811, AND MISSIONARIES IN 1834, HAD BLAZED THE WAY. LATER SETTLERS BROUGHT PLOWS AND SEEDS AND HOUSEHOLD GOODS FOR THE BEGINNINGS OF THE FUTURE STATE OF OREGON. THOUSANDS OF SETTLERS AND HUNDREDS OF WAGONS IN SUCCESSIVE YEARS WORKED DOWN THE STEEP GRADE, AND SKIRTED THE VALLEY NEAR THE SITE OF LA GRANDE TO BEGIN THE ASCENT OF THE BLUE MOUNTAINS.

The Commission approved the erection of the textboard as recommended.

The Engineer requested authority to make a 15-minute film of the building of the Portland-Salem Expressway to be used for advertising purposes. He explained that it is planned to secure pictures of the right of way before, during, and after construction in order to show the various phases of the work. He pointed out that New York had provided a similar film with very good success. The Chief Counsel stated that many other states and other governmental agencies prepare similar films as a matter of good public relations. W. C. Williams, Assistant Highway Engineer, pointed out that Oregon is one of the few states that has not produced films of this nature. Commissioner Reynolds expressed reluctance to the proposal on the basis that it might not be of interest to the public. Action on the matter was deferred. (On the following day the matter was again discussed. Commissioner Reynolds stated that if the film is prepared to be as interesting as some travel films, it would probably serve a good pur-

pose. However, if it just featured engineering features, it probably would not be too interesting. He moved that the Engineer be granted authority to make the film. Chairman Chandler gave his assent with the statement that the film must have public appeal.)

The Commission discussed the Auditor's report and recommendations concerning renewal and certain changes in present fire insurance policies covering state highway-owned buildings and property. The Auditor explained that under the law, it is necessary to contribute to the Restoration Fund on 20 per cent of the valuation of the State property involved; also that the insurance companies have agreed to reduce premium payments to cover only 80 per cent of the valuation, which with the restoration fund would still provide full coverage in case of loss. He also pointed out that an additional saving could be made if the Commission wished to enter into a 5-year term on the policies. Commissioner Reynolds commented that the State has to pay into the Restoration Fund on 20 per cent of the valuation of the property and that this is offset by a saving on the private insurance premiums. The Commission accepted the proposed recommendations and referred the proposal to place the policies on a five-year basis to Commissioner Reynolds with authority to take such action as he considers to be in the best interests of the State. (For details regarding the revised insurance plan see copy of the Auditor's report dated July 24, 1953, in general files.)

The Engineer brought up for discussion a resolution abandoning to Hood River County portions of the old route of the Columbia River Highway on the Hood River-Mosier Section. The new highway at this point, he stated, has been completed and opened to highway traffic, and under the terms of an abandonment agreement previously entered into, the County is to take over part of the old section to be maintained as a County road and another part of which the County is to make such disposition as it sees fit. He also explained that by the terms of this same agreement a section of the old highway is to be designated and made a part of Primary Highway No. 26. He recommended that the resolution be approved. The Commission accepted the Engineer's recommendation by adopting the attached resolution relative thereto marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer recommended and the Commission approved the attendance of Mr. G. W. Harra, Engineer of Materials, at a meeting of the Materials Committee of the American Association of State Highway officials in Chicago, September 17 and 18, 1953. The Engineer explained that it would be very worth-while for Mr. Harra to attend this meeting as all phases of laboratory work and material specifications will be thoroughly discussed. The cost, he stated, would be approximately $260.00.

The Commission also granted authority for Mr. F. B. Crandall, Traffic Engineer, to attend the annual meeting of the Institute of Traffic Engineers and the meeting of the Joint Committee on Uniform Control Devices, in Buffalo, N. Y., September 27 to October 2, 1953. The Engineer estimated the cost of the trip at $360.00. Mr. Crandall's pre-

sence, he stated, is required as he is President of the Institute of Traffic Engineers this year.

The Commission discussed the matter of persons who will represent the State Highway Department at the annual meeting of WASHO at Santa Fe, New Mexico, October 6 to 10, 1953. R. H. Baldock, State Highway Engineer, W. C. Williams, Assistant State Highway Engineer, C. W. Enfield, Chief Counsel, G. S. Paxson, Bridge Engineer, and H. B. Glaisyer, Secretary, were designated to attend. However, the Commission stated that if Mr. Glaisyer attends the AASHO meeting in Pittsburg, Pa., November 10-13, 1953, then R. L. Porter, Right of Way Engineer, would be designated to attend the meeting in Santa Fe, it being the Commission's intent that there should be five representatives at the WASHO meeting.

Consideration was also given by the Commission to the naming of persons who would represent the State Highway Department at the AASHO meeting in Pittsburg in November. The Commission designated the following people to attend this meeting: Ben R. Chandler, Chairman of the Commission; R. H. Baldock, State Highway Engineer; W. C. Williams, 1st Assistant State Highway Engineer; W. W. Stiffler, 2nd Assistant State Highway Engineer; G. S. Paxson, Bridge Engineer; H. B. Glaisyer, Secretary; and C. W. Enfield, Chief Counsel.

A request from the Tillamook County Court for the prohibition of parking along the Wilson River Highway in front of the County Fairgrounds during the County Fair scheduled for August 12 to 15, 1953, was considered by the Commission. The Engineer stated that the County has requested a temporary "NO PARKING" restriction in order to provide safety for the traveling public and patrons of the County Fair. He recommended that a "NO PARKING" zone by established on each side the Wilson River Highway opposite the Tillamook County Fairgrounds, between M.P. 1.48 and M.P. 2.14, effective during the period August 8 to 15, 1953. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave consideration to a request from Mr. Roy Webster, President of the Hood River Chamber of Commerce, for establishment of a tourist information center at the Cloverleaf intersection near the scuth end of the Interstate Bridge at Hood River. The Engineer stated that in his opinion the establishment of a tourist information center at this location would set the pattern for many other requests of the same kind, which eventually would cost the State a great deal of money. He recommended that the request be denied. The Commission approved the recommendation.

The Commission considered and accepted a report submitted by the Secretary showing a list of papers signed by him during the period of June 24 to July 31, 1953.

The following items of unfinished business were considered by the Commission:

1. Proposal for development of a State Park at Ochoco Reservoir east of Prineville: This matter had been reported on by the Park Superintendent earlier in the day and the Commission ordered the item deleted from the list of unfinished business.

2. Use of local counsel in trial of condemnation cases: Action was deferred by the Commission for further consideration. The item is to remain on the list of unfinished business.

3. Request of the West Coast Telephone Company to change the proposed location of their telephone line along the Umpqua Highway between Reedsport and Scottsburg: The Engineer advised that representatives from the Highway Department and The Telephone Company have inspected the proposed location and have agreed on a mutually acceptable plan. However, the application form has not yet been submitted by the Company. The Commission approved the report and ordered the item deleted from the list of unfinished business.

4. Request of Powder River Sportsmen's Club, Baker, for development of parking, picnic and restroom facilities adjacent to Unity Reservoir: The Engineer recalled that the Commission inspected the site of the proposed development during the course of its trip through Northeast Oregon in July, and at that time decided against the development as recommended by the Engineer. The Commission confirmed the action and ordered the item deleted from the list of unfinished business.

5. Proposed changes in construction plans for the Brushes Creek section of the Oregon Coast Highway: This matter was considered by the Commission earlier in the day, when a survey of the location was adopted. The item is to be deleted from the list of unfinished business.

6. Proposed extension of the Havana-Helix Secondary Highway southerly from Havana to a connection with the Oregon-Washington Highway northeast of Pendleton: The Engineer stated that his report is not yet ready, but it is his intention to present it to the Commission at the September meeting. The item is to remain on the list of unfinished business.

7. Proposed construction of a retaining wall along the city park in Condon where the park joins the highway: The Engineer reported that a further study is being made of work which might be performed and that he expects to render a report at the September meeting. This item is to remain on the list of unfinished business.

8. Proposed location of US 30 at the north entrance to Ontario, and whether an underpass or overpass is to be constructed. The Engineer advised that survey of the project is still in progress, hence, his report is not ready. This item is to remain on the list of unfinished business.

9. Request for access to The Dalles-California Highway in Lapine: Reporting on this matter were the Chief Counsel and the Engineer. The Chief Counsel pointed out that some rights of access at this location were purchased sometime ago and that there may have been some confusion in the minds of the property owners as to the meaning of restricted access. However, the Department has no legal obligation to provide the access requested. Commissioner Reynolds pointed out that the difficulty seems to lie in the fact that some rights of access were purchased while others were not. Commissioner Chandler expressed the thought that the Commission should adhere to the policy of restricting access wherever possible. No action was taken at this time pending an inspection by the Commission on its trip in August. This item is to remain on the list of unfinished business.

10. Development of the Robert W. Sawyer Forest Wayside north of Bend. The Engineer advised that his report on this subject is not yet ready. The Commission decided to inspect the site on its August trip. This item is to remain on the list of unfinished business.

11. Progress report on Banfield Expressway, Portland: The Engineer presented a written report on this subject including a map showing plans for construction as far west as 39th Avenue, and the dates and order of proposed contract lettings. The Commission accepted the report and ordered the item deleted from the list of unfinished business.

12. Option obtained from Mrs. Irene Wiggins for property at Wallowa Lake: The Commission ordered this item deleted from the list of unfinished business inasmuch as the property has been ordered purchased.

13. Proposed roadway connection between US 30 near Ordnance and US 730 near Umatilla: This matter was disposed of by the Commission at Condon on July 17, 1953. The Commission ordered the item deleted from the list of unfinished business.

14. Request for highway improvements in Josephine and Jackson Counties: As this item had been considered earlier in the day in a report submitted by the Engineer, the Commission ordered the item deleted from the list of unfinished business.

15. Improvements to the Pacific Highway West near Whiteson: This item was ordered deleted inasmuch as the Engineer's report on the subject was rendered earlier in the day.

A request from the Tillamook Chamber of Commerce for permission to erect and maintain signs reading "Welcome to Tillamook" on the Oregon Coast Highway north and south of the city was given consideration by the Commission. The Engineer recalled that many years ago cities had been permitted to erect various types of welcome signs, many of which became unsightly due to lack of care. In some instances, he stated, it had been difficult to remove the signs. He recommended that the request be denied and that an explanation be made to the Tillamook Chamber of Commerce that it is considered better practice for the State to erect the standard entrance signs as has been the practice for the past several years. The Com-

mission approved the recommendation.

The Engineer in discussing the matter of signs also mentioned that Dr. Roben J. Maaske, President Oregon College of Education at Monmouth, had requested permission to install signs calling public attention to the college, on the highway right of way. He suggested that the Oregon College of Education do as the University of Oregon has done, that being to place the signs on its own property. He felt that if exceptions were made to the placing of signs on the right of way, other than those legally placed by the Highway Department, there would be no end to the demands for placing signs. The Commission instructed the Engineer to explain to Dr. Maaske why the Commission is reluctant to approve his request, and will offer no objections if the signs are maintained on private property.

In connection with the proposed relocation of the Pacific Highway bypassing the town of Myrtle Creek in Douglas County the matter of setting a date and place for a public hearing was discussed by the Commission. The Chief Counsel advised that the law does not require the hearing be held in the town or towns affected and he suggested that the Commission might hear a delegation at its next regular meeting. The Commission approved the suggestion and thereupon decided to reserve 30 minutes of time for this purpose at its meeting in Portland on September 25, 1953. The Secretary was instructed to send formal notice to the city authorities.

A date for the Commission's meeting following that scheduled for September 24-25 was discussed. The Commission decided to hold such meeting in Portland on Thursday and Friday, October 29 and 30, 1953. The Secretary was instructed to make the usual arrangements for use of the Green Room in the Imperial Hotel.

The problems to be presented by the various delegations on the following day were discussed by the Commission, but no action was taken on them at this time.

The Engineer stated that the Bonneville Power Administration has requested permission to move extremely heavy transformers over US30 from The Dalles to Seufert, the total weight involved being approximately 330,000 pounds or about 10,000 pounds per tire. The weight of the load, he stated, is greatly in excess of statutory weight limits and would in all probability damage the pavement surfacing. He suggested that, if a permit is granted, the moving be done in August or September when the road is driest, that the time and route of movement be directed in detail by the Engineer and that the B. P. A. pay for all damages, which may amount to $25,000. He further stated that they do not intend to haul the transformers for about two years. The Commission instructed the Engineer to confer with the B. P. A. officials to determine exact details concerning time, manner of moving, etc., and to inform them that they will be required to deposit with the Commission, cash in amount sufficient to repair estimated damage to the highway.

Commissioner Reynolds inquired as to what action the Commission wishes to take concerning approximately one mile of road in Wallowa Lake

Park in connection with a proposed acquisition of park land from the Power Company that operates at that place. Chairman Chandler stated that the Commission has reached no decision for assuming jurisdiction over the section of road, but will accept a building belonging to the Federal Government in the area if it is presented as a gift.

Commissioner Reynolds stated that the Three Flags Highway Association plans to hold a celebration and ribbon-cutting ceremony dedicating the newly completed section of US395 between Burns and John Day in connection with which a picnic will be held at Idlewilde north of Burns. He further stated that the Governor, the Highway Commission, and other Highway officials have been invited to attend. The Commission agreed that someone should attend to represent the Commission and the Highway Department, but action was deferred as to who it should be.

Chairman Chandler inquired of the Chief Counsel if his department uses a fixed formula for determining the value of access rights acquired and for severance damages due to partial taking of property. The Chief Counsel replied that no fixed formula is used. The value of the property is determined before and after right of way is acquired, the difference being the amount of payment. In most cases, determining the value is a matter of judgment and opinion.

Chairman Chandler asked the Engineer to review the contract jobs scheduled for the September letting, as to extra money which may be required, and to report on this matter the following day. (On the following day the Engineer reported the status of funds for each of the jobs on which it is expected to receive bids in September. In discussing these various projects at that time, the Commission approved the expenditure of $53,000 for the construction of a climbing lane for slow-moving vehicles on the Rice Hill section of the Pacific Highway in Douglas County.)

Commissioner Reynolds inquired why construction of the Emigrant Hill job on the Old Oregon Trail between Pendleton and La Grande has been delayed. The Right of Way Engineer stated that it is necessary on this job to secure many parcels of right of way on Indian lands, and to negotiate with each Indian involved. The Bureau of Indian Affairs, he stated, has cooperated very well in acquiring the property.

Inquiry was made by Commissioner Reynolds as to what plan is followed in conducting surveys authorized by the Commission which are not a part of the construction program. W. C. Williams, Assistant Engineer, stated that due to a shortage of engineering personnel, work can be done on surveys outside of the program only at odd times and when extra men happen to be available.

The Engineer brought up for consideration the matter of issuing permits for over-height hauling on State highways. The Chief Counsel advised that the law which became effective on August 5 provides that the Highway Commission shall adopt a resolution outlining conditions under which permits will be issued for hauling loads up to a height of 13 $\frac{1}{2}$ feet. He presented a form of resolution that has been prepared outlining intent, mean-

ing, and substance of what is to be done, and he recommended that the Commission adopt the resolution for the record. The Engineer read the resolution, as prepared, and he recommended that it be adopted. The Commission approved the recommendation as made by the Chief Counsel and the Engineer by adopting the attached resolution relative thereto marked EXHIBIT "O", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The meeting recessed at 5:00 p.m. to reconvene at 9:00 a.m., Standard Oregon Time, on the following day in the same room.

Portland, Oregon
August 7, 1953

Pursuant to recess of its meeting held on the previous day, the State Highway Commission met at 9:00 a.m., Standard Oregon Time, in the Green Room of the Imperial Hotel, Portland, Oregon. Among others, the following persons were present:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner M. K. McIver was excused from attending the meeting.

Chairman Chandler called the meeting to order and advised that the first order of business would be the receiving and opening of bids for the purchase of a block of $32,000,000 Oregon State Highway Bonds. He gave the following remarks: "We have a ceremony to perform this morning before the opening of the regular bids for highway construction projects--we are receiving bids for sale of highway bonds. The sale of these bonds will permit the State of Oregon to complete its five-year program for the modernization of its highways. This is the largest offering of Oregon Highway Bonds in the history of the entire State. I hope the credit of the State of Oregon is sufficient so we do get the right answer today to our highway problems. Mr. McIver is ill with influenza and cannot attend this meeting. We have received three bids--I was going to have Mr. McIver, Mr. Reynolds, and myself open a bid each. If the right answer is contained in here, on the 24th and 25th of September we will offer twenty-six road projects, totalling $10,000,000. That in itself will be the largest single letting in the history of the State of Oregon. It will range from $41,000 for a parks project to $1,300,000 for the paving of the Anlauf-

Rice Hill Section of relocated US 99. We will now proceed with opening the bids."

Bids as follows for the purchase of the bonds offered for sale were thereupon opened and read aloud by the Secretary pursuant to previously published notice, at the conclusion of which, Chairman Chandler stated that the bids would be studied by the Commission and that the Commission's decision with respect to the bids would be publicly announced at 10:15 a. m.

List of Bidders

1. Kuhn, Loeb & Co.; Halsey, Stuart & Co. Inc. and Associates
2. The First National Bank of Chicago and Associates
3. The First National Bank of Portland, Oregon; Harris Trust and Savings Bank, Chicago; Bankers Trust Company, New York City, and Associates

(For names of Associates, see attached list)

Bidder	Bond Maturity Date	Designated Interest Rate	Price Bid	Net Interest Cost	Effective Interest Rate
1. 1. 1. 1.	1954 1955 and 1956 1957 to 1962 incl. 1963 to 1966 incl.	1-1/2% 1-3/4% 2% 2-1/4%	$31,525,440.00	$5,684,560.00	2.320228%
2. 2.	1954 to 1961 incl. 1962 to 1966 incl.	2% 2-1/4%	$31,607,097.60	$5,705,402.40	2.328735%
3. 3. 3.	1954 to 1957 incl. 1958 to 1960 incl. 1961 to 1966 incl.	1-3/4% 2% 2-1/4%	$31,579,700.00	$5,742,800.00	2.344%

ASSOCIATES

In connection with offers to purchase $32,000,000 Oregon State Highway Bonds on

August 7, 1953

KUHN, LOEB & CO.
HALSEY, STUART & CO. INC.

Continental Illinois National Bank and Trust Company of Chicago
Chemical Bank & Trust Company
Lehman Brothers
Kidder, Peabody & Co.
Phelps, Fenn & Co.
Blair, Rollins & Co., Incorporated
Equitable Securities Corporation
Shields & Company
Stone & Webster Securities Corporation
~~R. S. Dickson & Company, Incorporated~~
John Nuveen & Co.
Barr Brothers & Co.
Hornblower & Weeks
California Bank
Aubrey G. Lanston & Co., Inc.
~~Alex. Brown & Sons~~
Hallgarten & Co.
Stroud & Company, Incorporated
The Marine Trust Company of Western New York
Geo. B. Gibbons & Company, Incorporated
Hirsch & Co.
Lawrence M. Marks & Co.
Adams, McEntee & Co., Inc.
Dick & Merle-Smith
Bacon, Stevenson & Co.
Central Republic Company
~~G. H. Walker & Co.~~
Hannahs, Ballin & Lee
Bartow, Leeds & Co.
~~A. Webster Dougherty & Co.~~
Gregory & Son, Incorporated
Freeman & Co.
Swiss American Corporation
Auchincloss, Parker & Redpath
~~Barret, Fitch, North & Co.~~

C. F. Childs and Company, Incorporated
R. D. White & Company
Wm. P. Harper & Son & Co.
Pacific Northwest Company
Byrne and Phelps, Inc.
Ernst & Co.
Wm. E. Pollock & Co., Inc.
Van Alstyne Noel Corporation
Stern Bros. & Co.
Kaiser & Co.
~~Wurts, Dulles & Co.~~
McMaster Hutchinson & Co.
Dreyfus & Co.
Rodman & Linn
Ryan, Sutherland & Co.
Thomas & Company
The Ohio Company
~~Blunt, Ellis & Simmons~~
A. M. Kidder & Co.
McCormick & Co.
H. M. Byllesby and Company, Inc.
Shelby Cullom Davis & Co.
~~Bramhall, Falion & Co.~~, Inc.
Newhard, Cook & Co.
DeHaven & Townsend, Crouter & Bodine
Mullaney, Wells & Company
Tripp & Co., Inc.
Kenower, MacArthur & Co.
Malvern Hill & Company, Inc.
Sills, Fairman & Harris, Incorporated
~~Lee W. Carroll & Co.~~
~~Gregory Harrington & Co., Inc.~~
McDonald-Moore & Co.
Talmage & Co.
~~Reinholdt & Gardner~~
~~Gohu & Co.~~

August 6 and 7, 1953

2713

THE FIRST NATIONAL BANK OF CHICAGO

J. P. Morgan & Co., Incorporated
Drexel & Co.
White, Weld & Co.
~~Bear, Stearns & Co.~~
~~A. C. Allyn & Company, Incorporated~~
Harris, Hall & Company, Incorporated
Coffin & Burr, Incorporated
L. F. Rothschild & Co.
Hayden, Stone & Co.
Dominick & Dominick
American Securities Corporation
City National Bank & Trust Co., Kansas City
R. H. Moulton & Company
Wood, Struthers & Co.
The Illinois Company
Robert W. Baird & Co., Incorporated
Francis I. duPont & Co.
Roosevelt & Cross, Incorporated
W. H. Morton & Co., Incorporated
Kean, Taylor & Co.
National Bank of Commerce of Seattle
William R. Staats & Co.
~~W. E. Hutton & Co.~~
Bache & Co.
Wertheim & Co.
Laidlaw & Co.
~~Schwabacher & Co.~~
King, Quirk & Co., Incorporated
~~Sheerson, Hammill & Co.~~
Arthur L. Wright & Co.
Baxter, Williams & Co.
R. L. Day & Co.
The Second National Bank of Boston
Wm. Blair & Co.
J. G. White & Company, Inc.
E. F. Hutton & Company
Wood, Gundy & Co., Inc.
Glickenhaus & Lembo
Folger, Nolan, Incorporated
Wachovia Bank and Trust Company, Winston-Salem
New York Hanseatic Corporation
National City Bank of Cleveland
Mercantile Trust Company of Baltimore
T. H. Jones & Company
Robert Garrett & Sons
Merrill, Turben & Co.
~~J. M. Dain & Company~~
~~Tripp & Co., Inc.~~
Raffensperger, Hughes & Co., Inc.
The Small-Milburn Company, Incorporated
John Small & Co.
The White-Phillips Company, Inc.
Zahner and Company
Ball, Burge & Kraus
Ginther, Johnston & Co.
Boettcher & Co.
Barrett Fitch & Co.
Lyons & Shafto
~~Berman, Selonick & Co.~~

THE FIRST NATIONAL BANK OF PORTLAND, OREGON
HARRIS TRUST AND SAVINGS BANK
BANKERS TRUST COMPANY

ASSOCIATES NOT NAMED

August 6 and 7, 1953

Following the opening of the bids for the purchase of the bonds, bids, as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, at the conclusion of which it was announced that the awards of contracts would be made at 2:00 p.m. in the same room.

BENTON COUNTY
NORTH CORVALLIS OVERCROSSING

Parker-Johnson Co., Portland	$132,370.00
Lee Hoffman, Beaverton	144,350.00
Tom Lillebo, Reedsport	148,347.00
C. J. Eldon, Portland	148,852.50
Natt McDougall Co., Portland	149,422.50
Hamilton & Thoms, Eugene	149,777.50
Donald M. Drake Co., Portland	154,279.00
Glen Snook, Eugene	161,085.00
Lockyear & White, Longview, Wash.	171,605.00

HOOD RIVER COUNTY
COLUMBIA RIVER BRIDGE APPROACH

Gilbert Roberts, Hood River	22,578.00
Geo. E. Berry, Beaverton	25,465.00
H. G. Palmberg, Astoria	26,530.00
United Builders, Inc., Beaverton	33,088.00
General Construction Co., Portland	37,000.00
Lindstrom Bros., Inc., Portland	37,083.00
J. Bacaloff Co., Portland	58,368.00

JACKSON COUNTY
ROCKY POINT BRIDGE APPROACH RECONSTRUCTION

Ausland & Dodson, Grants Pass	48,057.00
Bessonette & Graff, Medford	48,490.50
R. & M. Construction Co., Central Point	48,970.00
Central Heating Co., Inc., & F. L. Somers, Eugene	50,000.00
C. E. Blakley, Klamath Falls*	52,111.00
Babler Bros., Inc., Portland	52,910.00

* Bidder will accept award of only one project.

KLAMATH COUNTY
CRESCENT LAKE HIGHWAY OILING PROJECT

Central Heating Co., Inc., & F. L. Somers, Eugene	37,396.00
John R. Saxton, Clatskanie	39,232.50
Rogers Construction, Inc., Portland	47,045.00

August 6 and 7, 1953

LINCOLN COUNTY
GRADING AND SURFACING REEDY CREEK-
BEAMER CREEK SECTION
YACHATS RIVER COUNTY ROAD

Glen Ousley, Eugene	$44,974.00
D. F. McKenzie, Salem	57,416.00
Grimstad & Vanderveldt, Astoria	58,190.00
Fodge & Collins, Waldport	58,346.00
Funderburk Construction Co., Sutherlin	66,894.00
C. R. O'Neil, Creswell	66,969.50
C. J. Eldon, Portland	67,621.00
M. L. O'Neil & Son, Eugene	69,032.10
E. C. Hall Co., Portland	73,350.50
A. H. Saxton & Son, Corvallis	75,225.50
Fred H. Slate Co., Oreg. Ltd., Portland	78,805.00
Central Heating Co., Inc. & F. L. Somers, Eugene	79,723.50

MULTNOMAH COUNTY
LANDSCAPING FRONT AVENUE SECTION PACIFIC HIGHWAY WEST
COUCH STREET-ANKENY STREET UNIT

Parkrose Nursery, Portland	3,733.22
Western Golf Course Supply Co., Portland	3,735.90
Ernest Ferrante & Co., Portland	4,088.75
Service Center, Salem	5,737.68

UMATILLA COUNTY
ROCK BASE AND OILING JUNIPER CANYON COUNTY ROAD

C. C. Meisel, McMinnville *	77,957.00
Rogers Construction, Inc., Portland	80,704.00
J. N. Conley, Portland	84,570.00
Morrison & Lamping, Walla Walla, Wash.	90,346.00
E. C. Hall Co., Portland	91,970.00
Russell Olson Construction Co., Pendleton	92,969.00

* Bidder will accept award of only one project.

UMATILLA COUNTY
UMATILLA RIVER BRIDGE REDECKING

R. H. Jones, Hillsboro	23,416.50
Otis Williams & Co., Kennewick, Wash.	30,000.00

WALLOWA COUNTY
SURFACING LITTLE SHEEP CREEK SECONDARY HIGHWAY

C. C. Meisel, McMinnville*	63,794.00
Newport Construction Co., Portland	70,430.00
H. J. & H. W. Miller, Baker	72,386.00

*Bidder will accept only one project.

August 6 and 7, 1953

WASHINGTON COUNTY
COOK OVERCROSSING WIDENING

Parker-Johnson Co., Portland	$55,837.00
Lee Hoffman, Beaverton	64,230.00
Lindstrom Bros., Inc., Portland	72,265.00

The Parks Superintendent reported that pursuant to instructions given him by the Commission on the previous day, he has conferred with Mrs. Allan E. McClean, State Regent for the Daughters of the American Revolution, and with Mrs. John Y. Richardson, both of Portland, regarding the extension of the electric power line in Champoeg Park to serve the caretaker's cottage recently completed by the DAR, and that these ladies have agreed in behalf of the DAR to house in their building certain articles that now are being housed in the State's museum building in this park, and will display these articles in their building under terms to be stipulated by the State. He recommended in view thereof that the request of the DAR that the State provide a power line extension at State expense be approved at an estimated cost of $650.00 for pole line construction. The Commission approved the recommendation.

The Commission also again discussed the Engineer's request for authority to prepare a 15-minute film showing pictures of the West Portland-Salem Expressway before construction, during construction, and following construction. Commissioner Reynolds expressed his feeling that the film would be worth-while if prepared as interestingly as are the travel films, but not if it contains engineering features only. He moved approval of the Engineer's request. Chairman Chandler declared the motion carried.

The Commission had under consideration the offers and bids of Kuhn, Loeb & Co., Halsey, Stuart & Co. Inc., and Associates; The First National Bank of Chicago and Associates; and The First National Bank of Portland, Oregon, Harris Trust and Savings Bank, Chicago, Bankers Trust Company, New York City, and Associates submitted at 9:00 a.m. this day for the purchase of $32,000,000 Oregon State Highway Bonds. It was the considered opinion of the majority present that the offer submitted by Kuhn, Loeb & Co., Halsey, Stuart & Co. Inc., and Associates was the lowest and best offer received, and that the interest of the State of Oregon would be best served by acceptance of said offer. Accordingly, motion was made by Commissioner Reynolds that the offer of Kuhn, Loeb & Co., Halsey, Stuart & Co. Inc., and Associates be accepted for the entire amount of $32,000,000 face value of Oregon State Highway Bonds now offered for sale, and that the bonds be sold to the Kuhn, Loeb & Co., Halsey, Stuart & Co. Inc., and Associates for the amount of its said offer. The motion was duly seconded by Chairman Chandler, and having received the majority vote of the members of the Commission, was by Chairman Chandler declared carried. The Commission's decision was publicly announced by Chairman Chandler at 10:15 a.m.

The Commission then considered offers, as follows, for lithographing the bonds:

List of Bidders

1. Security Banknote Company, Chicago
2. American Bank Note Company, New York
3. Columbian Bank Note Company, Chicago
4. The Irwin-Hodson Company, Portland, Oregon

Bidder	Basic Printing Cost	Extra for 3 Add. Interest Rates	Extra for Impressing State Seal	Extra for Delivery in Chicago	Extra for Delivery in Salem	Extra for Delivery in New York	Extra for Multiple Signature Facilities	Cor rab Tot
1.	$ 5,745.	$ 0.00	$ 240.00	$ 110.50	$ 447.50	$ 0.00	$ 400.00	$ 6,3
2.	6,240.	**	160.00	*	*	*	0.00	6,4
3.	5,550.	75.00	240.00	0.00	269.00	145.00	400.00	6,4
4.	8,000.	75.00	***	200.00	50.00	200.00	224.00	8,4

* These items included in basic charge of 19½¢ per bond for delivery at New York City or Chicago and in basic charge of 20¢ per bond for delivery at Salem, Oreg

** No charge for three interest rates-no quotation for four interest rates.

*** Price included with extra for multiple signature facilities.

It was the considered opinion of the Commission that the offer submitted by the Security Banknote Company, Chicago, is the best offer received. Accordingly, motion was made by Commissioner Reynolds that the bids received for lithographing the bonds be delivered to the Department of Finance and Administration with the Commission's recommendation that the offer of Security Banknote Company, Chicago, for delivery of the bonds in New York City, be accepted and that the contract for the lithographing of the bonds be awarded to this company at the amount of its said offer. The motion was duly seconded by Chairman Chandler who declared it carried. The Secretary was thereupon instructed to arrange for the lithographing of the bonds pursuant to the action taken by the Commission.

Mr. R. L. Porter, Right of Way Engineer, reported the status of right of way acquisition for projects on which bids are to be received at the September letting. The Commission took no action on the report.

The Commission discussed with the Engineer the suggestions made by the Engineer in his letter of July 31, 1953 concerning a proposed adjustment of funds in the five-year construction program. The Engineer pointed out that in order to provide for an additional $1,200,000 on the Banfield Expressway and an additional $400,000 on the Rocky Creek-Brush Creek

project on the Oregon Coast Highway it appeared necessary to transfer $600,000 from the 1954-1955 bond funds set up for the Sherman Junction-Willow Dale Section and also to remove $400,000 from the 1954-1955 bond funds set up for the Gold Beach-Pistol River section of the Oregon Coast Highway. The jobs from which these funds have been transferred are to be done with 1957-1958 State funds. Of the $1,200,000 needed for the Banfield Expressway, it is contemplated to use $600,000 from 1954-1955 bond funds and $600,000 from 1957-1958 State funds.

Chairman Chandler expressed the thought that the members of the present Commission who have planned and formulated the bond construction program may not be on the Commission in years to come, and it is the wish of the present Commission to take such steps as may be possible to insure that the program as presently set up will be completed. The Commission at this time took no action on the Engineer's suggestions concerning adjustments in the five-year program but deferred action to the September meeting. The Engineer was instructed to prepare an appropriate minute entry covering the entire matter for insertion in the minutes of the September meeting.

The Commission discussed the contracting of projects that are to be financed with monies derived from highway bonds sold this date, and instructed the Secretary to prepare the record to show approval of the projects listed for contracting in 1953 as they appear in the "Schedule of Contract Lettings" that was tentatively approved by the Commission at its meeting on June 25, 1953. A program for additional funds is to be discussed at the September meeting of the Commission.

A delegation representing the West Side Highway Association appeared before the Commission to urge improvements to the Pacific Highway West and to the Amity-Dayton Secondary Highway. The following people were present:

Floyd R. Willert, President, West Side Highway Association, Dayton.
Vance Taylor, Director, West Side Highway Association, Corvallis.
Earl Coburn, Dave Ellis and Geo. O. Olson, all of Dayton.
V. R. Kem, Geo. Cooper and Floyd Fisher, all of Monmouth.
R. N. Duncan, Glen Watts, Albert Yoder, R. B. Loomis, Don Jones, W. A. Hemmelgarnth, H. W. Torbet, Robert Haberty, Bruce McDonnell, and Dr. C. H. Law, all of Amity.
H. A. Mc Callum, Monroe.
Wayne Giesy, Monroe Chamber of Commerce.
Colonel A. H. Bond and S. R. G. Radriguez, Benton County Chamber of Commerce, Corvallis.
Wm. J. Maxwell, Public Relations, Alderman Farms Dayton of McMinnville, and Mr. Emerson B. Page of Independence.

Mr. Willert headed the group. He stated that many people who live along the Pacific Highway West feel that it has been neglected as a highway. However, they are thoroughly appreciative of the work that has been performed. He stated that he had heard rumors that an allocation has been made for improvement of the Amity-Dayton Highway and hoped that it

would include a new bridge at Dayton; also that plans are under way to improve the section between Monmouth and Rickreall. He mentioned also the obsolete section of highway between Rickreall and Amity. Mr. Giesy pointed out the dangerous curves and slick condition of the highway between Junction City and Monroe. He also called attention to an inadequate bridge over the Long Tom River at Monroe and nine sharp curves north of Monroe. He alleged the widening and surfacing of this highway north of Monroe to Corvallis is all that is required on that section. Mr. Maxwell, speaking in behalf of Alderman Farms situated south of Dayton, called attention to the high tonnage of farm products that are hauled by the Alderman Farms over the Dayton bridge and the large number of people who have to cross the bridge daily in going to and from work at Alderman Farms. The bridge, he said, is a bottleneck to the free flow of people and trucking. Mr. Willert mentioned that trucks and buses pile up on the approaches to the Dayton bridge when the signal light is against them, and he felt such approaches might become dangerously overloaded. He also mentioned the traffic congestion that occurs when people attend football games at Corvallis and at Monmouth. He gave as his feeling that US99W is entitled to modernization and he urged the Commission to program the work for early undertaking. Mr. Taylor spoke for improvement of the Pacific Highway West south of Corvallis. He declared that the pavement on this section is extremely slick and as a result more accidents occur on this section of highway than occurs on the highway between Philomath and Corvallis. He suggested that it would be helpful were signs maintained along the highway calling attention to this condition until improvement of the highway is completed.

Commissioner Reynolds stated that the Commission plans to call for bids in September for improvement of the Pacific Highway West north from Monmouth to a point near Rickreall, but there are no definite plans for further improvement toward Amity. The Commission, he stated, knows of the existing hazards on this highway, and has in mind to eliminate some of them when funds become available to finance the work. He mentioned several proposed improvements to US99W including some work on the Amity-Dayton Secondary Highway in 1954 and a new bridge at Dayton. The Engineer was instructed to make a study of the bridge project and report his findings.

Mr. Herbert Gordon Oceanlake, appeared before the Commission and renewed a previous request for establishment of a State park in the Oceanlake area. He was accompanied by Mr. George Kennedy, City Manager, and Mr. E. E. Barze, police official. Mr. Gordon stated that to provide accommodations for the many people who come to Oceanlake for a one-day visit it is imperative there be accommodations for them in or close to the city. Mr. Kennedy stated that on a recent Sunday there were nearly 6,000 visitors in Oceanlake and as the weather is often windy on the beach, it would be a fine thing to have a sheltered park area for their accommodation when lunching and relaxing. He asked the Commission to reconsider its denial of a previous request to establish a park at this place. Mr. Gordon added the comment that a park situated in Oceanlake will be of interest to people from Willamette Valley points as well as to the residents of their city. He called the Commission's attention to the fact that water and sewer facilities are available. Chairman Chandler closed the conference by stating that the Commission will consult with the State Parks Superintendent, and will

discuss the matter further when Commissioner McIver is present.

A delegation from Tillamook County, headed by County Judge Otto E. Effenberger, appeared before the Commission regarding a remedy for a high water condition that exists at the Tillamook River bridge just west of the City of Tillamook, caused by high tides resulting from a break in the Sandspit at Bayocean. Accompanying Judge Effenberger were Charles Ross, Tillamook businessman; Harold Wade, mill operator; and Vern Tinnerstet, Manager of the Tillamook Chamber of Commerce. Judge Effenberger, who acted as spokesman, explained that the break in the Bayocean Sandspit causes higher tides in Tillamook Bay, which at times inundate the Netarts Highway for a distance of about 500 feet. It was his thought that the situation can be remedied either by constructing a dike or elevating the bridge, and he asked the Commission to do something about it. Mr. Ross stated that at high tides the road is sometimes under 24 inches of water. He declared that the condition is hazardous because of the logs and other debris that pile up, and because of traffic delays. As a result of discussion , the Commission instructed the Engineer to make an investigation in the very near future and report his findings to the members of the Commission over the telephone.

Mr. Ralph Peterson, Lane County Court Commissioner, appeared before the Commission to urge early construction of a route from Eugene to the coast popularly known as Route "F". He explained that plans are under way for development of better harbor facilities at Florence and that construction of the "F" route, being a shorter and more direct route than the Siuslaw Highway, would be of great benefit to lumber manufacturers in the Eugene area. He asked the Commission to reconsider this route and he offered County assistance in conducting the survey.

Commissioner Reynolds pointed out that Lane County and a number of other counties west of the Cascades, receive considerable funds for road construction from O & C timber sales which funds are not available to other Oregon counties. Chairman Chandler stated that improvements are now under way on the Siuslaw Highway and that he did not see much chance for work on Route "F" until the Siuslaw Highway had been placed in good shape. Mr. Peterson concluded the discussion by stating that if the Commission feels that improvement of the Siuslaw Highway should be given preference over Route "F", that meets with his satisfaction.

The Engineer discussed with the Commission the status of funds available for projects on which bids are to be received at the September letting. It was his thought that there might be a small leeway of available funds over the estimated contract prices.

The Engineer stated that Commissioner McIver at an earlier date had inquired concerning the economic value of a highway up Clackamas River including the section between Estacada and Milwaukie. To ascertain this value, he stated that it would be necessary to conduct an economic survey. He asked the Commission for authority to make such survey. The Commission approved the request.

The meeting recessed at 12:00 o'clock noon and reconvened at 2:00

p. m. in the same room with the same persons present and participating.

The Commission discussed with the Engineer the bids received at the morning session, and at 2:00 p. m., Commissioner Reynolds publicly announced the award of contracts as follows, the action of the Commission in each instance being unanimous:

"Construction of the North Corvallis overcrossing over the Southern Pacific Company's three branch lines on the Pacific Highway West near the north limits of Corvallis in Benton County. Nine bids were received for this project, the low bid being submitted by Parker-Johnson Co., Portland at $132,370. The contract has been awarded to the low bidder, Parker-Johnson Co., at their bid price.

"Reconstruction of the Columbia River Bridge approach on new alignment of the Columbia River Highway east of the City of Hood River in Hood River County. Gilbert Roberts, Hood River, submitted the low bid for this work at $22,578. Six higher bids were also received. The contract has been awarded to the low bidder, Gilbert Roberts, at his bid price.

"Reconstruction of the Rocky Point Bridge approach on the Pacific Highway near Gold Hill in Jackson County. Six bids were received for this project, the low bid being submitted by Ausland & Dodson, Grants Pass, at $48,057. The contract has been awarded to the low bidder, Ausland & Dodson, at their bid price.

"Grading and oiling on the Crescent Lake Secondary Highway about 34 miles east of Oakridge in Klamath County. Three bids were received for this work, the low bid being submitted by Central Heating Company, Inc. & F. L. Somers, Eugene, at $37,396. The Commission has rejected all bids as being too high.

"Grading and surfacing the Reedy Creek-Beamer Creek section of the Yachats County Road about 2 miles east of Yachats in Lincoln County. Glen Ousley, Eugene, submitted the low bid out of a total of 12 bids received, at $44,974. The Commission elects to accept the bid of Glen Ousley in the sum of $44,974 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Lincoln County is received and the sum of $10,200 is deposited by the County.

"Landscaping on the Couch Street-Ankeny Street Unit of the Front Avenue section on the Pacific Highway West in Portland, Multnomah County. Four bids were received for this project, the low bid being submitted by Parkrose Nursery, Portland, at $3,733.22. The contract has been awarded to the low bidder, Parkrose Nursery, at its bid price.

"Construction of rock base and oiling on the Juniper Canyon section of the Juniper Canyon-Umatilla County Road east of Holdman. Six bids were received for this job, the low bid being submitted by C. C. Meisel, McMinnville, at $77,957. The second low bid was submitted by Rogers Construction, Inc., Portland, at $80,704.

Mr. Meisel qualified his bids submitted today by stating that he would accept the award of only one project. The Sheep Creek project on which he also was the low bidder has been selected for award to him, rather than the Juniper Canyon section as being in the best interests of the State. The Commission for the Juniper Canyon job elects to accept the bid of Rogers Construction Co. in the sum of $80,704 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Umatilla County is received and the sum of $18,200 is deposited by the County.

"Redecking of the Umatilla River Bridge on the Oregon-Washington Highway near the east city limits of Pendleton: Only two bids were received for this work, the low bid being submitted by R. H. Jones, Hillsboro, at $23,416.50. The contract has been awarded to the low bidder, R. H. Jones, at his bid price.

"Surfacing project on the Sheep Creek Hill-Imnaha Section of the Little Sheep Creek Secondary Highway about 8 miles east of Joseph: Three bids were received for this project, the low bid being submitted by C. C. Meisel, McMinnville, at $63,794. The contract has been awarded to C. C. Meisel, at his bid price.

"Widening of the Cook Overcrossing on the West Portland-Hubbard Highway over the Southern Pacific Company's tracks about three miles south of the Pacific Highway West junction in Washington County: Parker-Johnson Co., Portland, submitted the low bid for this work out of a total of three bids received, at $55,837. The contract has been awarded to the low bidder, Parker-Johnson, at their bid price."

Mrs. Gertrude Jensen, Portland, Chairman of the "Columbia Gorge" committee of the Portland Women's Forum, appeared before the Commission and vigorously protested the Commission's action in refusing to purchase two tracts of property as an addition to the State Park system in the Columbia River Gorge as recommended by Mr. Marshall N. Dana. She pointed out that the Columbia Gorge committee now has official status as approved by the 1953 Legislature, and that as a representative of that committee, she had spent much time and money in trips to New York and other endeavors to preserve the timber in the Gorge, the cutting of which, she said, has been resumed. She inquired why the Commission is so indifferent to the removing of timber from the Gorge. Seventy Women's Clubs, she said, also want to know why, and she asked that she be furnished a copy of the Minutes of this meeting concerning the Gorge matters. The Secretary was instructed to send Mrs. Jensen the excerpt requested when the Minutes have been approved by the Commission. Chairman Chandler pointed out that the Highway Commission is charged with the responsibility of spending the Highway User's Gas Tax Funds, and that it is the feeling of the members of the Commission that it is outside Commission province to spend road-user's money for the acquisition of property in the Gorge as has been requested. The Commission, he said, has given this particular matter very careful consideration, and that is its decision. He commended Mrs. Jensen and the organizations that she represents, for doing a fine job in preserving scenery in the Columbia

River Gorge.

The Commission signed agreements and other papers as follows:

"Bargain and Sale Deed" with O. W. R. & N. Company covering strip of land on Arlington-Heppner Junction Section of Columbia River Highway, Gilliam County.

"Indentures of Access" covering the following:

a. Hansen property on Bay Park-Delmar Section of Oregon Coast Highway, Coos County.

b. Hinsdale property on Reedsport-Luder Creek Section of Umpqua Highway, Douglas County.

c. Shuttpelz property on Reedsport-Coos County Line Section of Oregon Coast Highway, Coos County.

"Lease for Land" with Julius and Viola Swanson covering westerly 30 feet of Lot 5, Block 32, Coos Bay Plat B, on the North Bend-Coos Bay Section of Oregon Coast Highway, Coos County.

"Agreement" with City of Albany re traffic survey in Albany. (Authorized by Commission April 8, 1953.)

"Bargain and Sale Deed" re transfer of property in Arlington to Shell Oil Company. (Authorized by Commission May 18-19, 1953)

"Bargain and Sale Deed" to City of Coos Bay for parcels of land on Coos Bay Section of Oregon Coast Highway. (Authorized by Commission January 21, 1952)

"Agreement" with Bureau of Land Management re joint use of Baker and Vale radio sites. (Authorized by Commission June 25, 1953.)

"Limited Quitclaim Deed of Surface Rights" -3 deeds-with Union Oil Company of California covering acquisition of three parcels of property for Oakland Junction-Deady Unit of Pacific Highway in Douglas County.

"Agreement" with Southern Pacific Company concerning the widening of the overcrossing structure at Cook on the West Portland-Hubbard Highway. (Authorized by Commission April 12, 1937)

"Agreement" with the City of Eugene covering the revision of traffic signals on the Pacific Highway, 6th and 7th Avenues, in Eugene. (Authorized by Commission May 18, 1953)

"Lease and Sale of Road Materials Agreement" re lease of a gravel bar area with Clark Morris and Ramona C. Morris for the Mt. Vernon-John Day Section of the John Day Highway. (Authorized by Commission

May 18, 1953)

"Project Agreements:"

Hood River (2nd St.) Structures, Columbia River Hwy.
Arlington-Heppner Junction Section , Columbia River Hwy.
Elkhead Road-Rice Hill Section , Pacific Hwy.
Divide-Anlauf Section. , Pacific Hwy.
Fern Corner-Burns Corner Section, Kings Valley Hwy.
State Street-Battle Creek Section, Salem By Pass (Pacific Hwy.)
Boones Ferry Road-Willamette River Section, West Portland-Hubbard Hwy.
Hayesville School-Battle Creek Section, Salem By Pass (Pacific Hwy.)

"Finance Agreement" and "Maintenance Agreement" with Lincoln County covering Reedy Creek-Beamer Creek Section of Yachats River County Road, Lincoln County.

"Bargain and Sale Deed" re sale of two parcels of property to George Walker, et al., adjacent to East Portland-Oregon City Highway at 17th and Schiler-Union Avenue, Portland.

"Easement for Lookout Station" with State Board of Forestry re construction, operation, and maintenance of fire lookout building on Saddle Mountain. (Authorized by Commission June 25, 1953.)

"Letter" to Oregon Congressional Delegation requesting the assistance of the Oregon Delegation in exempting states from the provisions of the Federal Documentary Stamp Tax.

"Letter" to Department of Agriculture, reference conveyance by the Federal Government to the State of title to Federal-owned land now leased by State as a part of the Cove Palisades State Park.

There being no further business to come before the Commission, the meeting adjourned at 2:30 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

August 6 and 7, 1953

EXHIBITS "A" through "P"

Minutes of

August 6 and 7, 1953

EXHIBIT "A"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT NO. 4 SECTION - T. H. BANFIELD EXPRESSWAY HIGHWAY

20619 - Dimitre, James and Kate (Grant)
Right of Way (Wasco & 82nd)
Option expires December 31, 1953

4540 sq. ft. at $0.33+	$1,500.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00
THINGS TO BE DONE BY THE STATE:		
State to assume 1953-54 taxes. Estimate		15.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,515.00

Takes all -

EXHIBIT "A" (cont.)

CITY LIMITS-BARBUR BLVD. SECTION - WEST PORTLAND EXPRESSWAY HIGHWAY

20028 - Thompson, Vernon A. and Anna M. (Smith-Grant)
Right of Way (Between 55th and 57th on S. W. Pasadena)
Option expires December 24, 1953

108,000 sq. ft. at $5\frac{1}{4}$ minus cents	$5,600.00	
Amount to be paid owner - chrg to Right of Way		$5,600.00
THINGS TO BE DONE BY THE STATE:		
State to assume 1953-54 taxes. Estimate		56.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,656.00

Takes all -

BARBUR BLVD.-TUALATIN RIVER SECTION - WEST PORTLAND-HUBBARD HWY

19875 - Dickson, Mildred (Grant)
Release of Access
Access release signed June 25, 1953

Release of access rights to point at Station 178+50	Gratis

Access controlled -

TIGARD-ONION FLAT SECTION - PACIFIC HIGHWAY WEST

18693 - Binkele, Christine, a Widow (Johnson)
Permanent Slope Easement
Easement signed July 1, 1953

10 foot Slope Easement, lump sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00
THINGS TO BE DONE BY THE STATE:		
25 foot access, north side at Station 112+15.8, unrestricted		

Access controlled -

18684 - Settecase, Joseph and Alberta (Johnson)
Slope Easement
Option expires December 22, 1953

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT SECTION - PACIFIC HWY WEST (cont.)

18684 - Settecase, Joseph and Alberta (cont.)

Slope Easement, lump sum	$ 300.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE:

Unrestricted access allowed at Stations 101+95 and 101+28 west side. Re-establish driveway to present width.

Access controlled -

ONION FLAT-MIDDLETON UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

19702 - Miller, Harold H. and Eva L. (Smith)
Right of Way
Option expires January 12, 1954

.9 acre at $1,000	$ 889.00	
26+ rods fencing at $4.25	111.00	
Water Supply	1,500.00	
Damages	8,000.00	
Amount to be paid owners - chrg to Right of Way		$10,500.00

THINGS TO BE DONE BY THE STATE:

Access at Station 309+50, Easterly side, for private and farm purposes. State to assume 1953-54 taxes. Estimate	105.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$10,605.00

Access controlled -

WASHBURN-NORTH PLAINS SECTION - WILSON RIVER HIGHWAY

19845 - Rufener, William H. and Marie (Smith)
Right of Way
Option expires January 6, 1954

Lump settlement	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

EXHIBIT "A" (cont.)

WASHBURN-NORTH PLAINS SECTION - WILSON RIVER HWY (cont.)

19845 - Rufener, William H. and Marie (cont.)

THINGS TO BE DONE BY THE STATE:

Access at Station 2681+00 on northerly side for production and transportation to market of farm products.

Access controlled -

(Smith)

19838 - Burson, R. J.
Right of Way
Option expires December 22, 1953

1.90 acres at $478 plus	$ 910.00
House, utility house, garage	5,420.00
Well, pump, well house	520.00

Amount to be paid owner - chrg to Right of Way $6,850.00

THINGS TO BE DONE BY THE STATE:

State to assume 1953-54 taxes. Estimate 69.00

GRAND TOTAL (Estimate) - chrg to Right of Way $6,919.00

Takes all -

(Johnson)

19748 - Ahern, Vincent B. and Mary
Right of Way
Option expires January 6, 1954

6.06 acres at $50.00	$ 303.00
Allowance for timber	100.00

Amount to be paid owners - chrg to Right of Way $ 403.00

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 2337+00
State to assume 1953-54 taxes. Estimate $ 4.00

GRAND TOTAL (Estimate) - chrg to Right of Way $ 407.00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

ASTORIA-SEASIDE SECTION - OREGON COAST HIGHWAY

20471 - O'Conner, James E. and Gurie E. (Witt)
Right of Way
Option expires December 31, 1953

0.15 acre	$ 750.00	
Amount to be paid owner - chrg to Right of Way		$ 750.00
THINGS TO BE DONE BY THE STATE:		
State to assume 1953-54 taxes. Estimate		8.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 758.00

Takes all -

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST

19298 - Reimer, R. C. and Minnie (Benson)
Right of Way
Option expires December 25, 1953

2.53 acres at $250.00	$ 632.50	
89 rods fence at $4	356.00	
2 gates at $40.00	80.00	
Severance damages	1,431.50	
Amount to be paid owner - chrg to Right of Way		$2,500.00
THINGS TO BE DONE BY THE STATE:		
Access to both sides at Station 898+35. Residential		
Grantor to have until Sept. 1, 1953 to remove crops		

Access controlled -

19296 - Riddell, Eldon E. and Lora L. (Benson)
Right of Way
Option expires December 25, 1953

8.20 acres at $250	$2,050.00
285 rods fence & 2 gates	1,220.00
Severance damages	4,200.00
Well	500.00
Sheep shelter, east side	1,030.00

EXHIBIT "A" (cont.)

ORR CORNER-MONMOUTH SECTION - PACIFIC HWY WEST (cont.)

19296 - Riddell, Eldon E. and Lora L. (cont.)

Amount to be paid owner - chrg to Right of Way $9,000.00

THINGS TO BE DONE BY THE STATE:

Access on both sides at Station 863+20. Construct approaches from both sides at Station 863+20. Install 36" pipe in creek. Protect grantors drainage tile. Set culvert pipe as low as bottom of present ditch. Grantor to have until Sept. 1, 1953 to remove crops.

Access controlled -

WILLAMETTE RIVER-GERVAIS ROAD SECTION - PORTLAND-SALEM EXPRESSWAY HIGHWAY

20280 - Hurliman, Marcel and Constance (Benner)
Right of Way
Option expires December 25, 1953

32.57 acres at $325	$10,585.25	
144 rods fence at $4	576.00	
Severance Damage	4,338.75	
Amount to be paid owner - chrg to Right of Way		$15,500.00
THINGS TO BE DONE BY THE STATE:		
State to assume 1953-54 taxes. Estimate		150.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$15,650.00

Access controlled - none allowed

20360 - Arney, Roy G. and Donna (Benner)
Right of Way
Option expires December 23, 1953

4.85 acres at $300	$ 1,455.00
58 rods fence at $4	232.00
Well house	400.00
Well allowance in lieu of replacement	1,500.00
Damage	300.00
Low bid for house moving (Burt)	7,396.00

(cont.)

EXHIBIT "A" (cont.)

WILLAMETTE RIVER-GERVAIS ROAD SEC.-PORTLAND SALEM EXPRESSWAY HIGHWAY (cont.)

20360 - Arney, Roy G. and Donna (cont.)

Amount to be paid owners - chrg to Right of Way	$11,283.00
THINGS TO BE DONE BY THE STATE:	
State to assume 1953-54 taxes. Estimate	113.00
GRAND TOTAL (Estimate) - chrg to Right of way	$11,296.00

Access controlled - none allowed

Approved by McIver by phone July 20, 1953

DEPOE BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

20673 - Gamble, Jay L. and Elaine Archer (Black)
Right of Way
Option expires January 15, 1954

0.86 acres lump sum	$325.00	
Quitclaim Deed from Seventh-Day Adventists	25.00	
Amount to be paid owners - chrg to Right of Way		$ 350.00
THINGS TO BE DONE BY THE STATE:		
State to assume 1953-54 and previous taxes. Estimate		275.00
GRAND TOTAL (Estimate)		$ 625.00
chrg to Right of Way	$178.57	
chrg to Park	446.43	

Entire taking -

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

20546 - Goodyear, John W. and Carol H. (Benner)
Right of Way
Option expires December 4, 1953

14375 sq. ft. Lump Sum	$ 230.00
10 FBM pulpwood at $10 per M.	100.00

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

20546 - Goodyear, John W. and Carol H. (cont.)

Amount to be paid owner - chrg to Right of Way	$ 330.00

THINGS TO BE DONE BY THE STATE:

Clear right of way of trees and brush Re-establish county road at Station 119+00 State to assume 1953-54 taxes. Estimate	4.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$ 334.00

Access controlled - no access allowed

NOBLE SLOUGH-FOSTER SECTION - SANTIAM HIGHWAY

19777 - Zastrow, Delilah (Estate) CORRECTION REPORT (Benner)
Right of Way
Option expires November 18, 1953

0.411 acre at $500	$ 205.50
52 rods fence at $4	208.00
Fruit House	25.00
Trees	200.00
Damage	225.00
Low bid for moving garage	500.00
Amount to be paid owners - chrg to Right of Way	$1,363.50

THINGS TO BE DONE BY THE STATE:

Access allowed at Stations 1454+00 and 1455+50, 25 feet in width, on South side, for farm purposes only.

Access controlled -

Previously approved Resolution February 17, 1953

0.411 acre	$ 205.50
Allowance, fruit house, trees, low bid for moving garage	933.00
TOTAL	$1,138.50

Approved by M. K. McIver, by phone, on May 25, 1953

(cont.)

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - McKENZIE HIGHWAY

20474 - Foster, Jasper J. and Kathleen T. (Reeder)
Permanent Slope Easement
Easement signed June 23, 1953

940 sq. ft. $ 1.00

THINGS TO BE DONE BY THE STATE:

Construct 20 foot road approach, North side, at Station 28+07.

Access not controlled -

DECEPTION CREEK-OAKRIDGE SECTION - WILLAMETTE HIGHWAY

20573 - Hood, John and Anna (Stuntz)
Right of Way
Option expires January 6, 1954

1742 Sq. Ft. at 30 cents $ 522.00

Amount to be paid owners - chrg to Right of Way $ 522.00

THINGS TO BE DONE BY THE STATE:

State to remove existing fence and lay it on grantors' land.
Access allowed at Stations 1125+80, 1126+87, 1127+85, 1126+34, Southerly side, for unrestricted purposes.

Access controlled -

20640 - Clark, Raymond C. and Dorothy FOREST ROAD PROJECT
Right of Way (Stuntz)
Option expires January 20, 1954

0.06 acre, lump sum $ 75.00

Amount to be paid owners- chrg to Right of Way $ 75.00

Access control applies only to portion of property which lies directly back of area to be deeded.

Access controlled -

2205

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2ndCROSSING SOUTH UMPQUA RIVER SECTION - PACIFIC HIGHWAY

17844 - Laurel Lodge No. 13 AF & AM (RE-NEGOTIATED) (Stuntz)
Right of Way
Option expires December 23, 1953

0.96 acre	$4,000.00	
Amount to be paid owner - chrg to Right of Way		$4,000.00

THINGS TO BE DONE BY THE STATE:

Construct fence along Easterly right of way line on Grantors property. 31 rods at $6 Estimate	186.00
GRAND TOTAL (Estimate) Chrg to Right of Way	$4,186.00

Access controlled - none allowed - Previously approved January 31, 1952. State was to deed 2.43 acres to the lodge. Veterans Administration would not sell.

18513 - Umpqua Broadcasters Incorp. (Norlin)
Right of Way
Option expires December 23, 1953

1.46 acres at $1,500+	$2,210.00	
Tower (low bid)	14,200.00	
F. C. C. fees	600.00	
Soundproofing	6,000.00	
Wiring	1,275.00	
Air Conditioning	3,375.00	
Engineers fees	395.00	
Attorneys fees	600.00	
Amount to be paid owners - chrg to Right of Way		$28,655.00

THINGS TO BE DONE BY THE STATE:

Option based upon condition that grantor permitted to erect new tower, providing for A-2 lighting. In event that A-3 lighting is required by CAA, State shall pay additional expense for lighting in the sum of $400.00. Conditional	400.00
State to assume 1953-54 taxes. Estimate	50.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$29,105.00

Access controlled - none allowed

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER-DEADY SHADY SECTION - PACIFIC HIGHWAY

18525 - Campbell, James S. and Myers, Mary C. (Stuntz)
Right of Way
Option expires December 23, 1953

6 acres at $1,000.00	$6,000.00
15.44 acres at $100.00	1,544.00
5 Walnut trees at $50.00	250.00
500 rods fencing at $4.00	2,000.00
Severance damage	6,000.00

Amount to be paid owner - chrg to Right of Way $15,794.00

THINGS TO BE DONE BY THE STATE:

Construct underpass at Station 2724+25. Install cattle pass pipe at Station 2741+70. Construct frontage road from Station 2706 to Station 2681. Construct cattle guard at Station 2706.

Access controlled - No access except to frontage road and underpass.

CALAPOOYA CREEK-SUTHERLIN SECTION - ELKTON-SUTHERLIN HWY

20398 - Whitehead, William D. and Mary B. (Holt)
Right of Way
Option expires January 12, 1954

.18 acre lump sum	$ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach at Station 1104+30, west side.

Access not controlled -

20223 - Briscoe, Kenneth J. and Helen A. (Holt)
Outfall Easement
Signed Easement June 20, 1953

Easement over .083 acre, lump sum	$ 150.00

Amount to be paid owners - chrg to Right of Way $ 150.00

Access not controlled -

EXHIBIT "A" (cont.)

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

20072 - Long Bell Lumber Company (Gemmell)
Right of Way (no option)

1.6 acres at $50	$ 80.00
Timber: 78 MFBM at $16	1,248.00

Amount to be paid owner - chrg to Right of Way $1,328.00

Access controlled - none allowed except present one

ELBOW LAKE-GARDINER SECTION - OREGON COAST HIGHWAY

19652 - Crown Zellerbach Corporation (Holt)
Right of Way
Option expires January 7, 1954

3.6 acres at $20	$ 72.00
156,970 feet of timber at $18 per M	2,825.46

Amount to be paid owners - chrg to Right of Way $2,897.46

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches at Station 289+55, West side, and Station 294+70, East side, for residential and timber.

Access controlled -

19653 - Sparrow, Margaret (Estate) (Holt)
Right of Way
Option expires January 5, 1954

75.5 acres at $20+	$1,555.00
274 M feet of Spruce at $17.50	4,795.00
150 M feet of Fir at $15	2,250.00

Amount to be paid owners - chrg to Right of Way $8,600.00

THINGS TO BE DONE BY THE STATE:

Keep approaches at Station 388+00, west side and Station 448+50, east side, open and construct approach at Station 310+00, west side and Station 310+10, east side, for residential, timber, and minerals. Option to be approved subject to title clearance.

(cont.)

EXHIBIT "A" (cont.)

ELBOW LAKE-GARDINER SEC.-OREGON COAST HIGHWAY (cont.)

19653 - Sparrow, Margaret (Estate) (cont.)

State to assume 1953-54 taxes. Estimate 86.00

GRAND TOTAL (Estimate) - chrg to Right of Way $8,686.00

Access controlled -

FOREST BOUNDARY-HOUSER SECTION - OREGON COAST HIGHWAY

20643 - Wright, James C. and Dora H. (Gemmell)
Right of Way
Option expires December 29, 1953

0.25 acre at $500 $ 125.00

Amount to be paid owner - chrg to Right of Way $ 125.00

Access not controlled -

GRANTS PASS-MURPHY SECTION - WILLIAMS SECONDARY HIGHWAY

19903 - Lewis, James P. and Eva C. (Jones)
Right of Way
Option expires January 14, 1954

0.53 acre lump sum $ 200.00
46 rods fencing at $4 184.00

Amount to be paid owners - chrg to Right of Way $ 384.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach on West side at Engineer's Station 140+82, not to exceed 16' in width.
State to assume 1953-54 taxes. Estimate 4.00

GRAND TOTAL (Estimate) - chrg to Right of Way $ 388.00

Access not controlled -

19904 - Brewster, Wilbur I. and Ann (Jones)
Right of Way
Option expires January 14, 1954

EXHIBIT "A" (cont.)

GRANTS PASS-MURPHY SECTION - WILLIAMS SECONDARY HWY (cont.)

19904 - Brewster, Wilbur I. and Ann (cont.)

0.26 acre at $400	$ 104.00	
33 rods fencing at $4	132.00	
Amount to be paid owners - chrg to Right of Way		$ 236.00

THINGS TO BE DONE BY THE STATE:

Reconstruct 2 approaches on West side not to exceed 25' in width at Stations 301+88 and 302+48 State to assume 1953-54 taxes. Estimate	3.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$ 239.00

Access not controlled -

19905 - Hartman, Gene P. and Bertha L. (Jones)
Right of Way
Option expires January 14, 1954

0.25 acre at $300	$ 75.00	
36 rods fencing at $4	144.00	
Amount to be paid owners - chrg to Right of Way		$ 219.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach on East side not to exceed 16' in width at Station 300+36. State to assume 1953-54 taxes. Estimate	3.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$ 222.00

Access not controlled -

19907 - Maphet, Cecil and Opal (Jones)
Right of Way
Option expires January 14, 1954

0.09 acre lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE:

Fence Right of Way from Station 305+90 to 307+15 on West

(cont.)

EXHIBIT "A" (cont.)

GRANTS PASS-MURPHY SECTION - WILLIAMS SEC. HWY. (cont.)

19907 - Maphet, Cecil and Opal (cont.)

side. Reconstruct approaches on West side at Stations 307+50 and 308+30.
State to assume 1953-54 taxes. Estimate 1.00

GRAND TOTAL (Estimate) - chrg to Right of Way $ 51.00

Access not controlled -

BEND-LAPINE SECTION - THE DALLES-CALIFORNIA HIGHWAY

19602 - Evans, W. Ovid (Cozad)
Right of Way
Option expires September 22, 1953

2.1 acres at $25 $ 52.00

Amount to be paid owner - chrg to Right of Way $ 52.00

Access controlled - no access allowed

19604 - Flessner, Daisy (Cozad)
Right of Way
Option expires January 13, 1954

0.46 acre at $500 $ 230.00

Amount to be paid owners - chrg to Right of Way $ 230.00

THINGS TO BE DONE BY THE STATE:

Construct approaches to Right of Way line for Access East side Stations 1474+12 and 1472+50, 25 feet for ordinary travel and private residential use only.

Access controlled -

WASCO-GRASS VALLEY SECTION - SHERMAN HIGHWAY

19042 - Moore, Roscoe E. and Patricia R. et al (CORRECTED REPORT)
Quarry Site (Porter)
Option expires September 27, 1952

1.19 acres $ 50.00

EXHIBIT "A" (cont.)

WASCO-GRASS VALLEY SECTION - SHERMAN HIGHWAY (cont.)

19042 - Moore, Roscoe E. and Patricia R. et al (cont.)

Amount to be paid owners - chrg to Quarry Site		$ 50.00
10 rods fencing estimate		50.00
GRAND TOTAL (Estimate) - chrg to Quarry Site		$ 100.00

Previously approved, April 21, 22, 1952

Land	Gratis
10 rods fence at $5	$50.00

EAST UNIT OF DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY

20298 - Cates, F. A. and Odell (Brainerd)
Right of Way
Option expires December 16, 1953

0.11 acre at $500	$ 55.00	
Amount to be paid owner - chrg to Right of Way		$ 55.00
THINGS TO BE DONE BY THE STATE:		
Re-establish fencing (36 rods at $6 estimate)		216.00
Access allowed at Station 846+65 South for private residential and farming purposes		
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 271.00

Access controlled -

19997 - Herburger, Harold and Ruthella (Brainerd)
Right of Way
Option expires January 5, 1954

0.87 acre lump sum	$ 400.00	
188 rods at $2.50	470.00	
Allowance	50.00	
Amount to be paid owners - chrg to Right of Way		$ 920.00
THINGS TO BE DONE BY THE STATE:		
Protect and re-establish irrigation system		

(cont.)

EAST UNIT OF DAYVILLE-MT. VERNON SECTION - JOHN DAY HWY (cont.)

19997 - Herburger, Harold and Ruthella (cont.)

Install concrete box culvert. Estimate $1,680.00
Access at Station 815+20, North, Station 806+13, South, Station 814+00, North and South, for private residential use, production, transportation of farm products of remaining land to market. Access at Station 808+25, North, for private residential use, only.

Amount to be chrg to Construction - Estimate	$1,680.00
GRAND TOTAL (Estimate)	$2,600.00

Access controlled -

EAST UNIT: DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY

20092 - Geisler, Katherine CORRECTED REPORT (Porter)
20002 - Right of Way
20093 - Option expires September 30, 1953

1.73 acres lump sum	$1,001.00	
292 rods fencing $2.50	730.00	
Additional $.50 per rod for fencing allowed	146.00	
Amount to be paid owner - chrg to Right of Way		$1,877.00

Access controlled -

Previously approved on May 18, 1953.

1.73 acres	$1,001.00
292 rods fencing	730.00
Total	$1,731.00

State to relocate irrigation ditches and construct three approaches.

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY

20779 - Oliver, Joe and Arlene (Brainerd)
Right of Way
Option expires January 6, 1953

EXHIBIT "A" (cont.)

MT. VERNON-JOHN DAY SECTION - JOHN DAY HIGHWAY (cont.)

20779 - Oliver, Joe and Arlene (cont.)

2613 sq. ft. at $0.02	$ 52.26	
16 rods fencing at $3	48.00	
Allowance to move house as per estimate (R. Zitcher)	1,200.00	
Allowance to re-establish well and septic tank	300.00	
Amount to be paid owners - chrg to Right of Way		$1,600.26

THINGS TO BE DONE BY THE STATE:

Access at Stations 157+70 and 156+80, North, and 157+95, South, for private residential use, only.

Access controlled -

EAST UNIT, PENDLETON-DEADMANS PASS SECTION - OLD OREGON TRAIL HIGHWAY

20115 - Roesch, William, et al (Landon)
Right of Way
Option expires January 7, 1954

2.89 acres at $25	$ 72.25	
Amount to be paid owners - chrg to Right of Way		$ 72.25

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach opposite Station 973+80. Grantors reserve right to remove trees prior to commencement of construction of said highway.

Access controlled -

20114 - Rutten, James S. and Grace (Landon)
Right of Way
Option expires January 7, 1954

7.85 acres at $25	$ 196.25	
160 rods fence at $3	480.00	
Amount to be paid owners, - chrg to Right of Way		$ 676.25

(cont.)

EXHIBIT "A" (cont.)

EAST UNIT, PENDLETON-DEADMANS PASS SECTION - OLD OREGON TRAIL HIGHWAY (cont.)

20114 - Rutten, James S. and Grace (cont.)

THINGS TO BE DONE BY THE STATE:

Construct road approach, south side, from right of way line opposite Station 967+00, to road bed opposite Station 968+40. Grantor to build fence.

Access controlled -

SHEEP CREEK HILL-IMNAHA SECTION - LITTLE SHEEP CREEK HWY

20693 - Harshfield, D. A. and Ethel (Brainerd)
Gravel Pit
Option expires January 13, 1954

1.11 acres at $100	$ 111.00	
41 rods fence at $3	123.00	
Amount to be paid owners - chrg to Gravel Pit		$ 234.00

20637 - Audet, Louis and Mary (Brainerd)
Quarry Site
Option expires January 13, 1954

6.43 acres at $50	$ 321.50	
Amount to be paid owners - chrg to Quarry Site		$ 321.50

THINGS TO BE DONE BY THE STATE:

Re-establish any fence disturbed Install cattle guard at entrance of haul road with highway. Estimate	$ 250.00	
Amount to be charged to Gravel Pit		$ 321.50
Amount to be charged to Right of Way (Estimate)		250.00
GRAND TOTAL (Estimate)		$ 571.50

EAST UNIT OF LOVE BRIDGE-BLACK BRIDGE SECTION - BAKER-HOMESTEAD HIGHWAY

20304 - Shold, Grant T. and Lela F. (Brainerd)
Right of Way
Option expires December 24, 1953

EXHIBIT "A" (cont.)

EAST UNIT OF LOVE BRIDGE-BLACK BRIDGE SECTION - BAKER-HOMESTEAD HIGHWAY (cont.)

20304 - Shold, Grant T. and Lela F. (cont.)

1.8 acres at $150	$ 270.00	
1.98 acres at $10	19.80	
307 rods fence at $3	921.00	
Allowance to move small house	100.00	
Amount to be paid owner - chrg to Right of Way		$1,310.80

THINGS TO BE DONE BY THE STATE:

Construct 12 in. culvert at Station 1524+50 Estimate	$ 75.00	
Construct path for fence from Station 1527+00 to 1540+50 Estimate	30.00	
Access allowed at Stations 1512+50 and 1519+25 south and 1517+00 north for existing farming and stock raising activity		
Amount to be charged to Right of Way		$1,310.80
Amount charged to Construction		105.00
GRAND TOTAL (Estimate)		$1,415.80

Access controlled -

20303 - Jacobs, Harry H. and Velma O. (Brainerd)
Right of Way
Option expires January 8, 1954

1.01 acres, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

Access controlled - none allowed

Option subject to Taylor Grazing drift fence easement

PAYETTE JUNCTION-OLD OREGON TRAIL SECTION - OLD OREGON TRAIL HWY

7071 - Barrie, R. C. (Cosad)
Right of Way
(Moving Bid only)

For moving buildings as per bid submitted by Holman
$2,325.00

(cont.)

EXHIBIT "A" (cont.)

PAYETTE JUNCTION-OLD OREGON TRAIL SEC. - OLD OREGON TRAIL (cont.)

7071 - Barrie, R. C. (cont.)

Amount to be paid owner - chrg to Right of Way	$2,325.00
THINGS TO BE DONE BY THE STATE:	
State to fill ground as previously agreed. Estimate	1,700.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$4,025.00

WALLOWA LAKE PARK SECTION - JOSEPH-WALLOWA LAKE SEC. HWY

16737 - Wiggins, Irene et al (Brainerd)
Park
Option expires November 17, 1953

34 acres at $1,000	$34,000.00	
House: 792 sq. ft. at $3	2,376.00	
Shed: 1104 sq. ft. at $1	1,104.00	
Shed: 336 sq. ft. at $1	336.00	
Approx. 85,000 BF Pine at $10 T	850.00	
Allowance, lump sum	334.00	
Amount to be paid owners - chrg to Park Site		$39,000.00

Access not controlled - Approved by Commission July 17, 1953, on grounds

16737A - Wiggins, Leland R. and Barbara T. (Brainerd)
Park
Option expires November 19, 1953

43,560 sq. ft. at $0.18	$ 7,840.00	
House: 632 sq. ft. at $5	3,160.00	
Amount to be paid owners - chrg to Park Site		$11,000.00

Takes all - Approved by Commission July 17, 1953, on grounds

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT - GOSHEN-DIVIDE SECTION PACIFIC HIGHWAY

20506 - Lott, Arthur C. and Olive (Holt)
Right of Way and Ditch Easement
Option expires January 21, 1953

.34 acre, lump sum	$ 150.00	

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT - GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont.)

20506 - Lott, Arthur C. and Olive (cont.)

.17 acre, easement, lump sum	$ 75.00	
15 rods fencing at $4	60.00	
Amount to be paid owners - chrg to Right of Way		$ 285.00

THINGS TO BE DONE BY THE STATE:

Re-establish grantors' bridge if disturbed. Parcel No. 2 conveyed as easement for drainage ditch only.

Access controlled - none allowed

20486 - Ziniker, Edward and Anna Belle (Gemmell)
Right of Way
Option expires January 20, 1954

13.23 acres at $150	$1,984.50	
192 rods fencing at $4	768.00	
Amount to be paid owners - chrg to Right of Way		$2,752.50

Access controlled - none allowed

20510 - Johnston, Ray and Sybil F. (Gemmell)
Right of Way
Option expires January 22, 1954

0.52 acre, lump sum	$ 500.00	
House: 504 sq. ft. at $2.50	1,260.00	
Utility extension: 216 sq. ft. at $1+	240.00	
Damages	1,500.00	
Amount to be paid owners - chrg to Right of Way		$3,500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach to garage

Access controlled - none allowed

EXHIBIT "A" (cont.)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION
PACIFIC HIGHWAY

20497 - Gray, A. L. and Nefa M. (Holt)
Right of Way
Option expires January 22, 1954

4.68 acres at $500	$2,340.00	
28 rods fencing at $4	112.00	
Amount to be paid owners - chrg to Right of Way		$2,452.00

Access controlled - none allowed

20532 - Hill, Jess and Carrie R. (Holt)
Right of Way
Option expires January 20, 1954

.5 acre, lump sum	$1,200.00	
House: 720 sq. ft. at $5	3,600.00	
Garage and utility, 396 sq. ft.	300.00	
32 ft. well, pump, chicken house	300.00	
Amount to be paid owners - chrg to Right of Way		$5,400.00
State to assume 1953-54 taxes. Estimate		54.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,454.00

Entire taking

20534 - Roberts, Dale and Anna Lee (Holt)
Right of Way
Option expires January 19, 1954

.59 acre, lump sum	$1,000.00	
House: 860 sq. ft. at $4.50	3,870.00	
Carport and chicken house	130.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00
State to assume 1953-54 taxes. Estimate		50.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,050.00

Entire taking -

22172

EXHIBIT "A" (cont.)

UNIT NO. 4 - T. H. BANFIELD EXPRESSWAY HIGHWAY

20630 - Such, Alex (Grant)
Right of Way
Option expires January 12, 1954

9750 sq. ft. at 27½ cents	$2,681.25	
House: 601 sq. ft. at $3.50	2,103.50	
Garage and out buildings	152.00	
Amount to be paid owners - chrg to Right of Way		$4,936.75
State to assume 1953-54 taxes. Estimate		75.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,011.75

Takes all

20627 - DeGroff, Glen A. and Florence H. (Grant)
Right of Way (N. E. Weidler, between 82nd and 84th)
Option expires January 21, 1954

5000 sq. ft. at $0.15	$ 750.00	
Amount to be paid owners - chrg to Right of Way		$ 750.00
State to assume 1953-54 taxes. Estimate		15.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 765.00

Takes all -

20621 - Paget, M. E. and Aileen A. (Grant)
Right of Way
Option expires December 14, 1953

314 sq. ft. at $0.26	$ 81.64	
Amount to be paid owners - chrg to Right of Way		$ 81.64.
State to assume 1953-54 taxes. Estimate		1.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 82.64

Access not controlled -

EXHIBIT "A" (cont.)

UNIT NO. 4 - T. H. BANFIELD EXPRESSWAY HIGHWAY

20629 - Lamb, Paulina F. (Grant)
Right of Way
Option expires January 13, 1954

10,000 sq. ft. at $0.11	$1,100.00	
Amount to be paid owner - chrg to Right of Way		$1,100.00
State to assume 1953-54 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,120.00

Takes all -

WASHBURN-NORTH PLAINS SECTION - WILSON RIVER HIGHWAY

19802 - Oberg, Melvin N. and Irene L. (Johnson)
Right of Way
Option expires January 2, 1954

3 acres at $700	$2,100.00	
0.54 acre at $50-	25.00	
140 rods fencing at $4	560.00	
Severance	2,286.00	
Allowance for irrigation pipe	250.00	
Amount to be paid owners - chrg to Right of Way		$5,221.00

THINGS TO BE DONE BY THE STATE:

Place culvert pipe near Station 2246+00. Construct farm crossing at Station 2253+20. Grantor may extend irrigation pipe under highway. If necessary to move irrigation pump, the State will do so at own expense. Re-channel creek to provide for water to present basin.

State to assume 1953-54 taxes. Estimate	25.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$5,246.00

Access controlled -

19843 - Vanderzanden, William and Catherine (Smith)
Right of Way
Option expires January 20, 1954

(cont.)

EXHIBIT "A" (cont.)

WASHBURN-NORTH PLAINS SECTION - WILSON RIVER HIGHWAY (cont.)

19843 - Vanderzanden, William and Catherine (cont.)

.3 acres + at $300	$ 900.00	
85 rods fence at $4	340.00	
Damages	3,620.00	
Amount to be paid owners - chrg to Right of Way		$4,860.00

THINGS TO BE DONE BY THE STATE:

Farm crossing at Station 2652+75. Cattle underpass at Station 2658+00. State to assume 1953-54 taxes. Est.	48.00
GRAND TOTAL (Estimate) chrg to Right of Way	$4,908.00

Access controlled - part taking

BENTON COUNTY LINE-CHESHIRE SECTION - TERRITORIAL HIGHWAY

20823 - Harper, Robert (Gemmell)
Lease expires June 1, 1955

7.2 acres - gravel deposits on Royalty basis of $0.10 per cubic yard.

HAYESVILLE-STATE STREET-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

19957 - Madsen, Marcus T. and Nellie (Benson)
Right of Way
Option expires September 26, 1953

8164 sq. ft. at 5 cents	$ 408.20	
Cherry trees and damage to garage	175.00	
Low bid for moving house (Baumback)	3,347.00	
Amount to be paid owners - chrg to Right of Way		$3,930.20

Access not controlled -

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

19967 - Owens, Pansy et al (Cozad)
Right of Way
Option expires December 29, 1953

(cont.)

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY (cont.)

19967 - Owens, Pansy et al (cont.)

1.72 acres, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

Access controlled -

EAST UNIT-PENDLETON-DEADMAN'S PASS SECTION - OLD OREGON TRAIL HIGHWAY

20112 - Thompson, Herbert A. and Laura (Brainerd)
Right of Way
Option expires January 21, 1954

1.63 acres, lump sum	$42.25	
Amount to be paid owners - chrg to Right of Way		$ 42.25
THINGS TO BE DONE BY THE STATE:		
State to fence Right of Way. 16 rods at $6 Est.		96.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 138.25

Access controlled - none allowed

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST

19294 - Black, Hattie J. (Witt)
Right of Way
Option expires January 22, 1954

4.58 acres at $250	$1,145.00	
160 rods fencing at $4	640.00	
Severance	470.00	
Amount to be paid owner - chrg to Right of Way		$2,255.00
THINGS TO BE DONE BY THE STATE		
State to assume 1953-54 taxes. Estimate		23.00
Access allowed at Station 820+00, West and East, for farm purposes		
GRAND TOTAL (Estimate) chrg to Right of Way		$2,278.00

Access controlled -

EXHIBIT "A" (cont.)

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST (cont.)

19295 - McNutt, W. L. et al (Witt)
Right of Way
Option expires January 22, 1954

4.36 acres at $250	$1,090.00	
156 rods fencing at $4	625.00	
Severance	650.00	
Amount to be paid owners - chrg to Right of Way		$2,365.00
THINGS TO BE DONE BY THE STATE:		
Construct approach 50' West of right of way line. State to assume 1953-54 taxes. Estimate		25.00
GRAND TOTAL (Estimate) chrg to Right of Way		$2,390.00

Access controlled -

WILLAMETTE RIVER-GERVAIS ROAD SECTION - PORTLAND-SALEM EXPRESSWAY HIGHWAY

20689 - Dixon, Robert W. and Alice E. (Benner)
Right of way
Option expires January 14, 1954

10.00 acres at $291+	$2,912.00	
House: 840 sq. ft. at $4.50	3,780.00	
Well	900.00	
Pump house, motor, pump, garage	620.00	
Barn: 832 sq. ft. at $1.50	1,248.00	
Two chicken houses 600 sq. ft.	540.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00

Takes all -

20690 - Geiger, Joseph J. and Dorothy V. (Black)
Right of Way
Option expires January 27, 1954

1.03 acres, lump sum	$ 230.00	
Berries	150.00	
Amount to be paid owners - chrg to Right of Way		$ 380.00

Access controlled - none allowed

(cont.)

EXHIBIT "A" (cont.)

GRANTS PASS-MURPHY SECTION - WILLIAMS SECONDARY HIGHWAY

19872 - Powell, Grant M. and May (Jones)
Gravel Bar (Perpetual exclusive easement)
Option expires January 19, 1954

23.83 acres at $300	$7,149.00	
Amount to be paid owners - chrg to Gravel Pit		$7,149.00

GOBLE-ST. HELENS SECTION - LOWER COLUMBIA RIVER HIGHWAY

10007 - Cade, H. W. and Rena E. (Grant)
Right of Way
Option expires December 29, 1953

5,000 sq. ft. at $0.10	$ 500.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00
State to assume 1953-54 taxes. Estimate		10.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 510.00

Takes all -

DECEPTION CREEK-OAKRIDGE SECTION - WILLAMETTE HIGHWAY

20772 - Smith, Addlia S. and May E. (Stuntz)
Right of Way
Option expires January 19, 1954

0.04 acres, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

Construct road approach at Station 1017+30, west side, residential.

Access controlled -

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST

20636 - Pope, L. C. (Witt)
Gravel Bar
Option expires January 19, 1954

(cont.)

EXHIBIT "A" (cont.)

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST (cont.)

20636 - Pope, L. C. (cont.)

10.2 acres at $200	$2,040.00	
Amount to be paid owners - chrg to Gravel Pit		$2,040.00

THINGS TO BE DONE BY THE STATE:

State to oil 300 feet of road in front of residence. Estimate	300.00
State to assume 1953-54 taxes. Estimate	21.00
GRAND TOTAL (Estimate) chrg to Gravel Pit	$2,361.00

GOSHEN-DIVIDE SECTION - PACIFIC HIGHWAY

20487 - Bayly, D. T. and Beulah F. (Gemmell)
Right of Way
Option expires January 21, 1954

30+ acres at $100	$3,000.00	
Amount to be paid owners - chrg to Right of Way		$3,000.00

Takes all -

20500 - Tuttle, Walter I. (Holt)
Right of Way
Option expires January 21, 1954

4.85 acres at $600+	$2,925.00	
House, utility room and fruit room	4,074.00	
Garage	192.00	
Barn and three sheds	509.00	
Well, pump house, and pump	300.00	
Amount to be paid owner - chrg to Right of Way		$8,000.00
State to assume 1953-54 taxes. Estimate		80.00
GRAND TOTAL (Estimate) chrg to Right of Way		$8,080.00

Takes all -

EXHIBIT "A" (cont.)

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

20121 - Sundquist, Curtis J. and Lois M. et al (Reeder)
Right of Way
Option expires January 22, 1954

4500 sq. ft. at $0.30-	$1,325.50	
House	5,789.50	
Car Port	640.00	
Patio	225.00	
Amount to be paid owners - chrg to Right of Way		$7,980.00

Takes all -

SHADY-MYRTLE CREEK SECTION - PACIFIC HIGHWAY

20653 - Forrest, Carl A. and Lucille F. (Stuntz)
Right of Way
Option expires December 17, 1953

14.7 acres at $408	$6,000.00	
Private road (to be built)	500.00	
35 rods fence at $3 (moving)	105.00	
Drill new well	500.00	
Low bid for moving two frame houses	3,500.00	
Amount to be paid owners - chrg to Right of Way		$10,605.00
State to assume 1953-54 taxes. Estimate		71.00
GRAND TOTAL (Estimate) chrg to Right of Way		$10,676.00

Access controlled - none allowed

HARBOR DRIVE-CITY LIMITS SECTION - WEST PORTLAND EXPRESSWAY HIGHWAY

20885 - Nelson, Arthur C. and Florence L. et al (Smith)
Right of Way
Option expires January 19, 1954

3,500 sq. ft. lump sum	$1,575.00	
House: 900 sq. ft. at $7	6,300.00	
Garage, shrubs and fence	375.00	
Amount to be paid owners - chrg to Right of Way		$8,250.00

(cont.)

EXHIBIT "A" (cont.)

HARBOR DRIVE-CITY LIMITS SEC.-WEST PORTLAND EXPRESSWAY (cont.)

20885 - Nelson, Arthur C. and Florence L. et al (cont.)

State to assume 1953-54 taxes. Estimate	$ 150.00
GRAND TOTAL (Estimate) chrg to Right of Way	$8,400.00

Takes all -

WILLAMETTE RIVER-GERVAIS ROAD SECTION - PORTLAND-SALEM EXPRESSWAY HIGHWAY

20687 - Newnes, John J. and Lillian M. (Black)
Right of Way
Option expires January 27, 1954

5 acres at $210	$1,050.00	
House: 528 sq. ft. and lean-to	2,150.00	
2 chicken houses	2,070.00	
Garage: 240 sq. ft.	410.00	
Pumphouse and cooler room: 89.25 sq. ft.	300.00	
Well, Jet pump, copper water system	1,300.00	
Septic tank	450.00	
Trees, lawn and shrubs, lump sum	430.00	
Amount to be paid owners - chrg to Right of Way		$8,880.00

Takes all -

20539 - Langdon, Homer (Benner)
Right of Way
Option expires January 26, 1954

0.26 acre, lump sum	$ 94.00	
14 rods fence at $4	56.00	
Amount to be paid owners - chrg to Right of Way		$ 150.00

Access controlled - none allowed

20357 - Kraemer, Leo Howard (Black)
Right of Way
Option expires January 28, 1954

2.08 acres at $200+	$ 420.00	
22.5 rods fence at $4	90.00	
Damage, reduction of area	150.00	

EXHIBIT "A" (cont.)

WILLAMETTE RIVER-GERVAIS ROAD SECTION - PORTLAND-SALEM EXPRESSWAY HIGHWAY (cont.)

20357 - **Kraemer, Leo Howard** (cont.)

Amount to be paid owner - chrg to Right of Way	$ 660.00

Access controlled - none allowed

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST

19291 - **Wait, Mary Ethel** (Witt)
Right of Way
Option expires January 29, 1954

0.81 acre at $250+	$ 205.00	
Trees (across front lawn)	800.00	
50 rods fence at $4	200.00	
Damages allowed in lieu of moving dwelling	2,000.00	
lawn	300.00	
Amount to be paid owners - chrg to Right of Way		$3,505.00

THINGS TO BE DONE BY THE STATE:

Private entrance allowed at Station 789+50 State to assume 1953-54 taxes. Estimate	$ 35.00
GRAND TOTAL (Estimate) chrg to Right of Way	$3,540.00

Access controlled -

DECEPTION CREEK-OAKRIDGE SECTION - WILLAMETTE HIGHWAY

20568 - **McCoy, Victor Eugene and Nona Jean** (Stuntz)
Right of Way
Option expires January 21, 1954

3.7 acres, lump sum	$2,000.00	
Amount to be paid owners, chrg to Right of Way		$2,000.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

DECEPTION CREEK-OAKRIDGE SECTION - WILLAMETTE HIGHWAY (cont.)

(Stuntz)

20572 - Taylor, Lawrence E. and Beatrice M.
Right of Way
Option expires January 22, 1954

1.25 acres at $1,000	$1,250.00	
House: 1088 sq. ft. at $6.90-	7,500.00	
Amount to be paid owners - chrg to Right of Way		$8,750.00
State to assume 1953-54 taxes. Estimate		87.00
GRAND TOTAL (Estimate) chrg to Right of Way		$8,837.00

Takes all-

(Stuntz)

20575 - Jones, Claude R.
Right of Way
Option expires January 28, 1954

.74 acre and 10' slope easement included in Allowance for moving house	$2,195.00	
Allowance for new lawn	150.00	
Amount to be paid owner - chrg to Right of Way		$2,345.00

THINGS TO BE DONE BY THE STATE:

Unrestricted accesses allowed at Stations 1183+60, northerly, 1184+50, 1185+60 and 1186+60, southerly.

Access controlled -

ELBOW LAKE-GARDNER SECTION - OREGON COAST HIGHWAY

(Chidsey)

20220 - State Land Board
Gravel Bar
Permit dated April 14, 1953

Estimated 40,000 cu. yds. at $0.10	$4,000.00	
Amount to be paid owners - chrg to Gravel Pit		$4,000.00

EXHIBIT "A" (cont.)

UNIT NO. 4 - T. H. BANFIELD EXPRESSWAY HIGHWAY

20634 - Lofgren & Co., Inc. (Grant)
Right of Way
Option expires January 23, 1954

2,375 sq. ft. at $0.40+	$1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00
State to assume 1953-54 taxes. Estimate		15.00
GRAND TOTAL (Estimate) chrg to Right of Way		$1,015.00

Takes all -

ST. JOSEPH JCT.-CARLTON SECTION - TUALATIN VALLEY HIGHWAY

20698 - Horton, J. D. and L. Vineta (Chidsey)
Right of Way
Deed Signed July 28, 1953

0.18 acre		Gratis

THINGS TO BE DONE BY THE STATE:

Re-establish fence and improve Grantor's approach Estimate	$ 200.00	
GRAND TOTAL (Estimate) chrg to Right of Way		$ 200.00

Access not controlled -

HARBOR DRIVE-CITY LIMITS SECTION - WEST PORTLAND EXPRESSWAY HWY

19899 - Forest, Anna; Merritt, J. B. and Auda (Smith)
Right of Way
Option expires December 17, 1953

14,374 sq. ft. at 22 cents plus	$3,300.00	
House: 1400 sq. ft. at $5.50	7,700.00	
Amount to be paid owners - chrg to Right of Way		$11,000.00
State to assume 1953-54 taxes. Estimate		165.00
GRAND TOTAL (Estimate) chrg to Right of Way		$11,165.00

Takes all-

(cont.)

EXHIBIT "A" (cont.)

SHADY-MYRTLE CREEK SECTION - PACIFIC HIGHWAY

(Stuntz)

20066 - Winston, H. A. (Estate)
Right of Way
Option expires November 6, 1953

0.92 acre, lump sum	$2,500.00
Severance damages	1,500.00
Amount to be paid owners - chrg to Right of Way	$4,000.00

THINGS TO BE DONE BY THE STATE:

Access allowed at Station 1309+80, Northerly, and 1310+25, Southerly, unrestricted.

Access controlled -

TIGARD-ONION FLAT SECTION - PACIFIC HIGHWAY WEST

(Johnson)

18686 - Atkins, Elizabeth
Right of Way and Slope Easement
Option expires January 8, 1954

Slope easement and restriction of access	Gratis

THINGS TO BE DONE BY THE STATE:

Reslope grantor's property to conform with new highway grade.
Construct driveway entrances at Station 103+65 and 104+70

Access controlled -

ZIG ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

(Grant)

20609 - Clackamas County
Right of Way
Option expires January 19, 1954

29,423 sq. ft., lump sum	$ 150.00
Amount to be paid owners - chrg to Right of Way	$ 150.00

Takes all -

EXHIBIT "A" (cont.)

WILLAMETTE RIVER-GERVAIS ROAD SECTION -PORTLAND-SALEM EXPRESSWAY HIGHWAY

20359 - Glatt, Ray J. and Elizabeth J. (Black)
Right of Way
Option expires January 29, 1954

12.37 acres at $300	$3,711.00	
80 rods fence at $4	320.00	
Damage (odd shaped remainder)	200.00	
Amount to be paid owners - chrg to Right of Way		$4,231.00

THINGS TO BE DONE BY THE STATE:

Lay 10" pipe under highway to connect with grantors tiling system on east side at Station 1120+60

Access controlled - none allowed

20686 - Newnes, John J. and Lillian M. (Black)
Right of Way
Option expires January 27, 1954

9.78 acres at $174+	$1,702.00	
Amount to be paid owners - chrg to Right of Way		$1,702.00
State to pay 1953-54 taxes. Estimate		17.00
GRAND TOTAL (Estimate)chrg to Right of Way		$1,719.00

Takes all -

20688 - Reed, Walter H. and Mayme J. (Benner)
Right of Way
Option expires January 28, 1954

5 acres+ lump sum	$1,350.00	
Amount to be paid owners-chrg to Right of Way		$1,350.00
State to assume 1953-54 taxes. Estimate		14.00
GRAND TOTAL (Estimate) chrg to Right of Way		$1,364.00

Takes all -

EXHIBIT "A" (cont.)

ROWENA-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17455 - Mathews-Moran Amusement Co. (Witt)
Right of Way
Option expires January 27, 1954

112,820 sq. ft. at $0.06-	$6,750.00	
Low bid for moving electric sign (Snider Electric Co.)	332.00	
Amount to be paid owners - chrg to Right of Way		$7,082.00

Access controlled - none allowed

17803 - Pacific Power and Light Company (Witt)
Right of Way
Option expires January 20, 1954

14,375 sq. ft. at $0.10	$1,437.50	
440 feet cyclone fence (Moving)	400.00	
Relocation, changes and damages to sub-station	5,317.00	
Amount to be paid owners - chrg to Right of Way		$7,154.50

Access controlled - none allowed

WILLAMETTE RIVER-GERVAIS ROAD SECTION - PORTLAND-SALEM EXPRESSWAY HIGHWAY

20647 - Gibb, George T. and Vesta (Harrington)
Right of Way
Option expires January 29, 1953

Berry land, 5 acres at $600	$3,000.00	
Grain land, 4.06 acres at $350.00	1,421.00	
Partly cleared brush land, 4.10 acres at $220	902.00	
1.29 acres at $100.00	129.00	
35 rods fence at $4	140.00	
Area reduction damage	1,155.00	
Amount to be paid owners - chrg to Right of Way		$6,747.00
State to assume 1953-54 taxes. Estimate		70.00
GRAND TOTAL (Estimate) chrg to Right of Way		$6,817.00

Access controlled - none allowed

(cont.)

EXHIBIT "A" (cont.)

WASHBURN-NORTH PLAINS SECTION - WILSON RIVER

20548 - Parson, Marvin O. and Marcellia (Johnson)
Right of Way
Option expires January 28, 1954

3.39 acres + at $544+	$1,878.00	
Allowance for 4 large trees	100.00	
Amount to be paid owners - chrg to Right of Way		$1,987.00
State to assume 1953-54 taxes. Estimate		20.00
Grantor to have to October 15, 1953 to remove prune crop		
GRAND TOTAL (Estimate) chrg to Right of Way		$1,998.00

Access controlled - none allowed

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT - GOSHEN-DIVIDE SECTION - PACIFIC HIGHWAY

20514 - Spangenberg, Lester L. and Ruby E. (Holt)
Right of Way
Option expires January 26, 1954

.52 acre, lump sum	$ 250.00	
18 rods fence at $4	72.00	
Amount to be paid owners - chrg to Right of Way		$ 322.00

Access controlled - none allowed

18460 - Rhodes, W. E. and Imagene (Reeder)
Right of Way
Option expires January 20, 1954

2600 sq. ft. at $0.05+	$ 133.50	
9 rods fence at $3.50	31.50	
Amount to be paid owners - chrg to Right of Way		$ 165.00

Access controlled, none allowed

20498 - Swanson, Frederick C. and Florence M. (Holt)
Right of Way
Option expires January 26, 1954

(cont.)

EXHIBIT "A" (cont.)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT - GOSHEN-DIVIDE SECTION - PACIFIC HIGHWAY (cont.)

20498 - Swanson, Frederick C. and Florence M. (cont.)

2.4 acres at $800	$1,920.00	
Well and Pump	280.00	
House and Utility, 336 sq. ft. at $5	1,680.00	
Outhouse and pump house	120.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00
State to assume 1953-54 taxes. Estimate		40.00
GRAND TOTAL (Estimate) chrg to Right of Way		$4,040.00

Takes all -

18457 - Gilbert, John L. and Veda I. (Reeder)
Right of Way
Option expires January 21, 1954

1.08 acres at $307-	$ 331.00	
34 rods fence at $3.50	119.00	
Amount to be paid owners - chrg to Right of Way		$ 450.00

Access controlled - none allowed

GOSHEN-COAST FORM WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION - GOSHEN FRONTAGE ROAD-PACIFIC HIGHWAY

20586 - Nelson, Julius and Sundvold, Ingeburg (Reeder)
Right of Way (Frontage Road)
Option expires January 28, 1954

1307 sq. ft. at $0.04-	$ 50.00	
Allowance for removal of flower bed	25.00	
Amount to be paid owners - chrg to Right of Way		$ 75.00

THINGS TO BE DONE BY THE STATE:

Re-construct road approach at Station 23+85, Westerly side, construct approach at Station 24+73, Westerly side.

Access not controlled -

EXHIBIT "A" (cont.)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION - GOSHEN FRONTAGE ROAD - PACIFIC HIGHWAY (cont.)

20588 - Sunderland, Selmor O. (Reeder)
Right of Way (Frontage Road)
Option expires January 20, 1954

3485 sq. ft. at $0.03-	$ 100.00
Amount to be paid owner - chrg to Right of Way	$ 100.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 31+67, Westerly side

Access not controlled -

DECEPTION CREEK-OAKRIDGE SECTION - WILLAMETTE HIGHWAY

20570 - LaDuke, Andrew M. and Roselin E. (Stuntz)
Right of Way
Option expires January 29, 1954

2.32 acres at $650	$1,508.00
small cabin and shed	300.00
32 rods fence at $3.50	112.00
Amount to be paid owners - chrg to Right of Way	$1,920.00

THINGS TO BE DONE BY THE STATE:

Con struct approach at Station 1024+50, North side and 1028+75, South side.

Access controlled -

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

17279 - Parrott, John E. et al (Reeder)
Right of Way
Option expires January 27, 1954

0.35 acre at $1,000	$ 350.00
Access control on 1600 feet	650.00
Amount to be paid owners - chrg to Right of Way	$1,000.00

EXHIBIT "A" (cont.)

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY (cont.)

17279 - Parrott, John E. et al (cont.)

THINGS TO BE DONE BY THE STATE:

Remove and re-place existing fence.

Access controlled - none allowed

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY

(Mayhew)

20920 - Bonneville Power Company
Right of Way
Moving power line structures

Pole SJ 46/6 Estimate	$2,528.00
Pole SJA 50/5 Estimate	2,745.00

Amount to be paid owners - chrg to Right of Way Estimate $5,273.00

GRANTS PASS-MURPHY SECTION - WILLIAMS SECONDARY HIGHWAY

(Jones)

19902 - DeFur, Rex & Frances M.
Right of Way
Option expires January 28, 1954

1.05 acres at $500	$ 525.00
64 rods fence at $4	256.00
Severance damage	275.00

Amount to be paid owners - chrg to Right of Way $1,056.00

THINGS TO BE DONE BY THE STATE:

Re-construct approach on East side at Station 131+48
State to assume 1953-54 taxes. Estimate 11.00

GRAND TOTAL (Estimate) chrg to Right of Way $1,067.00

Access not controlled -

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

17714 - Jackson, Virgil CORRECTED REPORT (Chidsey)
Right of Way
Moving sign

EXHIBIT "A" (cont.)

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY (cont.)

17714 - Jackson, Virgil (cont.)

Land	$2,556.00	
Moving two neon signs	280.00	
Amount to be paid owners - chrg to Right of Way		$2,836.00

Approved September 22, 1952--------Paid November 1952

Land	$2,556.00	
Moving one neon sign	125.00	
Total	$2,681.00	
Additional amount to be paid - chrg to Right of Way		$ 155.00

WILLAMETTE RIVER-GERVAIS ROAD SECTION - PORTLAND-SALEM EXPRESSWAY HIGHWAY

20685 - Cannon, Boyce D. and Georgia E. (Black)
Right of Way
Option expires February 2, 1954

2.58 acres at $183+	$ 473.00	
38 rods fence at $4	152.00	
Damages (odd shaped tract)	177.00	
Amount to be paid owners - chrg to Right of Way		$ 802.00

Access controlled - none allowed

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

18455 - Winter, Tillie R. (Reeder)
Right of Way
Option expires January 22, 1954

0.87 acre at $418-	$ 363.00	
12 rods fence at $3.50	42.00	
Amount to be paid owner - chrg to Right of Way		$ 405.00

Access controlled - none allowed

EXHIBIT "A" (cont.)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION - PACIFIC HIGHWAY (cont.)

18453 - **Austin, Lester V. and Edna C.** (Reeder)
Right of Way
Option expires January 23, 1954

6.25 acres at $434-	$2,712.00	
18 rods fence at $3.50	63.00	
Amount to be paid owners - chrg to Right of Way		$2,775.00

Access controlled - none allowed

18459 - **Lohrey, William L. and Lottie E.** (Reeder)
Right of Way (Frontage Road)
Option expires January 20, 1954

7.131 acres at $374	$2,667.00	
142 rods fence at $3.50	497.00	
Severance damage	281.00	
Amount to be paid owners - chrg to Right of Way		$3,445.00

THINGS TO BE DONE BY THE STATE:

Re-construct approaches at Station 25+47, West side and Station 21+10, West side.

Access controlled - none allowed

CRANE MAINTENANCE SITE - BURNS-CRANE HIGHWAY

20869 - **Harney County** (Chidsey)
Maintenance Site

3,500 sq. ft. ± Gratis

DECEPTION CREEK-OAKRIDGE SECTION - WILLAMETTE HIGHWAY

20569 - **Jones, Raymond and Helen M.** (Stuntz)
Right of Way
Option expires January 20, 1954

5.64 acres at $500	$2,820.00	
100 rods fence at $3.50	350.00	
Amount to be paid owners - chrg to Right of Way		$3,170.00

(cont.)

EXHIBIT "A" (cont.)

DECEPTION CREEK-OAKRIDGE SECTION - WILLAMETTE HIGHWAY (cont.)

20569 - Jones, Raymond and Helen M. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct approaches at Station 1008+00, east side, 1011+00, west side, and 1019+00, west side. State to assume 1954-55 taxes. Estimate 31.00

GRAND TOTAL (Estimate) chrg to Right of Way $3,201.00

Access controlled -

20770 - Jones, Raymond et al (Stuntz)
Right of Way
Option expires January 20, 1954

0.81 acre at $500 $ 405.00

Amount to be paid owners - chrg to Right of Way $ 405.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 1014+75, west side. Residential

Access controlled -

20771 - Tuchardt, Charles F. and Emma R. A. (Stuntz)
Right of Way
Option expires January 19, 1954

0.5 acre at $500 $ 250.00

Amount to be paid owners - chrg to Right of Way $ 250.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 1015+10, west side. Residential

Access controlled -

20571 - Cain, Harley O. and Iva A. (Stuntz)
Right of Way
Option expires January 22, 1954

0.29 acre at $500 $ 140.00
Severance damage 110.00

EXHIBIT "A" (cont.)

DECEPTION CREEK-OAKRIDGE SECTION - WILLAMETTE HIGHWAY (cont.)

20571 - Cain, Harley O. and Iva A. (cont.)

Amount to be paid owners - chrg to Right of Way $ 250.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 1030+50, residential use, only.

Access controlled -

CROOKED RIVER-TERREBONE SECTION - THE DALLES-CALIFORNIA HWY

(Cozad)

20714 - Cunningham, Ralph F.
Right of Way
Option expires January 30, 1954

750 sq. ft. at $0.05 sq. ft.	$ 37.50
Allowance for building yard fence	20.00

Amount to be paid owner - chrg to Right of Way $ 57.50

THINGS TO BE DONE BY THE STATE:

Access at Station 1089, East side, for residential use only.

Access controlled -

(Cozad)

10461 - Vestal, Olen and Dorothy M.
Right of Way
Option expires January 30, 1954

2250 sq. ft. at $0.05	$ 112.50
166 ft. yard fence at $0.50 (moving and re-building)	83.00
Destroying of barn	115.00

Amount to be paid owners - chrg to Right of Way $ 310.50

THINGS TO BE DONE BY THE STATE:

Construct access road to property line. Access at Station 1088 east side, for residential use only.

Access controlled -

EXHIBIT "A" (cont.)

LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

15718 - McCanse, Edison R. and Lydia B. SUPPLEMENTAL REPORT
Construction (Chidsey)

Release of States obligation to fine grade area for feed pens and corral	$1,400.00	
Amount to be paid owners - chrg to Construction		$1,400.00

WHISKEY CREEK SECTION - MT. HOOD HIGHWAY

20780 - Pacific Power and Light Company (Witt)
Right of Way

3.7 acres at $50	$ 185.00	
Amount to be paid owners - chrg to Right of Way		$ 185.00

Access not controlled -

ORR CORNER-MONMOUTH SECTION - PACIFIC HIGHWAY WEST

19293 - Boyer, Walter N. (Witt)
Right of Way
Option expires February 3, 1954

7.27 acres at $250	$1,817.50	
253 rods fence at $4	1,012.00	
3 gates - $40	120.00	
500' new gravel road	350.00	
Well	300.00	
Barn - 864 sq. ft. at $0.60-	550.00	
Severance Damages	3,220.00	
Amount to be paid owner - chrg to Right of Way		$7,369.50

THINGS TO BE DONE BY THE STATE:

State to assume 1953-54 taxes. Estimate	25.00
Protect tiling. Access at Station 797+00, 793+10 and 1+10	
GRAND TOTAL (Estimate) chrg to Right of Way	$7,394.50

Access controlled -

EXHIBIT "A" (cont.)

EAST UNIT-PENDLETON-DEADMANS PASS SECTION - RELOCATED OLD OREGON TRAIL HIGHWAY

(Landon)

20108 - Schneiter, Alfred and Bertha
Right of Way
Option expires February 4, 1954

1.50 acres at $350	$ 525.00	
35 rods fence at $3.50	122.50	
Summer fallow, 1.50 acres at $15	22.50	
Amount to be paid owners - chrg to Right of Way		$ 670.00

Access controlled - none allowed

JOSEPH-SHEEP CREEK HILL SECTION - LITTLE SHEEP CREEK HIGHWAY

(Brainerd)

20868 - Hahn, W. H. and Mildred
Right of Way
Option expires January 30, 1954

0.08 acre, lump sum	$ 75.00	
18.2 acres at $220-	4,000.00	
Amount to be paid owners - chrg to Right of Way		$4,075.00

THINGS TO BE DONE BY THE STATE:

Construct access at Station 135+85, south side. Siphon at Station 136+25, south side.

Access not controlled -

EXHIBIT "B"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes; and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section	Highway
JOSEPHINE	
Grants Pass-Murphy Section, R/W Widening and improving Map No. 7B-16-17, Engr. Sta. 129 to Engr. Sta. 310	Williams Secondary
LANE	
From Prairie Junction Road to 6th & 7th Streets Widening and improving Pacific Hwy in Eugene Map No. 7B-21-7, Engr. Sta. 540+50 to Engr. Sta. 607+30	Pacific

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

(cont.)

EXHIBIT "B" (cont.)

3. That this resolution be entered in the minutes and records of the Commission as of August 6, 1953, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed hereinabove.

EXHIBIT "C"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the provisions of Section 100-113, O. C. L. A., as amended by Chapter 129, Oregon Laws 1953, the Highway Commission is directed and authorized to appoint, with the approval of the Attorney General, an Assistant Counsel; and

WHEREAS, Robert L. May, Jr., is an attorney in good standing before the Oregon State Bar and admitted to practice before all of the courts of the State of Oregon, is an Assistant Attorney General, and is qualified to discharge the duties of Assistant Counsel for the Commission; and

WHEREAS, C. W. Enfield, an Assistant Attorney General and Chief Counsel to the Oregon State Highway Commission, has requested and recommended that the said Robert L. May, Jr., be appointed and authorized to serve as Assistant Counsel to the State Highway Commission; and

WHEREAS, the Attorney General of the State of Oregon has approved of such appointment;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and affirmatively voting, as follows:

1. That Robert L. May, Jr., be and he hereby is appointed as Assistant Counsel for the Highway Commission, to serve in such capacity for a period of four years.

2. That Robert L. May, Jr., shall serve under the direction of the Chief Counsel and in the absence of the Chief Counsel shall have full authority to perform any duty required or permitted by law to be performed by the Chief Counsel.

3. That the salary which shall be paid to Robert L. May, Jr. is hereby fixed by the Commission in the sum of $575.00 per month.

4. That in addition to the salary that shall be paid Robert L. May, Jr., he shall be entitled to and shall be paid his actual traveling and other necessary expenses as may be incurred in the performance of his official duties.

5. That this resolution shall be entered in the minutes and records of the Commission as of the 6th day of August, 1953.

August 6, 1953

EXHIBIT "D"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, under the provisions of Section 15, Chapter 405, Oregon Laws 1951, as amended by Section 9, Chapter 691, Oregon Laws 1953, the State Highway Commission, with respect to state highways, is authorized to prohibit the operation thereon of any or all vehicles of any class or kind, and may impose limits as to any gross weight or any dimension of any vehicle or combination of vehicles and impose any other restrictions that in the judgment of the State Highway Commission are necessary to protect any highway or section thereof from being unduly damaged; and

WHEREAS, many state highways and sections thereof, including bridges, become impaired and in a weakened condition when subjected to periods of excessive rainfall, periods of flood or periods of freezing and thawing, or when adversely affected by fire, wind, landslides, subsidence, or structural instability, and said highways and sections thereof during such periods or when so adversely affected have been and are damaged due to the movement of motor vehicles having gross weights which are lawful; and

WHEREAS, said state highways and sections thereof subject to such condition can only be preserved and protected by the immediate closure thereof to motor vehicles having any gross weight that will cause damage to said highways or sections thereof; and

WHEREAS, among the other powers and duties of the State Highway Engineer, he is required under the provision of Section 100-126, O. C. L. A., to collect and compile information and statistics relative to the mileage, character and condition of highways and bridges in the different counties in the state, both with respect to state and county highways;

NOW, THEREFORE, Be it and it hereby is Resolved and Ordered by this Commission, all its members being present and voting affirmatively as follows:

1. It is the judgment and opinion of this Commission that those things hereinafter set forth and ordered in this Resolution are necessary to protect state highways and sections thereof, including bridges, from being unduly damaged.

2. It is hereby directed that whenever information and statistics collected and compiled by the State Highway Engineer relative to the character and condition of state highways reveal that any state highway or section thereof, including bridges, is being subjected to a period of excessive rainfall, flood, or freezing and thawing, or has been or is being adversely affected by fire, wind, landslides, subsidence, or structural instability, and by reason thereof is in a weakened condition and is being damaged by the movement thereon of any motor vehicles or combination of motor vehicles, the State Highway Engineer or either Assistant State Highway Engineer shall determine from such information and statistics the maximum gross weight of any

(cont.)

vehicle or combination of vehicles which can move upon such state highway or section thereof without unduly damaging the same.

3. It is further directed that upon determination of the maximum gross weight of any vehicle or combination of vehicles which can move upon such state highway or section thereof without unduly damaging the same, the State Highway Engineer, or either Assistant State Highway Engineer, or any Division Engineer upon the approval of the State Highway Engineer or either Assistant State Highway Engineer, shall cause to be posted conspicuous signs at each end of the highway or section of th highway affected and at such other places as may be necessary to inform the public, giving notice that all vehicles or combination of vehicles having any gross weight in excess of said maximum gross weights are prohibited from moving upon said highway or section thereof.

4. It is hereby directed and ordered that from and during the time such signs are posted as set forth hereinabove, the movement upon any highway or section thereof so posted of any vehicle or combination of vehicles having any gross weight in excess of any maximum gross weight specified on such signs is prohibited and no person shall operate any vehicle or combination of vehicles having any gross weight in excess thereof upon such highway or section thereof.

5. Whenever the information and statistics collected and compiled by the State Highway Engineer reveal that any highway or section thereof which has been posted as set forth hereinabove is in such condition that said highway or section thereof will not be unduly damaged by the unrestricted movement of vehicles or combination of vehicles having lawful gross weights, the signs giving notice of reduced weight limits shall be immediately removed.

6. A complete report of all action taken pursuant to this Resolution shall be submitted to the Highway Commission by the State Highway Engineer or either Assistant State Highway Engineer at the meeting of the Commission next following such action.

7. That resolution pertaining to the imposition of limitations upon the gross weight of vehicles permitted to operate upon state highways adopted by this Commission and entered in its minutes as of the 19th day of February, 1952, is hereby revoked and rescinded.

8. Nothing herein shall be deemed to modify any action or actions of the Commission heretofore or hereafter taken based upon peculiar facts or circumstances applying to any particular section or sections of any state highway.

9. The Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by Resolution or Order entered in the minutes and records of this Commission.

EXHIBIT "D" (cont.)

10. That this Resolution and Order be entered in the minutes of the Commission as of the 6th day of August, 1953, and that the original of this Resolution be filed in the office of the Secretary of the Highway Commission, and that a duly certified copy thereof be filed with the Secretary of State, the Public Utilities Commissioner, and the Superintendent of State Police.

EXHIBIT "E"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, Chapter 587, Oregon Laws 1953, authorizes the State Highway Commission to regulate, control or prohibit the parking of motor vehicles upon the right of way of any state highway outside the corporate limits of incorporated cities and towns; and

WHEREAS, said statute requires the said Commission to impose such regulations, restrictions or prohibitions by resolution or order entered in the official records of the State Highway Commission; and

WHEREAS, said statute provides further that the said Commission shall plan and maintain appropriate signs or markings, giving notice of all such regulations, restructions or prohibitions at such places as may be necessary to inform the public, and such regulations, restrictions or prohibitions shall be effective and shall have the force of law when the signs or markings giving notice thereof have been placed; and

WHEREAS, there is presently existing a hazardous condition at Crocker Lane on the Junction City-Eugene State Secondary Highway due to the present use of the highway shoulders and right of way for business activities by a certain service station which is located adjacent to said right of way; and

WHEREAS, the Highway Engineer has caused to be made an investigation and study of the effect of said service station upon the safety of the traveling public on said highway; and

WHEREAS, such investigation and studies disclose that the usurping of the highway shoulders and right of way by the operators of the service station is endangering the safety and welfare of the traveling public by limiting the sight distance of motorists below a safe minimum as well as causing a congestion in the flow of traffic; and

WHEREAS, the Highway Engineer in consideration of such investigations and studies has recommended to the Commission that the Commission restrict parking on said right of way; and

WHEREAS, the Commission having made a study of all factual data as disclosed by the said studies and investigations, and having duly considered the Engineer's reports and recommendations, is of the opinion that all further parking of vehicles upon that portion of right of way of the Junction City-Eugene State Secondary Highway, hereinafter described, should be prohibited in order to promote and protect the safety and welfare of the traveling public and to that end this resolution is adopted.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION AS FOLLOWS:

EXHIBIT "E" (cont.)

1. That all parking of motor vehicles is hereby prohibited on the shoulders or right of way of the Junction City-Eugene State Secondary Highway between Highway Center Line Stations 16+08 and 17+40 on the westerly side of said highway. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a print upon which is shown the location of the area wherein parking is hereby prohibited.

2. That the Highway Engineer is hereby directed to cause appropriate signs or markings to be placed and maintained on the highway right of way at such places as may be deemed necessary to inform the public of the prohibition of parking as set forth in the above paragraph.

3. The Highway Engineer is also directed to erect a fence along the shoulder line of the said right of way at such places as may be deemed necessary in order to prevent the parking of motor vehicles on the said right of way.

4. The Chief Counsel is hereby directed to order the proprietor and/or operator of the said service station to desist from operating his business so as to cause or invite vehicles to park on the said shoulders or the said right of way. In the event that the said operator or proprietor, as the case may be, refuses to desist as ordered, the Chief Counsel is instructed to take such action as is deemed appropriate to enforce and carry out the parking restrictions set forth herein.

5. That this resolution shall be entered in the minutes and records of the Commission on this 6th day of August, 1953, and the Secretary is directed to mail one duly certified copy thereof to the Superintendent of State Police at Salem, Oregon, and one duly certified copy thereof to the Secretary of State.

EXHIBIT "F"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, under the provisions of Chapter 312, Oregon Laws 1953, any trees, timber, logs, poles or piling which remain for a period of more than thirty days upon the right of way of a state highway or upon real property adjacent thereto which is owned by the State, by and through its State Highway Commission, shall be conclusively presumed abandoned, and the Highway Commission is authorized to remove, destroy, sell or otherwise dispose of the same; and

WHEREAS, trees, timber, logs, poles and piling are frequently deposited upon the rights of way of state highways, and property adjacent thereto, by reason of storms, motor vehicle accidents and other causes, creating a hazardous and unsightly condition; and

WHEREAS, it is necessary and desirable that trees, timber, logs, poles and piling so deposited be removed as soon as possible to the end that such hazardous and unsightly conditions be eliminated, and the safety and welfare of the traveling public be promoted; and

WHEREAS, it is the judgment and opinion of this Commission that the adoption of the procedure and policy set forth herein will best accomplish these purposes within the meaning and intent of Chapter 312, Oregon Laws, 1953;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That the State Highway Engineer shall direct all District Maintenance Superintendents, Weighmasters, and other appropriate officers or employees of the State Highway Department, to immediately report to him the presence of any trees, timber, logs, poles or piling upon the right of way of any state highway or upon real property adjacent thereto which is owned by the State, by and through its State Highway Commission, unless such trees, timber, logs, poles or piling have been deposited or allowed to remain under the provisions of a permit granted by this Commission. Such report shall set forth the location of the trees, timber, logs, poles or piling, the estimated value thereof, and if the name and address of the owner or person depositing the same can be ascertained by examination of log brands, inquiry, or other source of information, such report shall contain such name and address.

2. That upon receipt of any such report, the State Highway Engineer, or his designated representative, shall, as a matter of courtesy only, give written notice to the owner or person depositing such trees, timber, logs, poles or piling that if the same are not removed within thirty days they will be

(cont.)

removed, destroyed, sold or otherwise disposed of by the Highway Commission, pursuant to the provisions of Chapter 312, Oregon Laws 1953.

3. That the State Highway Engineer, or his designated representative, is hereby authorized to remove, destroy or otherwise dispose of, by the most efficient and economical method, any trees, timber, logs, poles or piling which remain for a period of more than thirty days upon the right of way of a state highway or property adjacent thereto which is owned by the State, by and through its State Highway Commission, except those which have been placed or deposited or allowed to remain under the provisions of a permit granted by the Commission, and except poles erected for the purpose of carrying telegraph, telephone or electric lines or wires.

4. That in the event any trees, timber, logs, poles or piling which the State Highway Engineer is authorized to remove or dispose of are of a value sufficient to warrant the sale thereof, the State Highway Engineer may request the Chief Counsel to sell the same, and the Chief Counsel is hereby authorized to make such sales under the same terms and conditions as are set forth in that certain resolution identified as "Exhibit D", and made a part of the minutes of the meeting of the Highway Commission of April 21, 1952.

5. That this resolution may be amended or rescinded by this Commission when such action is deemed in the public interest.

6. That this resolution be entered in the minutes and records of this Commission as of this 6th day of August, 1953.

EXHIBIT "G-1"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of:

1. Blackwell Hill-Medford Section of the Pacific Highway in Jackson County,

2. Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, and

3. Bend-Lapine Section of The Dalles-California Highway in Deschutes County

and in connection therewith to prepare maps showing the route and location of each of said highway sections and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed each of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Blackwell Hill-Medford Section of the Pacific Highway, beginning at Highway Engineer's Station 257+00 about 2 miles east of the town of Gold Hill and extending in an easterly direction to Highway Engineer's Station 751+00 near the northwesterly city limits of the City of Medford, together with the map which, for identification purposes, bears map file number 7B-22-9, 17 and the date July, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

2. That the survey of the Rocky Point-Brush Creek Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 127+00 at Rocky Creek, approximately 2 miles south of the city of Port Orford, and extending in a southerly direction to Highway Engineer's Station 416+00, a short distance south of Humbug Mountain, together with the map which, for identification purposes, bears the map file number 7B-23-8 and the date

(cont.)

August, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

3. That the survey of the Bend-Lapine Section of The Dalles-California Highway beginning at Highway Engineer's Station 190+00 approximately 4 miles south of Bend and extending in a southerly direction to Highway Engineer's Station 1504+41.10 in the town of Lapine, together with the map which, for identification purposes, bears map file numbers 7B-15-7, 8, 10, 11, 12, and 13 and the date July, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

4. That when the abovesaid sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations, unless otherwise directed or ordered by the Commission.

5. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

6. That the survey of each of the above described highway sections has been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the "Throughway Law", and said surveys were likewise made within the scope and purpose of those certain resolutions hitherto approved and adopted by the Highway Commission on November 3, 1948, and February 18, 1953, respectively, which resolutions designated certain highways and sections thereof as "throughways". Therefore, the construction of each of the above named sections of the said state highways shall be accomplished pursuant to and within the meaning and scope of the said law and said resolutions.

7. That this resolution be entered in the minutes and records of the Commission as of the 6th day of August, 1953.

EXHIBIT "G-2"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Forest Boundary-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Forest Boundary-Flora Junction Section of the Enterprise-Lewiston Highway beginning at Highway Engineer's Station 0+00 near the southeast corner of Section 36, Township 4 North, Range 44 East, W. M., and extending in a northerly direction therefrom, a distance of approximately $7\frac{1}{2}$ miles to Highway Engineer's Station 425+92.52 near Flora Spur Junction, together with the map which, for identification purposes, bears map number 7B-23-4 & 5 and the date August, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 6th day of August, 1953.

August 6, 1953

EXHIBIT "H"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 percent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29 chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

AND, WHEREAS, by said law it is further provided that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be

(cont.)

EXHIBIT "H" (cont.)

spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, by section 3 of said act it is provided that:

"Funds accrued and payable to cities under this act shall be remitted semiannually by the secretary of state to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the state highway commission who shall certify such apportionment to the secretary of state. Upon receipt of such certificate the secretary of state shall issue his warrants therefor payable to the cities in the amounts set out."

EXHIBIT "H" (cont.)

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of January 1 to June 30, inclusive, of the year 1953, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of Section 115-135, O. C. L. A., as amended by Section 1, Chapter 239, Oregon Laws 1949 (motor vehicle license fees)	$ 5,347,931.83
Funds resulting under the provisions of Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947, and as amended by Section 3, Chapter 385, Oregon Laws 1949 (gasoline tax)	12,750,438.87
Funds resulting under the provisions of Section 29, Chapter 467, Oregon Laws 1947 (motor carrier fees)	4,341,210.90
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws	171,766.26
	$22,611,347.86

AND, WHEREAS, the statutory ten percent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,261,134.79, from which there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period January 1 to June 30, 1953, the sum of $2,136,134.79, and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws 1949, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below;

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

EXHIBIT "H" (cont.)

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

I. Cities of Populations 1,000 or more

City	Population	Amount
Albany	10,115	$ 29,211.96
Ashland	7,739	22,350.11
Astoria	12,331	35,611.73
Baker	9,471	27,352.10
Bandon	1,251	3,612.87
Beaverton	2,512	7,254.62
Bend	11,409	32,949.01
Brookings	1,525 *	4,404.18
Brownsville	1,175	3,393.38
Burns	3,093	8,932.53
Canby	1,671	4,825.82
Carlton	1,081	3,121.91
Central Point	1,667	4,814.27
Coos Bay	6,223	17,971.93
Coquille	3,964 *	11,447.97
Corvallis	16,207	46,805.56
Cottage Grove	3,536	10,211.91
Dallas	4,793	13,842.11
Drain	1,150	3,321.18
Elgin	1,223	3,532.00
Empire	2,261	6,529.73
Enterprise	1,718	4,961.56
Eugene	35,879	103,617.97
Florence	1,562	4,511.03
Forest Grove	4,343	12,542.51
Garibaldi	1,249	3,607.09
Gladstone	2,434	7,029.35
Gold Beach	1,221 *	3,526.23
Grants Pass	8,116	23,438.88
Gresham	3,049	8,805.46

(cont.)

EXHIBIT "H" (cont.)

City	Population	Amount
Heppner	1,648	$ 4,759.40
Hermiston	3,804	10,985.89
Hillsboro	5,142	14,850.01
Hood River	3,701	10,688.43
Independence	1,987	5,738.42
Jacksonville	1,193	3,445.36
John Day	1,597	4,612.11
Junction City	1,475	4,259.78
Klamath Falls	15,875	45,846.74
La Grande	8,635	24,937.74
Lakeview	2,831	8,175.88
Lebanon	5,873	16,961.13
Madras	1,258	3,633.08
McMinnville	6,635	19,161.77
Medford	17,305	49,976.56
Mill City	1,792	5,175.27
Milton-Freewater	3,851	11,121.63
Milwaukie	5,253	15,170.58
Molalla	1,497	4,323.31
Monmouth	1,956	5,648.90
Mount Angel	1,315	3,797.70
Myrtle Creek	1,781	5,143.50
Myrtle Point	2,033	5,871.27
Newberg	3,946	11,395.98
Newport	3,241	9,359.96
North Bend	6,099	17,613.81
Nyssa	2,525	7,292.16
Oakridge	1,562	4,511.03
Ontario	4,465	12,894.85
Oregon City	7,682	22,185.49
Oswego	3,316	9,576.55
Pendleton	12,291 *	35,496.21
Philomath	1,289	3,722.61
Portland	249,085 **	719,353.47
Prineville	3,317 *	9,579.44
Rainier	1,285	3,711.06
Redmond	2,956	8,536.88
Reedsport	2,288	6,607.71
Rockaway	1,100 *	3,176.78
Roseburg	8,390	24,230.18

(cont.)

EXHIBIT "H" (cont.)

City	Population	Amount
St. Helens	4,711	$ 13,605.29
Salem	43,140	124,587.62
Sandy	1,003	2,896.65
Seaside	3,886	11,222.70
Sheridan	1,922	5,550.70
Silverton	3,146	9,085.60
Springfield	10,807	31,210.44
Stayton	1,507	4,352.19
Sutherlin	2,230	6,440.20
Sweet Home	3,603	10,405.40
The Dalles	7,933 *	22,910.38
Tillamook	3,685	10,642.22
Toledo	2,323	6,708.79
Union	1,307	3,774.59
Vale	1,518	4,383.96
Vernonia	1,521	4,392.62
Wallowa	1,055	3,046.82
Warrenton	1,896	5,475.62
West Linn	2,945	8,505.12
Willamina	1,082	3,124.80
Woodburn	2,579 *	7,448.11
Wood Village	1,202 *	3,471.36
Totals	684,243	$1,970,306.77

* Population as determined by actual count made under supervision of Secretary of State.

** 2/3 of 1950 census, as provided in Chapter 425, Oregon Laws, 1947.

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	154	$ 444.75
Amity	672	1,940.73
Antelope	60	173.28
Arlington	686	1,981.16
Athena	750	2,165.99

(cont.)

EXHIBIT "H" (cont.)

City	Population	Amount
Aumsville	281	$ 811.52
Aurora	242	698.89
Banks	376	1,085.88
Barlow	75	216.60
Bay City	761	2,197.76
Boardman	120	346.56
Bonanza	259	747.99
Butte Falls	372	1,074.33
Canyon City	508	1,467.10
Canyonville	861	2,486.55
Cascade Locks	733	2,116.89
Cave Junction	283	817.30
Chiloquin	668	1,929.17
Clatskanie	901	2,602.07
Coburg	693	2,001.37
Columbia City	405	1,169.63
Condon	968	2,795.57
Cornelius	998	2,882.21
Cove	282	814.41
Creswell	662	1,911.85
Culver	301	869.28
Dayton	719	2,076.46
Dayville	286	825.96
Delake	644	1,859.86
Detroit	274 *	791.31
Donald	187	540.05
Dufur	422	1,218.73
Dundee	308	889.50
Eagle Point	607	1,753.01
Eastside	890	2,570.31
Echo	457	1,319.81
Elkton	201	580.48
Estacada	950	2,743.58
Fairview	438	1,264.94
Falls City	853	2,463.45
Fossil	645	1,862.75
Gaston	368	1,062.78
Gates	422	1,218.73
Gearhart	568	1,640.37
Gervais	457	1,319.81

(cont.)

EXHIBIT "H" (cont.)

City	Population	Amount
Glendale	871	$2,515.43
Gold Hill	619	1,787.66
Granite	40	115.52
Grass Valley	195	563.16
Haines	321	927.04
Halfway	312	901.05
Halsey	388	1,120.54
Hammond	522	1,507.53
Harrisburg	862	2,489.44
Helix	182	525.61
Hines	918	2,651.17
Hubbard	493	1,423.78
Huntington	733	2,116.89
Idanha	442	1,276.49
Imbler	149	430.31
Ione	262	756.65
Island City	138	398.54
Jefferson	636	1,836.76
Jordan Valley	236	681.56
Joseph	666	1,923.40
Juntura	107	309.01
Lafayette	662	1,911.85
Lexington	237	684.45
Lonerock	38	109.74
Long Creek	288	831.74
Lostine	178	514.06
Malin	592	1,709.69
Manzanita	405 *	1,169.63
Maupin	312	901.05
Merrill	835	2,411.47
Metolius	157	453.41
Mitchell	415	1,198.51
Monroe	362	1,045.45
Monument	228	658.46
Moro	359	1,036.79
Mosier	259	747.99
Mount Vernon	451	1,302.48
Nehalem	270	779.76
North Powder	403	1,163.86
Oakland	829	2,394.14

(cont.)

EXHIBIT "H" (cont.)

City	Population	Amount
Oceanlake	700	$2,021.59
Paisley	214	618.03
Phoenix	746	2,154.44
Pilot Rock	847	2,446.12
Port Orford	674	1,946.50
Powers	895	2,584.75
Prairie City	822	2,373.92
Prescott	119	343.67
Richland	220	635.36
Riddle	634	1,830.98
Rogue River	590	1,703.91
St. Paul	226	652.68
Scappoose	659	1,903.18
Scio	448	1,293.82
Scotts Mills	217	626.69
Shaniko	61	176.17
Sherwood	575	1,660.59
Siletz	570	1,646.15
Sisters	723	2,088.01
Sodaville	157	453.41
Stanfield	845	2,440.35
Sublimity	367	1,059.89
Summerville	73	210.82
Sumpter	146	421.65
Taft	450	1,299.59
Talent	739	2,134.22
Troutdale	514	1,484.42
Tualatin	248	716.22
Turner	610	1,761.67
Umatilla	883	2,550.09
Waldport	689	1,989.82
Wasco	305	880.83
Waterloo	180	519.84
Weston	679	1,960.94
Wheeler	291	840.40
Yamhill	539	1,556.62
Yoncalla	626	1,807.88
Totals	57,420	$165,828.02

(cont.)

EXHIBIT "H" (cont.)

* Polulation as determined by actual count made under supervision of Secretary of State

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of August 6, 1953.

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EXHIBIT "I"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3423, with Vernie Jarl for furnishing crushed materials in stockpile on the Days Creek-Tiller Section of the Tiller-Trail Secondary Highway in Douglas County, completed March 24, 1951.

"Contract No. 3438, with Lindstrom Bros., Inc. for constructing bridge, grading and paving on the Payette (Snake River) Section of the Old Oregon Trail Highway in Malheur County, completed July 8, 1953.

"Contract No. 3445, with General Construction Company for constructing approaches to the Marion Street Bridge on the Salem-Dallas Highway in Marion and Polk Counties, completed August 6, 1953.

"Contract No. 3605, with Guy F. Atkinson Co. for grading and paving of the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County, completed July 7, 1953.

"Contract No. 3617, with Durbin Bros. for grading and bituminous macadam surfacing on the Prairie City (Johnson Avenue) Section in Grant County, completed July 10, 1953.

"Contract No. 3619, with R. H. Jones for constructing structures on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County, completed July 31, 1953.

"Contract No. 3640, with Fred H. Slate Co. Oreg. Ltd. and E. C. Hall Co., for grading and paving on the Divide-Anlauf Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas and Lane Counties, completed July 31, 1953.

"Contract No. 3660, with F. L. Somers for grading and paving on the Modoc Point-Barkley Springs Unit, Modoc Point-Algoma Section of The Dalles-California Highway in Klamath County, completed June 12, 1953.

"Contract No. 3667, with Tom Lillebo for constructing the Scholfield Creek Bridge on the Oregon Coast Highway in Douglas County, completed June 15, 1953.

"Contract No. 3676, with Donald M. Drake Co., for constructing Tualatin River Bridge on the West Portland-Hubbard Highway in Washington County, Completed July 30, 1953.

(cont.)

EXHIBIT "I" (cont.)

" Contract No. 3690 with O. C. Yocom Co. for grading and oil mat surfacing on the Lena-Nye Section of the Heppner Highway in Morrow and Umatilla Counties, completed July 1, 1953.

"Contract No. 3693 with Leslie Harris for reoiling on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County, completed June 30, 1953.

"Contract No. 3746 with Fred H. Slate Co. Oregon Ltd. and E. C. Hall Co. for construction of bridges, grading and paving on the Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County, completed June 22, 1953.

"Contract No. 3750, with Babler Bros., Inc. for grading and oil mat surfacing on the Deschutes County Line-Crooked River and Lone Pine School-O'Neil Sections of the Terrebonne-O'Neil Road and Lone Pine School Road in Crook County, completed June 2, 1953.

"Contract No. 3773, with Loree Building Service for constructing the Baker Maintenance Building in Baker County, completed June 30, 1953.

"Contract No. 3791, with Teller Construction Co. for constructing the Mosier Connection Grade Separation on the Columbia River Highway in Wasco County, completed June 9, 1953.

"Contract No. 3797, with Snook Brothers for constructing the Calapooya Creek Bridge and Stearns Lane Overcrossing on the Pacific Highway in Douglas County, completed June 23, 1953.

"Contract No. 3814, with Johnston and Bryant for constructing a Sand Storage Shed on the Wilson River Highway in Tillamook County, completed July 25, 1953.

"Contract No. 3825, with Trowbridge & Flynn Electric Co. for installing Twelfth Street Connection Traffic Lights on the Pacific Highway East in Marion County, completed May 15, 1953.

"Contract No. 3845, with Barney B. Helser for furnishing crushed rock in stockpiles on the Enterprise Section of the Wallowa Lake and Enterprise-Lewiston Highways in Wallowa County, completed July 10, 1953.

"Contract No. 3852, with Johnston & Bryant for constructing the Lyle Ferry Road Undercrossing on the Columbia River Highway in Wasco County, completed June 29, 1953.

"Contract No. 3862, with George Anderson for Astoria Traffic Installation (9th Street-14th Street Section) on the Oregon Coast Highway in Clatsop County, completed July 21, 1953.

EXHIBIT "I" (cont.)

"Contract No. 3863, with J. C. Compton Co. for reoiling on ten State Highways in seven counties, completed July 1, 1953.

"Contract No. 3864, with Stanton W. Payne for grading and surfacing on the Lower Fourmile Road Junction Section of the Oregon Coast Highway in Coos County, completed July 25, 1953.

"Contract No. 3869, with Warren Northwest, Inc., for grading and paving on the Mt. Angel Section of the Hillsboro-Silverton Highway in Marion County, completed July 25, 1953.

"Contract No. 3873, with Rogers Construction, Inc., for furnishing crushed rock in stockpiles on the Mitchell-Willow Creek Section of the Ochoco Highway in Wheeler County, completed June 27, 1953.

"Contract No. 3887, with Warren Northwest, Inc., for grading and paving on the Canby (S. 4th Avenue) Section in Clackamas County, completed June 24, 1953.

"Contract No. 3888, with Warren Northwest, Inc., for grading and paving on the Hubbard ("D" Street) Section in Marion County, completed June 22, 1953.

"Contract No. 3890, with Trowbridge & Flynn Electric Co. for Traffic Signal Installation in Coos Bay on the Empire-Coos Bay Highway in Coos County, completed June 30, 1953.

"Contract No. 3894, with San Jose Steel Co., Inc., for fencing on the Veterans Administration (Roseburg) Fencing Project of the Pacific Highway in Douglas County, completed June 25, 1953.

"Contract No. 3900, with Porter W. Yett for paving East Broadway Avenue in the City of Beaverton in Washington County, completed July 17, 1953.

"Contract No. 3911, with J. C. Compton Company for furnishing crushed materials in stockpiles on the Azalea-Jumpoff Joe Section of the ~~Oregon Coast~~ Pacific Highway, completed July 28, 1953.

"Contract No. 3919, with Oregon Asphaltic Paving Co. for grading and paving Sandy Heights Road Section in the City of Sandy in Clackamas County, completed July 28, 1953.

"Contract No. 3942, with Western Golf Course Supply Co. for installing an irrigation system on the Reedsport Junction Section of the Oregon Coast Highway in Douglas County, completed July 8, 1953.

"Contract No. 3943, with Russell Olson Construction Company for bituminous macadam surfacing on the Long Creek (East Main Street) City Street Section in Grant County, completed July 30, 1953.

(cont.)

EXHIBIT "I" (cont.)

"Contract No. 3954, with Parker-Schram Company for paving on the St. Helens (Columbia Blvd. and South First Street) Section in Columbia County, completed July 16, 1953.

"Contract No. 3988, with J. C. Compton Co. for oil mat surfacing on the Kingston-Scio and Oak Creek-Plainview Sections of the Scio-Stayton County Road and the Lebanon-Brownsville County Road in Linn County, completed July 23, 1953.

"Contract No. 3994, with Babler Bros., Inc., for oil mat surfacing on the Forest Boundary-Lapine Junction Section of the Burgess County Road in Deschutes County, completed July 21, 1953."

THEREFORE, BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "J"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the Hermiston Secondary Highway, State Highway No. 333, is a state highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, under the provisions of Section 12, Chapter 405, Oregon Laws 1951, as amended by Section 9, Chapter 691, Oregon Laws 1953, the State Highway Commission is authorized to impose limits as to any gross weight or any dimension of a vehicle or combination of vehicles, and to impose any other restrictions that in the judgment of the Commission are necessary to protect any highway or section thereof from being unduly damaged; and

WHEREAS, said Hermiston Secondary Highway crosses the Umatilla River by a bridge structure located at mile post 11.84 of said highway, which said bridge structure constitutes and is a part of the Hermiston Secondary Highway, State Highway No. 333; and

WHEREAS, studies and investigations conducted by the State Highway Engineer indicate that said bridge is in such condition as to be incapable of safely sustaining or supporting vehicles or combinations of vehicles having the full gross weight authorized by law;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That in the judgment of this Commission it is necessary to impose reduced load limits upon the bridge across the Umatilla River located at mile post 11.84 of the Hermiston Secondary Highway, State Highway No. 333, in order to protect said bridge from being unduly damaged.

2. That the maximum gross weight of any vehicle or combination of vehicles, including load thereon, which shall be permitted to go upon said bridge shall not exceed 40,000 pounds or 20 tons.

3. That the State Highway Engineer be and hereby is directed to erect and maintain a sign in a conspicuous place and manner at each end of said bridge structure, giving notice of the reduced load limit imposed by this resolution.

4. That the reduced load limit imposed by this resolution be in full force and effect from 3:00 P. M., August 6, 1953, until rescinded, modified, or revoked by official action of this Commission.

5. That a duly certified copy of this resolution be furnished to the Secretary of State, the Superintendent of State Police, and the County Court of Umatilla County.

(cont.)

EXHIBIT "J" (cont.)

6. That this resolution be entered in the minutes and records of this Commission as of the 6th day of August, 1953.

EXHIBIT "K"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, on the 25th day of June, 1953, the Commission adopted a resolution reducing the maximum load limits on various state highways; and

WHEREAS, subsequent to the effective dates shown in said resolution, conditions have changed so that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolution.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing permissible load limits as set forth in said resolution of June 25, 1953, on various state highways and sections of highways, to wit:

Name of Highway and	No.	County	Section Restriction Removed	Date Lifted 1953
Crater Lake Secondary	232	Douglas	M.P. 0.0 to M.P. 5.29 (Entire length)	June 29 9:00 a.m.
West Diamond Lake Secondary	233	Douglas	M.P. 8.0 to M.P. 23.89	June 29 9:00 a.m.
East Diamond Lake Secondary	425	Douglas & Klamath	M.P. 0.0 to M.P. 14.72 (Entire length)	June 29 9:00 a.m.
Rome-Princeton Secondary	442	Harney & Malheur	M.P. 8.2 to M.P. 29.4 (8.2 mi.E. of Diamond Valley Hwy. Jct. to Road to Follyfarm)	July 16 9:00 a.m.

be and the same hereby is rescinded and cancelled insofar as it pertains to the highways and sections of highways listed hereinabove, and the maximum load limit permissible on such highways subsequent to the dates shown shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and a like copy to the Superintendent of the Department of State Police for his information.

Dated this 6th day of August, 1953.

August 6, 1953

EXHIBIT "L-1"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws, 1953, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of sub-section (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: HOOD RIVER SECONDARY HIGHWAY

Highway number: 281 Route number

Location of Termini		Established Speed
M.P. 0.76 (South City Limits of Hood River	to M.P. 1.66 (at Martin's Country Market)	40 M. P. H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

(cont.)

EXHIBIT "L-1" (cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 6th day of August, 1953.

EXHIBIT "L-2"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws, 1953, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of sub-section (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: COLUMBIA RIVER HIGHWAY

Highway number 2 Route number US 30

Location of Termini			Established Speed
M.P. 116.14 (0.14 mile west of road to Wasco)	to	M.P. 116.46 (0.18 mile east of road to Wasco)	45 M. P. H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

(cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 6th day of August, 1953.

EXHIBIT "L-3"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws, 1953, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of sub-section (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OLD OREGON TRAIL

Highway number 6 Route number US 30

Location of Termini			Established Speed
M.P. 261.71 (approx. ½ mile N. of Meacham Postoffice)	to	M.P. 262.58 (approx. 0.37 mile S. of Meacham Postoffice)	40 M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

(cont.)

EXHIBIT "L-3" (cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 6th day of August, 1953.

EXHIBIT "L-4"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws, 1953, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of sub-section (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number 9 Route number US 101

Location of Termini		Established Speed
M.P. 200.52 (Jct. with to Hecata Beach Road)	M.P. 202.78 (opposite Hwy Maintenance Building)	45 M. P.H.
M.P. 202.78	M. P. 203.56 (N. city limits of Florence)	35 M. P. H.

(cont.)

EXHIBIT "L-4" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 6th day of August, 1953.

EXHIBIT "M"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the State Highway Commission has found it necessary and desirable to relocate that certain section of the Columbia River Highway, State Highway No. 2, known as the Hood River-Mosier Section in Hood River County, which begins at State Highway Engineer's Station 1080+00 of the relocated highway and ends at State Highway Engineer's Station 1485+00 of the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway certain portions or units of the old highway as hereinafter set forth have been eliminated from the boundaries of the relocated highway and are no longer needed for State highway purposes; and

WHEREAS, this Commission entered into an agreement with Hood River County on April 16, 1952, wherein it was agreed that complete jurisdiction and control over two units of the old highway therein and herein referred to as Units "B" and "C" would pass to and vest in the said County at such time as the said relocated section was completed and opened to public travel; and

WHEREAS, the said agreement provided further that a certain unit or portion of the old highway therein and herein referred to as Unit "A" would be retained by this Commission and would be made a part of the Mt. Hood Highway upon the completion of the said relocated section and the opening of the same to public travel; and

WHEREAS, the said relocated section is now open to public travel and the said Units "B" and "C" are no longer used or needed for highway purposes; and

WHEREAS, although the said relocated section is not as yet fully completed the same is open to public travel and vehicular traffic is presently moving thereover; and

WHEREAS, the County Court of Hood River County has requested that the jurisdiction and control over said Units "B" and "C" shall vest immediately in the County rather than at such time as the relocated section is fully completed; and

WHEREAS, this Commission is desirous of complying with the said request of County and to that end this resolution is being adopted so as to vest complete jurisdiction and control over said Units "B" and "C" in Hood River County as of the date of this resolution; and

WHEREAS, it is the purpose of this Commission to take official action and impress upon its records the disposition made of the said portions or units

(cont.)

of the right of way of said highway affected by reason of the said relocation.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Columbia River Highway, State Secondary Highway No. 2, located in Hood River County and known as the Hood River-Mosier Section, which begins at State Highway Engineer's Station 1080+00 of the relocated highway and ends at State Highway Engineer's Station 1485+00 of the relocated highway, is now open to public travel.

2. That the portion or unit of the old right of way which by reason of the relocation of the said highway and which is identified herein as Unit "A" is located as shown colored in purple on the print attached hereto, marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:

Unit "A"

Beginning at Highway Engineer's Station 1092+60 of the new route of the Columbia River Highway No. 2 in the Northwest quarter of the Southeast quarter of Section 27, Township 3 North, Range 10 East, W. M., and running thence easterly along the old highway to the intersection of the old highway and the Mt. Hood Highway No. 26 at Highway Engineer's Station 1143+88.9 of the Mt. Hood Highway Survey in the Northeast quarter of the Northeast quarter of Section 36, Township 3 North, Range 10 East, W. M. *

3. That pursuant to the terms of the aforesaid agreement, as modified, Unit "A" is hereby declared to no longer be a part of the Columbia River Highway and is hereby designated and made a part of the Mt. Hood Highway, State Highway No. 26, and shall be posted and maintained as such by the State Highway Department.

4. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the old right of way and which is identified herein as Unit "B" is located as shown colored in red on the said Exhibit "A". The location of Unit "B" is more particularly described as follows:

Unit "B"

Beginning at the intersection of the Mt. Hood Highway with the old highway in the Northeast quarter of the Northeast quarter of Section 36, Township 3 North, Range 10 East, W. M., thence easterly via the former route of the Columbia River Highway to the east line of Section 31, Township 3 North, Range 11 East, W. M. *

EXHIBIT "M" (cont.)

5. That pursuant to the terms of the said agreement, as modified, Unit "B" is hereby declared to be no longer a part of the Columbia River Highway and the same hereby vests under and within the jurisdiction and control of the County Court of Hood River County, and all right, title and interest which the State has in Unit "B" hereby passes and vests in the said County Court and hereafter the same shall be maintained by the said County Court as a county road.

6. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the old right of way and which is identified herein as Unit "C" is located as shown colored in brown on said Exhibit "A". The location of Unit "C" is more particularly described as follows:

Unit "C"

Beginning at the intersection of the old route of the Columbia River Highway and the west line of Section 32, Township 3 North, Range 11 East, W. M., and running thence easterly via the former route of the Columbia River Highway to the east line of Hood River County on the line between Sections 3 and 4, Township 2 North, Range 11 East, W. M.*

7. That pursuant to the terms of the said agreement, as modified, Unit "C" is hereby declared to be no longer a part of the Columbia River Highway and the same hereby vests under and within the jurisdiction and control of the County Court of Hood River County for such public use as the said County may determine and all right, title and interest which the State has in Unit "C" hereby passes and vests in the said County Court.

8. That pursuant to the terms of the said agreement all the wayside areas shown colored in orange on said Exhibit "A" shall be abandoned or conveyed as the case may be, to the County Court of Hood River County for such public uses as the said Court may determine. It is understood that the State shall execute all of the necessary instruments to convey the said wayside areas to the County Court and that the County Court shall accept the same and thereafter use said properties for public purposes. With respect to said wayside areas this Commission hereby declares that the same are not needed or required for any highway purposes or uses and that the jurisdiction and control thereover shall pass to and vest within the said County Court. *

9. That the area shown colored in green on said Exhibit "A" includes right of way acquired for the relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A"

(cont.)

EXHIBIT "M" (cont.)

shall be retained and held by the State. *

10. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

11. That this resolution shall be entered in the minutes and records of the Commission on this 6th day of August, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Hood River.

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* The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 256, under the heading "Abandonment and Retention Resolutions", and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, the Wilson River Highway is one of the major state primary highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, the Tillamook County Fairgrounds adjoin the Wilson River Highway on the southerly side of said highway a short distance east of the City of Tillamook, and a hazardous condition is created at said location by reason of vehicles being parked on either shoulder of said Wilson River Highway during the progress of the Tillamook County Fair; and

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and at the same time permit the parking of vehicles on the shoulders of the highway pavement; and

WHEREAS, in the opinion of the Commission, public welfare and public safety require that parking should be prohibited within said area, during the time that the County Fair is in progress,

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation by members of its staff, that the parking of vehicles on either side of the Wilson River Highway between Mile Post 1.48, one mile east of the east city limits of the City of Tillamook, and Mile Post 2.14 at the county road intersection near the State Highway Department Scale House, creates a hazard not only to highway traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited during the period of August 8th to 15th, 1953, immediately preceding and during the progress of the Tillamook County Fair.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the

(cont.)

EXHIBIT "N" (cont.)

action of the Highway Commission as herein declared, on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Tillamook County Court and a like copy to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 6th day of August, 1953.

EXHIBIT "O"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, under the provisions of Section 12, Chapter 405, Oregon Laws 1951, as amended by Section 6, Chapter 691, Oregon Laws 1953, the State Highway Commission is authorized to grant written revocable permits for the operation for a period not exceeding one year over State highways of vehicles having a height in excess of twelve and one-half feet but not in excess of thirteen and one-half feet under terms and conditions set forth in said statute; and

WHEREAS, it is the judgment and opinion of this Commission that the granting of permits for the operation of vehicles and combinations of vehicles of a height not exceeding thirteen and one-half feet over certain state highways and sections of highways, subject to terms and conditions set forth hereinafter, will not endanger the traveling public or highways or highway structures; and

WHEREAS, in the judgment and opinion of this Commission the adoption of a standard form of permit for the operation of vehicles or combinations of vehicles having a height not in excess of thirteen and one-half feet, which standard form of permit incorporates adequate regulations of the Commission for the protection of highways, highway structures, and the traveling public, and does not require the signature of the Commission, would facilitate the issuance of such permits with less delay to the applicant and with less cost and inconvenience to the State;

NOW, THEREFORE, BE IT RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That subject to such action as the Commission may hereafter deem to be in the public interest, the issuance of permits for the operation of vehicles or combinations of vehicles having a height in excess of twelve and one-half feet but not in excess of thirteen and one-half feet, pursuant to the provisions of Section 12, Chapter 405, Oregon Laws 1951, as amended by Section 6, Chapter 691, Oregon Laws 1953, hereby is authorized on the form of permit which is attached hereto and is hereby approved and adopted by this Commission.

2. The State Highway Engineer is directed to determine the highways or sections of highways upon which there is any overhead structure or other obstruction having a vertical clearance less than fourteen feet above any point on the roadway surface if the effective roadway width is less than twenty feet, or within ten feet from the center line of the highway if the effective roadway width is more than twenty feet. A list of such highways or sections of highways shall be attached to each permit issued pursuant to this resolution. No such permit shall be issued or valid for the operation of any vehicle or combinations

(cont.)

EXHIBIT "O" (cont.)

of vehicles having a height in excess of twelve and one-half feet over any highway or section of highway set forth on said list.

3. That permits on said attached form may be issued for and by the State Highway Commission within the meaning, purpose and intent of Section 12, Chapter 405, Oregon Laws 1951, as amended by Section 6, Chapter 691, Oregon Laws 1953, and shall be valid when bearing the facsimile signature of R. H. Baldock, State Highway Engineer, and signed by any one of the following designated persons:

State Highway Engineer
First Assistant State Highway Engineer
Second Assistant State Highway Engineer
Director of Permits
Transportation Permit Supervisor

provided that in case of emercengy, permits upon said form may be issued from field offices, but only when the issuance of such permit has first been approved by the Director of Permits or by the Transportation Permit Supervisor. Any permit issued from a field office shall be valid when bearing the facsimile signature of R. H. Baldock, State Highway Engineer, and signed by any person designated by the Director of Permits as being duly authorized to issue permits in accordance with the resolution of this Commission adopted on July 11, 1952.

4. All permits issued pursuant to this resolution shall be valid for a period of one year from the date of issuance; provided, however, that any permit issued pursuant to this resolution may be revoked by this Commission, if such action is deemed necessary in the public interest.

5. That no permit shall be issued pursuant to this resolution for the operation of any vehicle or combination of vehicles engaged in transporting lumber, baled hay or logs, except that permits may be issued for the operation of a vehicle or combination of vehicles engaged in the transportation of one log loads only.

6. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by resolution or order entered in the minutes and records of the Commission.

7. That this resolution be entered in the minutes and records of the Commission as of the 6th day of August, 1953, and that the original of this resolution be filed in the office of the State Highway Commission, and that a copy thereof be furnished to each the Secretary of State, Public Utilities Commissioner, and the Superintendent of State Police.

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m No. E-347 8-53

OREGON

STATE HIGHWAY DEPARTMENT

....., Oregon, ..., 19.....

TRANSPORTATION PERMIT (TEMPORARY) FOR CONTINUOUS OPERATION OF OVERHEIGHT VEHICLES

THIS COPY FOR	
P.U.C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

Under authority of Chapter 405, Oregon Laws 1951, as amended by Section 6, Chapter 1, Oregon Laws 1953, the above-named permittee is hereby authorized to operate the truck or truck-tractor entified herein, or a combination of vehicles employing the truck or truck-tractor identified herein, ving an overall height, including load thereon, in excess of 12 feet 6 inches but not in excess of 13 et 6 inches, over all State highways except those highways or sections of highways indicated on the re- rse hereof.

DESCRIPTION OF HAULING EQUIPMENT

KE OF TRUCK OR TRACTOR MOTOR NO. FIRM NO.

1. This permit is issued for and authorizes the operation of the following equipment only:

Vehicles designed for and engaged exclusively in transporting motor vehicles

Vehicles having closed van type bodies with permanent solid sides and roof

Vehicles transporting loads consisting of a single log

2. The posting of any highway or structure to reduced limits of height shall be to that extent a modifi- tion of the height allowed under this permit. The provisions of this permit do not relieve the owner or driver of y vehicle or combination of vehicles from the exercise of due care in determining that sufficient vertical clearance provided upon the highways and streets where the vehicle or combination of vehicles is being operated.

3. The owner and driver or chauffeur of any vehicle or combination of vehicles described above using the ghways or bridges of this State in violation of any of the provisions of this permit shall be jointly and severally ble to the State for all damage done to a highway or bridge as a result of the violation.

4. This permit is authority only for the operation of vehicles or combinations of vehicles having a ght in excess of 12 feet 6 inches but not in excess of 13 feet 6 inches, and any vehicle or combination of vehicles erated under authority of this permit must comply with the requirements of Chapter 405, Oregon Laws 1951, as amended Chapter 691, Oregon Laws 1953, or permits issued pursuant thereto, with respect to size, weight, description, type f construction, etc. All equipment operating under authority of this permit shall be properly licensed, shall carry roper Oregon P.U.C. authorization, and except as modified by this or any other valid transportation permit, shall con- orm with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

5. This permit must be carried at all times in the cab of the truck or truck-tractor, as the case may be, nd shall be available for inspection by any police officer or representative of the State Highway Department or the ublic Utilities Commissioner.

6. This permit is of a temporary nature only and will expire on _____, provided hat at any time prior thereto this permit may be cancelled by the State Highway Commission for violation of any of the erms and conditions of this permit, or when, in the judgment of the Highway Commission, public interest requires can- ellation of this permit.

THIS PERMIT NOT VALID FOR MOVEMENT OF ANY VEHICLE WHEN OPERATING UNDER A FORM E-250 PERMIT ISSUED PURSUANT TO SECTION 13, CHAPTER 405, OREGON LAWS 1951.

OREGON STATE HIGHWAY COMMISSION

R. H. Baldock

By R. H. BALDOCK, State Highway Engineer

Countersigned by.....

Title.....

Hwy. No.	Name		Route
2	Columbia River	Jct. US197 near The Dalles to Jct. US97 at Biggs	US30
		West Linn to Oregon City	ORE43
3	Oswego	Nyssa to Idaho State Line	US26-20
6	Old Oregon Trail	Jct. with US97, Wall St. to E. 1st St. in Bend	US20
7	Central Oregon	Jct. with US395 east of Burns to Vale	US20
7	Central Oregon	Pendleton to Milton	ORE11
8	Oregon-Washington	Cannon Beach Jct. to Wheeler	US101
9	Oregon Coast	Robinette to Idaho State Line	- -
12	Baker-Homestead	Hood River to Jct. Odell Sec. Hwy.	ORE35
26	Mt. Hood	Cold Springs to Jct. with US730	- -
36	Pendleton-Cold Springs	Biggs Jct. to Jct. with US197 near Shaniko	US97
42	Sherman	Troutdale to Dodson	US30
125	Crown Point	Dayton to Jct. with US99W	ORE221
152	Three Mile Lane	Oregon City 14th St. connection between US99E and ORE213	ORE213
160	Cascade	Molalla to Colton	ORE211
161	Woodburn-Estacada	Lake Road Undercrossing in Milwaukie	- -
171	Clackamas	Jct. with US20 west of Eddyville to Nortons	- -
180	Eddyville-Blodgett	Toledo to Siletz	ORE229
181	Siletz	Dallas to Jct. with US20 at Wren	ORE223
191	Kings Valley	Deadwood to Paris	- -
201	Alsea-Deadwood	Crabtree to Scio	ORE226
211	Albany-Lyons	Brownsville to Crawfordsville	ORE228
212	Halsey-Sweet Home	Richardson to Elmira	- -
220	Richardson-Eugene	Jct. with US126 to Jct. with US99 north of Goshen	- -
225	McVeigh Sec.	Grants Pass to Wilderville	- -
260	Rogue River Loop	Tygh Valley to Grass Valley	ORE216
290	Sherars Bridge	Entire Length	ORE218
291	Shaniko-Fossil	Wasco to Condon	ORE206
300	Wasco-Heppner	Hermiston to Jct. with US30 at Buck's Corner	ORE207
333	Hermiston Sec.	Entire Length	ORE207
390	Service Creek-Mitchell	Adrian to Idaho State Line	- -
452	Adrian-Parma		

EXHIBIT "P-1"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway, to be known as Unit No. 4 of the T. H. Banfield Expressway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

WHEREAS, the Commission by resolution of April 8, 1953 declared the need and necessity of the following described real property for right of way purposes for the proper establishment, construction improvement and maintenance of Unit No. 4 of the T. H. Banfield Expressway as a throughway, and in connection therewith, the construction and maintenance of approach or connecting roads between the said T. H. Banfield Expressway and N. E. 82nd Avenue, also known as Secondary State Highway No. 160, and

WHEREAS, the Commission has made a further investigation of the need for the said property and it is the judgment of the Commission that the said real property is needed not only for right of way purposes, but for the additional

(cont.)

EXHIBIT "P-1" (cont.)

purpose of maintaining an unobstructed view of the said, T. H. Banfield Expresway and the approach or connecting roads thereto so as to provide for the safety of the traveling public.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes and for the maintenance of an unobstructed view so as to provide for the safety of the traveling public, for the proper establishment, construction, improvement and maintenance of Unit No. 4 of the T. H. Banfield Expressway as a throughway, and in connection therewith, the construction and maintenance of approach or connecting roads between the said T. H. Banfield Expressway and N. E. 82nd Avenue, also known as Secondary State Highway No. 160, the following described real property in fee simple, to wit:

R 2008
Owner: Elnora A. Ruef

A parcel of land being all of Lots 3, 4, 41 and 42, Block 9, Lee Bow Park Addition, City of Portland, County of Multnomah, State of Oregon, except that part of said lots lying in N. E. 82nd Avenue, and also excepting that part of said Lots 3 and 4 conveyed to the State of Oregon, by and through its State Highway Commission, by deed dated August 4, 1949, recorded in Book 1352, Page 441, Multnomah County Record of Deeds.

The parcel of land to which this description applies contains 8,568 square feet.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests

EXHIBIT "P-1" (cont.)

of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minites and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-2"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to, or any interest in, any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has adopted a survey of a route and has designated said route as a state highway, to be known as the Divide-Rice Hill Section of the Pacific Highway, and has ordered and declared that said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Commission by a resolution made and entered in its records on the 21st day of January, 1953, declared the necessity and need for the acquisition of certain parcels of land lying in the South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10, and in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, and owned by LeRoy Lumber Company, et al, for right of way purposes, for the proper establishing, relocating, constructing, improving and maintaining the said Divide-Rice Hill Section of the Pacific Highway, and in addition, for state park purposes, and authorized the acquisition of the said parcels of land in the manner provided by law, and it now is the opinion of the Commission that it is no longer necessary to acquire all of the right of way that had been declared to be necessary in the said resolution of January 21, 1953, nor the real property set forth in said resolution for state park purposes, and it is, therefore, the opinion of the Commission that the said resolution of January 21, 1953, should be revised; and

WHEREAS, for the purpose of establishing, relocating, constructing, improving and maintaining the said Pacific Highway as a throughway, to the end that

(cont.)

human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of January 2., 1953, declaring the necessity for the acquisition of certain parcels of land lying in the South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10, and in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, and owned by LeRoy Lumber Company, et al, be, and the same hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Divide-Rice Hill Section of the Pacific Highway as a throughway, the following described real property in fee simple, to wit:

L 1815
Owner: LeRoy Lumber Company, et al

A parcel of land lying in the South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10, and in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, the said parcel being that portion of said South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10 and the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16 included in a strip of land of variable width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 18+04.30, said Station being 478.83 feet North and 978.89 feet East of the Southeast corner of said Section 10; thence on a 1909.86 foot radius curve right (the long chord of which bears South 88° 42' 30" West) 1389.44 feet; thence on a spiral curve right (the long chord of which bears North 65° 27' West) 500 feet; thence North 62° 57' West 2.5 feet; thence on a spiral curve left (the long chord of which bears North 66° 17' West) 400 feet; thence on a 1145.91 foot radius curve left (the long chord of which bears North

(cont.)

EXHIBIT "P-2" (cont.)

76° 59' 30" West) 161.67 feet; thence on a spiral curve left (the long chord of which bears North 87° 42' West) 400 feet; thence South 88° 58' West) 1373.04 feet; thence on a spiral curve left (the long chord of which bears South 86° 18' West) 400 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears South 74° 47' 45" West) 308.54 feet; thence on a spiral curve left (the long chord of which bears South 63° 17' 30" West) 400 feet; thence South 60° 37' 30" West 4.63 feet; thence on a spiral curve right (the long chord of which bears South 63° 07' 30" West) 500 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 76° 26' 30" West) 554.44 feet; thence on a spiral curve right (the long chord of which bears South 89° 45' 30" West) 500 feet; thence North 87° 44' 30" West 285.83 feet; thence on a spiral curve left (the long chord of which bears South 88° 55' 30" West) 500 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears South 70° 58' 15" West) 564.38 feet; thence on a spiral curve left (the long chord of which bears South 53° 01' West) 500 feet; thence South 49° 41' West 1239.74 feet to Station 117+88.51, said center line crossing the East line of said South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10 and the West line of said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16 approximately at Stations 27+92 and 112+75, respectively.

Except that part of said strip of land lying within a tract of land in the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 10 as deeded to Frank J. Medine, recorded in Book 99, Page 374, of Douglas County Deed Records. Also excepting that part of said strip of land lying within a tract of land in the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 10 as deeded to Pass Creek Development Company, recorded in Book 189, Page 367, of Douglas County Deed Records.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
22+00	28+00	150 feet	Variable to railroad right of way
28+00	29+50	150 feet on a straight line to 250 feet	"
29+50	36+96.24	250 feet	"

(cont.)

EXHIBIT "P-2" (cont.)

36+96.24	43+00	300 feet	Variable to railroad right of way
43+00	52+00	Taper on a straight line from 300 feet at Station 43+00 to the Southeast corner of the Pass Creek Development Co. tract, deed recorded in Book 189, Page 367; thence along the Southerly line of said Pass Creek Development tract to a point opposite Station 52+00	"
52+00	66+50	150 feet	"
66+50	68+00	150 feet on a straight line to 250 feet	"
68+00	69+00	250 feet	"
69+00	70+00	250 feet on a straight line to 150 feet	"
70+00	80+50	150 feet	"
80+50	84+00	200 feet	"
84+00	100+00	150 feet	"
100+00	101+00	150 feet on a straight line to 230 feet	"
101+00	109+50	230 feet	"
109+50	111+35	230 feet on a straight line to 180 feet	"
111+35	116+00	180 feet	"

This parcel consists of two parts, one in said Section 10 and the other in said Section 16.

The bearings used herein are based upon the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 55.12 acres, of which 8.73 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 46.39 acres lie outside of the existing right of way.

3. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

(cont.)

EXHIBIT "P-2" (cont.)

a. A right of access to the relocated Pacific Highway of a width of 25 feet on the North side of the said relocated highway, opposite Highway Engineer's center line Station 45+25, for private access only.

b. A right of access to the relocated Pacific Highway of a width of 25 feet on the North side of the said relocated highway, opposite Highway Engineer's center line Station 69+90, for private access only.

c. A right of access to the relocated Pacific Highway of a width of 25 feet on the South side of the said relocated highway, opposite Highway Engineer's center line Station 56+75, for private access only.

d. A right of access to the relocated Pacific Highway of a width of 25 feet on the South side of the said relocated highway, opposite Highway Engineer's center line Station 92+75, for private access only.

e. A right of access to the relocated Pacific Highway of a width of 25 feet on the South side of the said relocated highway, opposite Highway Engineer's center line Station 113+50, for private access only.

f. An unrestricted right of access to the relocated Pacific Highway of a width of 25 feet on the South side of the said relocated highway, opposite Highway Engineer's center line Station 79+00.

g. A right of access to the relocated Pacific Highway of a width of 25 feet on the South side of the said relocated highway at a point where the present State quarry haul road intersects with the Southerly right of way line of the relocated Pacific Highway in Section 11, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, approximately opposite Highway Engineer's center line Station 22+00, together with an easement 25 feet in width for roadway purposes in the most appropriate location across real property owned by the State of Oregon in said Section 11, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, the Westerly terminus for said easement to be located on the owners' remaining real property in Section 10, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, and the Easterly terminus to be located on the State quarry haul road in said Section 11, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said accesses to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said accesses from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State shall have the power to close and barricade said accesses for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time at its sole cost a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway and the easement for roadway across the real property owned by the State of Oregon and described in subsection "G" above, that are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the said frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road or roads shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury of damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

EXHIBIT "P-2" (cont.)

7. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-3"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establush, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct, improve and maintain the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "P-3" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper establishment, construction, improvement and maintenance of the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway as a throughway, the following described real property in fee simple, to wit:

R 20358
Owner: Oscar E. Ferguson, et al

Parcel No. 1:

A parcel of land lying in Lots 10, 15 and 16, Kennedy Acres, situated in the Patrick M. Gleeson Donation Land Claim No. 75, also lying in Section 6, Township 5 South, Range 1 West, and Section 1, Township 5 South, Range 2 West, W. M., Marion County, Oregon, the said parcel being that portion of said Lots 10, 15 and 16 included in a strip of land 274 feet in width, 174 feet on the Northwesterly side and 100 feet on the Southeasterly side of the center line of the Portland-Salem Expressway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 1106+42.58, said Station being 665.85 feet South and 2189.89 feet East of the Northwest corner of said Patrick M. Gleeson Donation Land Claim; thence South 37° 28' West 1357.42 feet to Engineer's center line Station 1120+00; said center line crosses the Northerly line of said Lot 10 and the Southerly line of said Lot 16 approximately at Engineer's center line Stations 1110+00 and 1119+14, respectively.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 5.25 acres, of which 0.12 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 5.13 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Hayesville Junction-Wilsonville Junction Section of the Portland-Salem

EXHIBIT "P-3" (cont.)

Expressway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. The State Highway Commission has further found that due to the acquisition of the real property hereinabove described as Parcel No. 1, the denial of access thereto, and the deprivation of all means of access from a part of the remainder of the owners' real property, which part lies immediately east of the real property hereinabove described as Parcel No. 1, and is described below as Parcel No. 2, to any public highway and to the rest of the remainder of the owners' real property described below as Parcel No. 3, it is in the best interests of the property owners, as well as to the best interest of the State of Oregon, for the State to acquire fee simple title to the owners' entire tract of real property, which said tract includes that portion thereof hereinabove described as Parcel No. 1, and the real property described as follows, to wit:

Parcel No. 2:

A parcel of land lying in Lots 10, 15 and 16, Kennedy Acres, situated in the Patrick M. Gleeson Donation Land Claim No. 75, also lying in Section 6, Township 5 South, Range 1 West, and Section 1, Township 5 South, Range 2 West, W. M., Marion County, Oregon, the said parcel being described as follows:

That portion of said Lots 10, 15 and 16 lying Southeasterly of a line which is parallel to and 100 feet Southeasterly of the located center line of the Portland-Salem Expressway, containing 6.04 acres, more or less.

Parcel No. 3:

A parcel of land lying in Lots 10 and 15, Kennedy Acres, situated in the Patrick M. Gleeson Donation Land Claim No. 75, also lying in Section 6, Township 5 South, Range 1 West, and Section 1, Township 5 South, Range 2 West, W. M., Marion County, Oregon, the said parcel being that portion of said Lots 10 and 15 lying Northwesterly of a line which is parallel to and 174 feet Northwesterly of the located center line of the Portland-Salem Expressway, containing 1.75 acres outside of the existing right of way.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission will be most compatible with the greatest public good and the least private injury of damage.

EXHIBIT "P-3" (cont.)

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners,

7. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-4"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Willamette Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Deception Creek-Oakridge Section of the Willamette Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proposed widening, improvement and maintenance of the Deception Creek-Oakridge Section of the Willamette Highway, the following described real property in fee simple, to wit:

R 20574
Owner: Frank H. Kincaid, et ux

A parcel of land lying in the North half ($N\frac{1}{2}$) of Section 17, Township 21 South, Range 3 East, W. M., Lane County, Oregon, the said parcel being a strip of land extending from the East line of Middle Fork as platted and recorded to a line at right angles to the center line of the existing Willamette Highway at Station 1171+00, said strip of land being 60 feet in width, lying on the Northerly side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 1166+00, said Station being 152.98 feet North and 2495.78 feet East of the West quarter ($W\frac{1}{4}$) corner of said Section 17; thence South 80° 56' East 183.55 feet; thence on a 11459.16 foot

(cont.)

2716.1

EXHIBIT "P-4" (cont.)

radius curve left (the long chord of which bears South 81° 43' 28" East) 316.45 feet to Station 1171+00.

The parcel of land to which this description applies contains 0.50 acre, of which 0.33 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.17 acre lies outside of the existing right of way.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-5"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct, improve and maintain the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed

(cont.)

EXHIBIT "P-5" (cont.)

and required for right of way purposes, for the proper establishment, construction, improvement and maintenance of the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway as a throughway, the following described real property in fee simple, to wit:

R 20277
Owner: Phillip E. Yergen, et ux

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of Section 35, Township 3 South, Range 1 West, W. M., Clackamas County, Oregon, and being a portion of that property described in that deed to Phillip E. Yergen, recorded in Book 286, Page 233, of Clackamas County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Portland-Salem Expressway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 650+00, said Station being 2189.52 feet North and 2561.99 feet East of the West quarter ($W\frac{1}{4}$) corner of said Section 35; thence South 31° 54' West 3000.00 feet to Engineer's center line Station 680+00. Said center line crosses the Northerly and Southerly lines of said property approximately at Engineer's center line Stations 653+27 and 676+20, respectively.

Said parcel consists of two parts, one of which lies Easterly of the County Road and Northerly of the James E. Langdon property as described in Book 388, Page 383, Clackamas County Deed Records, the second part lying Westerly of said County Road.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
650+00	672+00	174 feet	100 feet
672+00	674+50	Westerly line of county road to 220 feet	100 feet
674+50	677+00	220 feet to 194 feet	100 feet
677+00	678+00	194 feet	100 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 9.52 acres.

(cont.)

EXHIBIT "P-5" (cont.)

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Portland-Salem Expressway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Highway Commission will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-6"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Mosier-The Dalles Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed

(cont.)

EXHIBIT "P-6" (cont.)

and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Mosier-The Dalles Section of the Columbia River Highway, and in connection therewith, the construction of an interchange between the relocated Columbia River Highway and the present existing Columbia River Highway, the following described real property in fee simple, to wit:

R 19190
Owner: Willard Anderson Post No. 2471, V. F. W., et al

A parcel of land lying in Lots 8 and 10 of Section 33, Township 2 North, Range 13 East, W. M., Wasco County, Oregon, and being a portion of that property described in that deed to Willard Anderson Post No. 2471, Veterans of Foreign Wars, recorded in Book 96, Page 50, of Wasco County Records of Deeds, the said parcel being that portion of said property included in a strip of land 150 feet in width on the Southwesterly side of the center line of the by-pass leg of the Columbia River Highway, which center line is described as follows:

Beginning at Engineer's center line Station 2266+67, said Station being 2087 feet South and 2171 feet East of the Northeast corner of the Catholic Mission Donation Land Claim No. 43, said point being the intersection of said by-pass center line with the center of the Old Columbia River Highway, now West Sixth Street; thence South 43° 56' 30" East 791.47 feet to Station 2274+58.47. The Westerly line of said strip of land intersects the Northerly and Easterly lines of said property approximately opposite Stations 2268+16 and 2270+50, respectively.

The bearings used in this description are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 0.23 acre, of which 0.13 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.10 acre lies outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the relocated Columbia River Highway, the said interchange between the relocated Columbia River Highway and the present existing Columbia River Highway, and all of the contiguous real property of the owners remaining after the appropriation of the real property here-

EXHIBIT "P-6" (cont.)

inabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

> Rights of access to a frontage road to be constructed by the State upon the above described real property and West of the main traveled way, said frontage road to be connected to the said main traveled way at a point not a greater distance to the Southeast of the owners' remaining property than a point opposite Highway Engineer's center line Station 2276+00, and to the said main traveled way at a point not a greater distance to the Northwest of the owners' remaining property than a point opposite Highway Engineer's center line Station 2253+00.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury of damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Comission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-7"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase. agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes. for the proper relocation, construction,

(cont.)

EXHIBIT "P-7" (cont.)

improvement and maintenance of the Goshen-Divide Section of the Pacific Highway as a throughway, the following described real property, in fee simple, to wit:

R 20525
Owner: H. W. Rich, et al

A parcel of land lying in the Thomas P. Buoy Donation Land Claim No. 51, also in Section 23, Township 19 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of that property described in that deed to H. W. Rich and Mary L. Rich, recorded in Book 426, Page 22, of Lane County Records of Deeds, the said parcel being that portion of said property included in a strip of land 75 feet in width, lying on the Westerly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 355+08.51, said Station being 983.0 feet South and 2379.7 feet West of the Northeast corner of said Thomas P. Buoy Donation Land Claim No. 51; thence on a spiral curve left (the long chord of which bears South 7° 12' 10" West) 250 feet; thence on an 11,459.16 foot radius curve left (the long chord of which bears South 2° 54' 05" West) 1553.89 feet to Station 373+12.40, the Westerly line of said strip of land crosses the Easterly and South lines of said property approximately opposite Stations 355+90 and 357+88, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.06 acre.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the real property of the defendants remaining after the appropriation of the above described real property.

3. That the highway facility for which the said real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury of damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and

in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-8"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire a gravel pit, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said real property for the acquisition of a gravel pit;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the following described real property is necessary and required for the acquisition of a gravel pit, for the proper construction and maintenance of certain sections of the state highway system, said real property being described as follows, to wit:

R 20502
Owner: S. J. Godard, et al

A parcel of land lying in the George C. Pearce Donation Land Claim No. 45, Township 19 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of that tract of land described in that certain deed to S. J. Godard and Emma J. Godard recorded in Book 272, Pages 341-342, of Lane County Records of Deeds, the said parcel being described as follows:

Beginning at the Southeast corner of said property at a stone marked X lying on the East boundary of said George C. Pearce Donation Land Claim No. 45, said stone being

(cont.)

EXHIBIT "P-8" (cont.)

2056.86 feet South and 41.25 feet East of the most Easterly Southeast corner of the Stephen Martin Donation Land Claim No. 79 in Township 19 South, Range 3 West, W. M.; thence North 1° 48' 50" East along the East line of said property 503.16 feet; thence North 88° 32' 10" West 860.68 feet to the West line of said property; thence South 1° 48' 50" West along said West line 503.16 feet to the Southwest corner of said property; thence South 88° 32' 10" East along the South line of said property 860.68 feet to the point of beginning, containing 9.94 acres.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

2. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-9"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Williams Secondary Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Grants Pass-Murphy Section of the Williams Secondary Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper widening, improvement, and maintenance of the Grants Pass-Murphy Section of the Williams Secondary Highway, the following described real property in fee simple, to wit:

R 19906
Owner: T. E. Gilmore, et ux

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 18, Township 37 South, Range 5 West, W. M., Josephine County, Oregon, the said parcel being a strip of land bounded on the North by the North line of that property described in that deed to T. E. Gilmore and Iva B. Gilmore, recorded in Book 133, Page 207, Josephine County Deed Records; bounded on the South by the South line of that property described in that deed to T. E. Gilmore and Iva B. Gilmore, recorded in Book 126, Page 345, Josephine County Deed Records; bounded on the West by the existing Williams Secondary Highway; and bounded on the East by a line which is parallel to and 40 feet East of the center line of the Williams Secondary Highway as said highway has been relocated, which center line is described as follows:

(cont.)

EXHIBIT "P-9" (cont.)

Beginning at Engineer's center line Station 294+99.27, said Station being 1753.48 feet North and 1275.56 feet West of the Southeast corner of said Section 18; thence South 0° 58' 45' West 399.50 feet; thence on a spiral curve right (the long chord of which bears South 1° 38' 45" West) 400 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 4° 01' West) 207.50 feet; thence on a spiral curve right (the long chord of which bears South 6° 23' 15" West) 400 feet; thence South 7° 03' 15" West 431.83 feet, to Engineer's center line Station 313+38.10.

The Easterly line of said strip of land intersects the Northerly and Southerly lines of said properties approximately opposite Station 305+78 and Station 309+37, respectively.

The parcel of land to which this description applies contains 0.13 acre.

2. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property with respect to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-10"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hauser-North Bend Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has adopted a survey of the said Hauser-North Bend Section of the Oregon Coast Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission by a certain resolution made and entered on its records on the 21st day of April, 1952, declared the necessity for the acquisition of certain parcels of land described therein for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Hauser-North Bend Section of the Oregon Coast Highway, and for the control of access to and from the said highway, and authorized the acquisition of the said parcels of land and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the descriptions of some of the said parcels of land should be changed in the manner provided herein, in order that the amount of real property required be increased; and, therefore, the resolution of April 21, 1952, should be revised to conform with the present needs of the traveling public and to conform with the said change in the descriptions of some of the said parcels of land; and

(cont.)

EXHIBIT "P-10" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welvare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission hereby declares that the resolution made and entered in its records of April 21, 1952, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Hauser-North Bend Section of the Oregon Coast Highway as a throughway, the following described real property in fee simple, to wit:

L-1857
Owner: Tidelands Development Company, et al

Parcel No. 1:

A parcel of land lying in the south one-third (S 1/3) of Tract 3, and Tracts 4, 5, and 6 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said tracts and fractional tracts included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 173+09.86, said Station being 64.4 feet North and 1362.8 feet West of the Northeast corner of said Section 34; thence on a 2291.83 foot radius curve right (the long chord of which bears South 25° 17' 30" East) 234.67 feet; thence on a spiral curve right (the long chord of which bears South 18° 11' 30" East) 500 feet to Station 180+44.53 back equals 179+80.71 ahead; thence South 16° 06' 30" East 219.29 feet to Station 182+00; the Westerly line of said strip of land intersects the North line of said South one-third (S 1/3) of Tract 3 approximately opposite Station 175+11 and the center line of said strip inter-

sects the South line of said Tract 5 approximately at Station 180+85.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
173+09.86	175+44.53	240 feet	120 feet
175+44.53	180+44.53 back equals 179+80.71 ahead	240 feet	180 feet
180+44.53 back equals 179+80.71 ahead	182+00	140 feet	140 feet

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 1.83 acres.

Parcel No. 2:

A parcel of land lying in the East five-eighths (E 5/8) of Tract 22, the West quarter (W$\frac{1}{4}$) of Tract 23, in Tracts 30, 32 and 36, and in the Northwest quarter (NW$\frac{1}{4}$) and the East half (E$\frac{1}{2}$) of Tract 31 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said tracts and fractional tracts included in a strip of land 280 feet in width, 140 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1019.29 feet to Station 190+00; said center line intersects the North line of said Tract 22 approximately at Station 183+17 and the Easterly line of said strip of land intersects the Southwesterly line of said Tract 36 approximately opposite Station 189+76.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

(cont.)

EXHIBIT "P-10" (cont,)

The parcel of land to which this description applies contains 2.25 acres.

Parcel No. 3:

A parcel of land lying in Tracts 174 and 175 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Tracts 174 and 175 lying Easterly of a line parallel to and 140 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1619.29 feet to Station 196+00; said center line intersects the West and South line of said tracts approximately at Stations 189+05 and 194+90, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 2.4 acres.

Parcel No. 4:

The South two-sevenths (S 2/7) of Tract 93 of Silver Point Subdivision No. 1, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Curry County, Oregon.

The parcel of land to which this description applies contains 0.26 acre.

Parcel No. 5:

A parcel of land lying in the West half ($W\frac{1}{2}$) and the Southeast quarter ($SE\frac{1}{4}$) of Tract 94 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said West half ($W\frac{1}{2}$) and Southeast quarter ($SE\frac{1}{4}$) of Tract 94 lying Easterly of a line parallel to and 200 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

EXHIBIT "P-10" (cont,)

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 3719.29 feet to Station 217+00; the Westerly line of said parcel intersects the North line of said West half ($W\frac{1}{2}$) of Tract 94 and the Southerly line of said Southeast quarter ($SE\frac{1}{4}$) of Tract 94 approximately opposite Stations 214+46 and 216+68, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.32 acre.

L 1858
Owner: Coos Bay Oyster Cooperative, et al

A parcel of land lying in Tract 65, Silver Point Subdivison No. 1 Amended, Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Tract 65 included in a strip of land 140 feet in width, lying on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 2619.29 feet to Station 206+00, the Westerly line of said strip of land intersects the North and the East lines of said Tract 65 approximately opposite Stations 203+62 and 205+19, respectively, containing 0.09 acre.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

L 1859
Owner: M. A. Beyer, et al

A parcel of land lying in Tract 177 of Silver Point Subdivision No. 1 Amended, Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Tract 177 included in a strip of land 140 feet in width, lying on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

(cont.)

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1319.29 feet to Station 193+00; the Westerly line of said strip of land intersects the North and the East lines of said Tract 177 approximately opposite Stations 190+92 and 193+15 respectively, containing 0.18 acre.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

L 1860
Owner: Theodore A. Toews, et al

A parcel of land lying in the South half ($S\frac{1}{2}$) of Tract 17 of Silver Point Subdivision No. 1 Amended, Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said South half ($S\frac{1}{2}$) of Tract 17 lying Westerly of a line which is parallel to and 140 feet Easterly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 419.29 feet to Station 184+00; the Easterly line of said parcel intersects the North and the South lines of said South half ($S\frac{1}{2}$) of Tract 17 approximately opposite Stations 182+52 and 183+63, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.39 acre.

L 1861
Owner: John C. Sigloh, et al

A parcel of land lying in Tracts 45, 46, 50, 51 and 53, of Silver Point Subdivision No. 1 Amended, Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said tracts included in a strip of land 280 feet in width, 140 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

(cont.)

2214

EXHIBIT "P-10" (cont.)

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 2219.29 feet to Station 202+00; said center line intersects the Northerly and Southerly lines of said tracts approximately at Stations 196+86 and 199+85, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 2.54 acres.

L 1863
Owner: Walter D. Hickey, et al

A parcel of land lying in Tract 173-A of Silver Point Subdivision No. 1 Amended, Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Tract 173-A lying Easterly of a line which is parallel to and 140 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1719.29 feet to Station 197+00; the Westerly line of said parcel intersects the North and the Southerly lines of said Tract 173-A approximately opposite Stations 194+42 and 196+60, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.49 acre.

L 1860
Owner: Norman Stoll, et al

Parcel No. 1:

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Tract 17, Silver Point Subdivision No. 1 Amended, Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion

(cont.)

of said Northeast quarter (NE¼) of Tract 17 included in a strip of land 140 feet in width, lying on the Easterly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 419.29 feet to Station 184+00; the Easterly line of said strip of land intersects the North and South lines of said Northeast quarter (NE¼) of Tract 17 approximately opposite Stations 181+35 and 182+52, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.052 acre.

Parcel No. 2:

A parcel of land lying in the middle one-third of Tract 3 of Silver Point Subdivision No. 1, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said middle one-third of Tract 3 lying Easterly of a line which is parallel to and 120 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 173+09.86, said Station being 64.4 feet North and 1362.8 feet West of the Northeast corner of said Section 34; thence on a 2291.83 foot radius curve right (the long chord of which bears South 25° 17' 30" East) 234.67 feet to Station 175+44.53; the Westerly line of said parcel intersecting the North and the South lines of said middle one-third of Tract 3 approximately opposite Stations 174+47 and 175+11, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.06 acre.

L 1868
Owner: Florence Jewett, et al

A parcel of land lying in the East three-fourths (E3/4)

(cont.)

of Tract 23, Silver Point Subdivision No. 1, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said East three-fourths (E3/4) of Tract 23 included in a strip of land 140 feet in width, lying on the Easterly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1019.29 feet to Station 190+00. The Easterly line of said strip of land intersects the North and South lines of said East three-fourths (E 3/4) of Tract 23 approximately opposite Stations 183+63 and 185+68, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.23 acre.

L 1848
Owner: Pioneer Trust Company, et al

Parcel No. 1:

A parcel of land lying in Tracts 66, 67, 68, and 69, Silver Point No. 1, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel be ng that portion of said tracts included in a strip of land 280 feet in width, 140 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 3019.29 feet to Engineer's center line Station 210+00, said center line crossing the North line of said Tract 66 and the South line of said Tract 68 approximately at Stations 204+09 and 208+62, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 2.8 acres.

(cont.)

Parcel No. 2:

A parcel of land being the North one-third (N 1/3) of the South three-sevenths (S 3/7) of Tract 93 of Silver Point No. 1, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, containing 0.13 acre.

3. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners which abuts on the said relocated Oregon Coast Highway remaining after the appropriation of the real property hereinabove described.

4. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-11"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Washburn-North Plains Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission all members thereof being present and voting affirmatively, as follows

1 The Commission does hereby find and declare that there is needed and required for right of way purposes, for the establishment, construction and maintenance of the Washburn-North Plains Section of the Wilson River Highway as a throughway, the following described real property in fee simple, to wit:

(cont.)

EXHIBIT "P-11" (cont.)

R 19831
Owner: William L. Moore, et al

A parcel of land lying in the Southeast quarter (SE¼) of Section 35, and the Southwest quarter (SW¼) of Section 36, Township 2 North, Range 4 West, W. M., Washington County, Oregon, and being a portion of that property described in that deed to Charles Windsor Moore and Eva B. Moore, et al, recorded in Book 314, Page 18, of Washington County Records of Deeds, the said parcel being that portion of said property included in a strip of land 190 feet in width, 70 feet on the Northerly side and 120 feet on the Southerly side of the center line of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2520+00, said Station being 1379.37 feet North and 509.14 feet West of the Southeast corner of said Section 35; thence South 86°59' East 552.74 feet; thence on a spiral curve right (the long chord of which bears South 86° 46' 30" East) 250 feet; thence on an 11,459.16 foot radius curve right (the long chord of which bears South 83° 44' 15" East) 1048.33 feet; thence on a spiral curve right (the long chord of which bears South 80° 42' East) 250 feet; thence South 80° 29' 30" East 1500 feet to Engineer's center line Station 2556+01.07, said center line crossing the center line of Dairy Creek and the East line of said Southwest quarter (SW¼) of Section 26 approximately at Stations 2521+73 and 2552+12, respectively.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 6.6 acres.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Wilson River Highway and all of the contiguous real property of the owners remaining after the appropriation of the above described real property, except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

a. A right to cross the Wilson River Highway for farm purposes only, said crossing not to exceed 25 feet in width, at Highway Engineer's center line Station 2542+40; provided, however, that upon the alienation of either of the portions of the property severed by the said Wilson River Highway, resulting in the severed portions of the said property being owned

(cont.)

by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the State Highway Commission shall have the power to close said crossing for all purposes.

b. A right of access to a stock underpass to be constructed of timber, said underpass to be at least 7 feet high and 51 feet wide, under the said Wilson River Highway, at Highway Engineer's center line Station 2540+00.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said real property as to the compensation to be paid for the taking and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5 That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such agreement, stipulation or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-12"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Washburn-North Plains Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed

(cont.)

and required for right of way purposes, for the establishment, construction and maintenance of the Washburn-North Plains Section of the Wilson River Highway, the following described real property in fee simple, to wit:

R 19821
Owner: Margaret M. Parson

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 31, Township 2 North, Range 4 West, W. M., Washington County, Oregon, the said parcel being that portion of said Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) included in a strip of land 160 feet in width, 80 feet on each side of the center line of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2262+29.01, said Station being 440.52 feet West and 742 feet South of the center of said Section 31; thence North 34° 19' East 2102.67 feet, thence on a spiral curve right (the long chord of which bears North 36° 24' East) 500 feet to Station 2288+31.68; said center line crosses the South and North lines of said Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) approximately at Station 2271+28 and Station 2287+15, respectively.

Subject to the railroad right of way heretofore granted to the Gales Creek and Wilson River Railway Company.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 5.77 acres, of which 1.25 acres lie within the existing railroad right of way and 4.52 acres lie outside of the existing railroad right of way.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Wilson River Highway and all of the contiguous real property of the owner remaining after the appropriation of the above described real property; except that there shall be reserved unto the owner, her heirs and assigns, for service of the said remaining land, the following:

a. A right to cross the Wilson River Highway for farm purposes only, said crossing not to exceed 25 feet in width, at Highway Engineer's center line Station 2280+00; provided, however, that upon the alienation of either of the portions of the property severed by the said Wilson River Highway, resulting in the severed portions of the said property being

(cont.)

owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owner, her heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to them will be automatically forfeited, and the State Highway Commission shall have the power to close and barricade said crossing for all purposes.

b. A right of access to the Wilson River Highway of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 2280+00, for the production and transportation to market of farm products of the owner's remaining land, and for private residential use only.

Said access to the Wilson River Highway from the owner's remaining land shall not be used by the owner, her heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said access for all purposes in the event of any violation.

The State Highway Commission, however, shall have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads, except the right to cross for farm purposes only, shall cease, but the owner, her heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road or roads shall be connected to the said main highway or to other public ways only at such point or points as the State Highway Commission may designate.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said real property.

EXHIBIT "P-12" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-13"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain in the State of Oregon highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Washburn-North Plains Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed

(cont.)

EXHIBIT "P-13" (cont.)

and required for right of way purposes, for the establishment, construction and maintenance of the Washburn-North Plains Section of the Wilson River Highway as a throughway, the following described real property in fee simple, to wit:

R 19828
Owner: Letitia E. Kistner, et al

Parcel No. 1:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 34, the Southwest quarter ($SW\frac{1}{4}$) of Section 35, and the Southeast quarter ($SE\frac{1}{4}$) of Section 35, Township 2 North, Range 4 West, W. M., Washington County, Oregon, and being a portion of that property described in that deed to Thomas B. Killin and Letitia E. Kistner, recorded in Book 145, Pages 4 and 5, of Washington County Records of Deeds, the said parcel being that portion of said property lying Southerly of a line which is parallel to and 70 feet Northerly of the center line of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2441+61.32, said Station being 164.15 feet South and 2383.19 feet East of the West quarter ($W\frac{1}{4}$) corner of said Section 34; thence on a 1637.02 foot radius curve right (the long chord of which bears South 68° 53' 15" East) 292.14 feet; thence on a spiral curve right (the long chord of which bears South 57° 56' 30" East) 500 feet, thence South 55° 01' 30" East 316.98 feet; thence on a spiral curve left (the long chord of which bears South 57° 06' 30" East) 500 feet; thence on a 2291.83 foot radius curve left (the long chord of which bears South 71° 00' 15" East) 778.33 feet; thence on a spiral curve left (the long chord of which bears South 84° 54' East) 500 feet; thence South 86° 59' East 5500 feet to Engineer's center line Station 2525+48.77, said center line crossing the West line of said Southeast quarter ($SE\frac{1}{4}$) of Section 34 and the East line of said Southeast quarter ($SE\frac{1}{4}$) of Section 35 approximately at Stations 2444+40 and 2525+58, respectively.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 9.02 acres, more or less.

Parcel No. 2:

A parcel of land lying in the South half ($S\frac{1}{2}$) of Section

(cont.)

35, Township 2 North, Range 4 West, W. M., Washington County, Oregon, and being a portion of that property conveyed by that deed to Letitia E. Kistner, recorded in Book 158, Pages 625--626, of Washington County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on the Southerly side of the center line of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2470+48.77, said Station being 1505.06 feet North and 184.45 feet West of the Southwest corner of said Section 35; thence South 86° 59' East 5500 feet to Station 2525+48.77, said center line crossing the West and East lines of said South half ($S\frac{1}{2}$) of Section 35 approximately at Station 2472+85 and Station 2525+58, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line
West line of Section 35		2490+00	To South line of said South half ($S\frac{1}{2}$) of Section 35
2490+00		2508+00	120 feet
2508+00		Center line of Dairy Creek	130 feet

The parcel of land to which this description applies contains 7.88 acres.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Wilson River Highway and all of the contiguous real property of the owners remaining after the appropriation of the above described real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

a. A right to cross the Wilson River Highway for farm purposes only, said crossing not to exceed 25 feet in width, at Highway Engineer's center line Station 2508+00; provided, however, that upon the alienation of either of the portions of the property severed by the said Wilson River Highway, resulting in the severed portions of the said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one

side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the State Highway Commission shall have the power to close and barricade said crossing for all purposes.

b. A right of access to the Wilson River Highway of a width not to exceed 25 feet on the South side of the said Wilson River Highway, opposite Highway Engineer's center line Station 2508+00, for the production and transportation to market of farm products of the owners' remaining land, for the development, harvesting and transportation of forest products of the owners' remaining land, and for private residential use only.

Said access to the Wilson River Highway from the owners' remaining land shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said access for all purposes in the event of any violation.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road or roads, except the right to cross for farm purposes only, shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road or roads shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said real property.

5 That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence,

EXHIBIT "P-13" (cont.)

any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-14"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Winchester-Shady Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law, and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the relocation, construction, improvement and maintenance of the Winchester-Shady Point Section of the Pacific Highway, the following described real property in fee simple, to wit:

(cont.)

EXHIBIT "P-14" (cont.)

R 19348
Owner: J. Frank, et al

A parcel of land lying in the Isaac Jones D. L. C. No. 65, also in the Southwest quarter ($SW\frac{1}{4}$) of Section 12, and the Northwest quarter ($NW\frac{1}{4}$) of Section 13, Township 27 South, Range 6 West, W. M., Douglas County, Oregon, and being a portion of the following described property:

Those tracts of land which were described in those certain deeds to J. Frank, recorded in Book 102, Page 647; Book 98, Page 418; Book 105, Page 69; Book 100, Page 458; and Book 99, Page 268, of Douglas County Records of Deeds, the said parcel being described as follows:

Beginning at the Southeasterly corner of that tract of land described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 201, Page 241, Douglas County Records of Deeds, said point being 125 feet Easterly from, when measured at right angles to, the relocated center line of the Pacific Highway, as said center line is described in said State of Oregon deed; thence Easterly along the Southerly line at said Frank property described in Book 99, Page 268, a distance of 58 feet, more or less, to a point which is 180 feet Easterly of, when measured at right angles to, said highway center line; thence on a straight line to a point on the Easterly line of said State of Oregon tract, said point being opposite and 125 feet Easterly of Station 2493+00 on said highway center line; thence Southerly along the Easterly line of said State of Oregon tract to the point of beginning.

The parcel of land to which this description applies contains 0.21 acre.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the above described real property.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as

EXHIBIT "P-14" (cont.)

to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6 That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-15"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property,or any right or interest therein, deemed by the Highway Commission necessary for highway purposes, and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Winchester-Shady Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the relocation, construction, improvement and maintanence of the Winchester-Shady Point Section of the Pacific

(cont.)

EXHIBIT "P-15" (cont.)

Highway and for the construction of the Garden Valley Road connection to the said relocated Pacific Highway, the following described real property in fee simple, to wit:

R 19366
Owner: R. M. Church, et ux

A parcel of land lying in D. L. C. No. 65 also in Sections 12 and 13, Township 27 South, Range 6 West, W. M., Douglas County Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to R. M. and Rhea V. Church recorded in Book 108, Page 287, of Douglas County Record of Deeds, the said parcel being described as follows:

A tract of land bounded on the North by the Southerly line and its Easterly extension of that property described in that deed to J. Frank recorded in Book 99, Page 268; bounded on the South by that property conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 202, Page 368, bounded on the West by Parcel No. 2 of that property conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 202, Page 559, all deeds of Douglas County Records of Deeds, and bounded on the East by the East line of said Church property, containing 1.00 acre, more or less

2 That the highway facility for which the abovedescribed real property is necessary and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

3 That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4 That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation agreement or admission as in his judgment may be for the best interests of the State the State Highway Commission, or the property owners.

5 That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-16"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain in the State of Oregon highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed

(cont.)

EXHIBIT "P-16" (cont.)

and required for right of way purposes, for the establishment, construction and maintenance of the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway as a throughway, the following described real property in fee simple, to wit:

R 20346
Owner: Benjamin L. Eppers, et ux

Parcel No. 1:

A parcel of land lying in the William H. Rees Donation Land Claim No. 61, also lying in Sections 16 and 21, Township 4 South, Range 1 West, W. M., Marion County, Oregon, and being a portion of that property described in those deeds to Benjamin L. Eppers and Nellie Eppers, recorded in Book 257, Page 647; Book 152, Page 485; and Book 387, Page 405, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the Portland-Salem Expressway as said Expressway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 872+78.21, said Station being 946.90 feet South and 42.39 feet East of the re-entrant corner on the North line of the said William H. Rees Donation Land Claim No. 61; thence South 27° 54' West 2221.79 feet to Station 895+00, said center line crossing the Northerly and Westerly lines of said property approximately at Stations 875+82 and 890+75, respectively.

Subject to a pertetual easement described in said Book 287, Page 405, of Marion County Records of Deeds.

The widths in feet of the strip of land above referred to are as follows:

Station to	Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
875+00	879+50	150 feet	174 feet
879+50	North line of Market Road No. 10	450 feet	174 feet
North line of Market Road No 10	895+00	100 feet	174 feet

(cont.)

EXHIBIT "P-16" (cont.)

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 10.69 acres, of which 0.38 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 10.31 acres lie outside of the existing right of way.

2. The Commission does hereby further find and declare that there is needed and required for right of way for the said Portland-Salem Expressway, and, in connection therewith, for a grade separation of the said Portland-Salem Expressway and the Aurora-Donald County Road, also known as Marion County Market Road No. 10, the following described real property, to wit:

Parcel No. 2:

A parcel of land lying in the Southwest quarter (SW$\frac{1}{4}$) of Section 16, Township 4 South, Range 1 West, W. M., Marion County, Oregon, and being a portion of that property described in those deeds to Benjamin L. Eppers and Nellie Eppers, recorded in Book 257, Page 647, and in Book 152, Page 485, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land 80 feet in width, 40 feet on each side of the center line of the Aurora-Donald County Road, which center line is described as follows:

Beginning at Engineer's center line Station 5+50, at which point the Westerly line of said strip of land lies at right angles to said center line, said Station being 1586.40 feet South and 781.90 feet West of the re-entrant corner on the North line of the said William H. Rees Donation Land Claim No. 61; thence South 70° 02' East 850 feet to Station 14+00, at which point the Easterly line of said strip of land lies at right angles to said center line.

Except that portion of said strip of land lying in Parcel No. 1 above.

The Southerly line of said strip of land crossing the Easterly line of said property approximately opposite Station 13+53. Said center line crossing the center line described in said Parcel No. 1 above at Station 9+83.13 equals 881+69.02 of the Portland-Salem Expressway.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains

(cont.)

EXHIBIT "P-16" (cont.)

0.18 acre, outside of the existing right of way.

3. The Commission does hereby further find and declare that it is necessary to acquire temporary easements, for a period of two years, across a parcel of real property for the purpose of constructing a detour road. The real property across which these temporary easements are required is described as follows, to wit:

Parcel No. 3:

A parcel of land lying in the William H. Rees Donation Land Claim No 61, also in Section 16, Township 4 South, Range 1 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to Benjamin L. Eppers and Nellie Eppers recorded in Book 257, Page 647, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on the Northerly side of the center line of the Aurora-Donald County Road, which center line is described as follows:

Beginning at Engineer's center line Station 3+00, at which point the Westerly line of said strip of land lies at right angles to said center line, said Station being 1501.03 feet South and 1016.87 feet West of the re-entrant corner on the North line of the said William H. Rees Donation Land Claim No. 61; thence South 70° 02' East 1219.45 feet, thence South 86° 01' 15" East 280.55 feet to Station 18+00, at which point the Easterly line of said strip lies at right angles to said center line.

Except that portion of said strip of land lying in Parcel No. 1 and Parcel No. 2 above.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on North Side of Center Line
3+00	14+00	90 feet
14+00	18+00	80 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 1.03 acres, outside of the existing right of way.

4 That it is necessary that there shall be no rights of access of

(cont.)

EXHIBIT "P-16" (cont.)

any nature between the real property hereinabove described as Parcel No. 1 and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described as Parcel No. 1; except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

> Rights of access to a frontage road to be constructed by the State upon a portion of the real property hereinabove described as Parcel No. 1 and East of the center line of the said Portland-Salem Expressway and North of the center line of the Aurora-Donald County Road, also known as Marion County Market Road No. 10, which said frontage road will connect with the said Aurora-Donald County Road at a point approximately 400 feet East of the center line of the said Portland-Salem Expressway.

5. That the highway facility for which the above described real property and temporary easements are required and are being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

6. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property and to acquire the said temporary easements.

7. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, and the said temporary easements, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such agreement, stipulation or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-17"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain in the State of Oregon highways to be known as throughways,and to acquire in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the establishment, construction and maintenance of the Hayesville Junction-Wilsonville Junction Section of the Portland-

(cont.)

EXHIBIT "P-17" (cont.)

Salem Expressway as a throughway, the following described real property in fee simple, to wit:

R 20648
Owner: T. H. DeArmond, et ux

Parcel No. 1:

A parcel of land lying in Sections 29, 31 and 32, Township 4 South, Range 1 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to T. H. DeArmond and Wilhelmina DeArmond, recorded in Book 395, Page 490, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Portland-Salem Expressway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 957+87.98, said Station being 183.21 feet North and 372.15 feet East of the Southwest corner of Lot 22, Fellers Subdivision, in Township 4 South, Range 1 West, W. M., thence on a spiral curve right (the long chord of which bears South 28° 00' 15" West) 250 feet; thence on a 22,918.32 foot radius curve right (the long chord of which bears South 32° 40' West) 3563.33 feet; thence on a spiral curve right (the long chord of which bears South 37° 19' 45" West) 250 feet; thence South 37° 26' West 2648.69 feet to Engineer's center line Station 1025+00.

Said center line crosses the Northerly line of said property approximately at Engineer's center line Station 966+20 and the Easterly line of said strip of land crosses the Westerly line of said property approximately opposite Engineer's center line Station 1023+17.

Excepting therefrom that portion of said strip of land which lies within the existing County Road.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
The Northerly line of the John G. Larrison D.L.C. No. 58				

(cont.)

EXHIBIT "P-17" (cont.)

Station	to	Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
Township 4 South, Range 1 West, W. M.		1020+50	100 feet	174 feet
1020+50		1024+00	120 feet	174 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone

The parcel of land to which this description applies contains 33.5 acres.

2. The Commission does hereby further find and declare that there is needed and required for right of way for the said Portland-Salem Expressway, for use in connection with a grade separation of Marion County Market Road No. 8 and the said Portland-Salem Expressway, the following described real property, to wit:

Parcel No. 2.

A parcel of land lying in Sections 31 and 32, Township 4 South Range 1 West W. M., Marion County, Oregon, and being a portion of that property described in that deed to T. H. DeArmond and Wilhelmina DeArmond recorded in Book 395, Page 490, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the Hubbard-Broadacres County Road as said County Road has been relocated which center line is described as follows

Beginning at Engineer's center line Station W 4+14.76, said Station being 76.04 feet South and 139.93 feet West of the Southeast corner of the Gideon Seneschal Donation Land Claim No. 59, Township 4 South, Range 1 West, W. M., thence North 88° 15' 55" East 933.40 feet through an equation in Stations W 0+00 back equals E 0.00 ahead to Station E 5+18.64, thence on a spiral curve right (the long chord of which bears North 88° 38' 25" East) 150 feet, thence on a 3819.72 foot radius curve right (the long chord of which bears North 89° 51' 40" East) 62.78 feet; thence on a spiral curve right (the long chord of which bears South 88° 55' 05" East) 150 feet to Engineer's center line Station E 8+81.42. Said strip of land extends from the Easterly line of Parcel No. 1 to where the Northerly and Southerly lines of said strip become coincident with the existing Hubbard-Broadacres County Road approximately at Station E 7.32

Except that portion of said strip of land which lies within the said existing County Road

(cont.)

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
W 4+15	E 2+00	100 feet	50 feet
E 2+00	E 9+00	30 feet	30 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 1.60 acres.

3. The Commission does hereby further find and declare that it is necessary to acquire a temporary easement across a portion of the owners' real property for a detour road to be used during the construction of the said Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway. The real property across which this temporary easement is required is described as follows, to wit:

Parcel No. 3:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of Section 32, Township 4 South, Range 1 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to T. H. DeArmond and Wilhelmina DeArmond, recorded in Book 395, Page 490, of Marion County Records of Deeds, the said parcel being that portion of said property lying North of the existing County Road and included in a strip of land 100 feet in width, lying on the Northerly side of the center line of the Hubbard-Broadacres County Road as said County Road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station E 0+00, at which point the Westerly line of said strip of land lies at right angles to said center line, said Station being 63.48 feet South and 274.64 feet East of the Southeast corner of the Gideon Seneschal Donation Land Claim No. 59, Township 4 South, Range 1 West, W. M.; thence North 88° 15' 55" East 518.64 feet; thence on a spiral curve right (the long chord of which bears North 88° 38' 25" East) 150 feet; thence on a 3819.72 foot radius curve right (the long chord of which bears North 89° 51' 40" East) 62.78 feet; thence on a spiral curve right (the long chord of which bears South 88° 55' 05" East) 150 feet; thence South 88° 32' 35" East 18.58 feet to Station E 9+00, at which point the Easterly line of said strip of land lies at right angles to said center line.

The bearings used herein are based on the Oregon Coordinate System, North Zone

(cont.)

EXHIBIT "P-17" (cont.)

The parcel of land to which this description applies contains 0.99 acre.

4. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described as Parcel No. 1 and Parcel No. 2.

5. That the highway facility for which the above described real property and temporary easement are required and are being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

6. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property and to acquire the said temporary easement.

7. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, and the said temporary easement, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8 That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

EXHIBIT "P-18"

Minutes of August 6 and 7, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes in connection with the relocation, construction, improvement and maintenance of the Goshen-Divide Section of the Pacific Highway, for the realighment and reconstruction of a portion of the Goshen-

(cont.)

EXHIBIT "P-18" (cont.)

Creswell Section of the existing Pacific Highway, the following described real property in fee simple, to wit:

R 20485
Owner: B.Vaughn, et al

A parcel of land lying in the Northeast quarter (NE¼) of Section 35, Township 18 South, Range 3 West, W. M., Lane County Oregon, the said parcel being described as follows:

Beginning at the intersection of the North Line of said Section 35 with the Westerly right of way line of the Pacific Highway as said right of way line was established in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 413, Page 416, of Lane County Deed Records; thence West 65 feet along said North line of Section 35; thence Southerly in a straight line to a point in said Westerly right of way line of said highway, which point is 725 feet from the point of beginning; thence Northerly along said right of way line 725 feet to the point of beginning.

The parcel of land to which this description applies contains 0.60 acre, of which 0.03 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.57 acre lies outside of the existing right of way.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the Goshen-Divide Section of the said relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the above described real property; provided, however, that there shall be unrestricted access between the realigned and reconstructed Goshen-Creswell Section of the said existing Pacific Highway and all of the owners' contiguous real property which abuts thereon remaining after the appropriation of the above described real property upon completion of the construction of the relocated Goshen-Divide Section of the Pacific Highway.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

(cont.)

EXHIBIT "P-18" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of August, 1953.

Stayton, Oregon
August 13, 1953

The State Highway Commission convened in special session at 9:00 a.m. in the Stayton Community Hall, it having been considered advisable to use the community hall rather than the City Council Chambers, as originally contemplated, in order to accommodate the large number of people who were expected to be present. This meeting was scheduled pursuant to the requirements of Section 13 of the "Federal-aid Highway Act of 1950" and to a written notice, dated July 28, 1953, given to the Common Council of each of the towns of Aumsville, Sublimity, and Stayton. The purpose of the meeting was to give the people of these three communities an opportunity to express their feelings concerning the plans of the State Highway Commission to reroute the North Santiam Highway through this district, by-passing these three places. Present were:

Ben R. Chandler, Chairman, State Highway Commission
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
H. B. Glaisyer, Secretary

Also present representing the U. S. Bureau of Public Roads was Mr. C. G. Polk, District Engineer.

Commissioner M. K. McIver was excused from attending this meeting.

The local group consisted of about fifty-five people from Aumsville, Sublimity, Stayton and vicinity. Chairman Chandler called the meeting to order and explained its purpose. At his request, the State Highway Engineer exhibited a map disclosing the proposed rerouting of the highway and explained details in connection therewith from an engineering standpoint. He advised that two routes were surveyed both of which by-pass the towns of Aumsville and Sublimity but only one of which by-passes the City of Stayton. He also advised that the estimated cost to construct the route that by-passes the City of Stayton is $75,000 less than the cost to construct the route that passes through Stayton; moreover, the so-called by-pass route is 0.2 mile shorter than the other. He went on to state that the Highway Commission's plans do not contemplate construction of the entire section from Mehama to Salem in the immediate future, which is estimated to cost about $1,000,000, but first consideration will be given to the section which extends easterly from the present highway junction near Shaw to a connection with the present highway about three miles east of Stayton. As to the benefits of the alternate route, represented by the relationship between the annual benefits to the road user and the annual road costs, the Engineer stated that the benefit quotient on the by-pass route is $5.12 per dollar expenditure for construction as compared with a benefit quotient of $4.71 per dollar expenditure for construction of the route.

that passes through Stayton. He mentioned the importance of this highway from a traffic standpoint because it offers a direct line from Salem to Central Oregon and points east. At the conclusion of the Engineer's explanation, Chairman Chandler invited all persons present to express themselves freely with respect to the alternate routes under consideration. He asked those representing the town of Aumsville to speak first, those representing the town of Sublimity to speak next, and those representing the city of Stayton to conclude the hearing.

Mr. William Rauscher was the only person present representing the town of Aumsville. He said he also represents the town of Sublimity. He spoke in favor of the so-called Stayton by-pass route, and he complimented the Engineers on the location. He gave as his opinion that the by-pass route should be adopted because it provides for a natural pass through a swamp area between Stayton and Sublimity and because there would be a minimum number of road crossings.

There being no one else present representing the towns of Aumsville and Sublimity, Chairman Chandler then invited the people of Stayton to express themselves with respect to the proposed location. Mr. Ralph Bright, President of the Stayton Chamber of Commerce, headed the Stayton group. He spoke in favor of the route that passes through Stayton, although, he said, the people of Stayton are not unanimous in favor of either route. In order to get a cross section of the desires of the people of their city, he said, the Chamber of Commerce conducted a poll of the city's population. The first poll, held in January, 1953, was based on two ballots to each city water customer. One thousand and fifty ballots were issued and 356 returned. Of the 356, 209 or 59 percent favored the Stayton route, and 147 or 41 percent favored the by-pass route. This particular poll, he said, developed some objections, so another poll was conducted in August, 1953 when 1,020 ballots were issued and 498 returned. The result of this balloting showed 314 or 63 percent in favor of the Stayton route, and 182 or 37 percent favoring the by-pass route. In addition to these polls, Mr. Bright said, the Chamber of Commerce polled its own membership, the results of which showed they were strongly in favor of the Stayton route -- 59 percent of the members voting in favor of such route, as against 35 percent favoring the by-pass route, and 6 percent showing an indifference. He further stated that in view of this showing the Chamber of Commerce unanimously adopted a resolution at a meeting held on August 3, 1953 to the effect that if the State Highway Commission insists on relocating the highway, then the Chamber of Commerce goes on record as urging the Commission to adopt a route which passes through the city of Stayton. He read aloud the contents of the resolution.

Mr. L. F. Meyers stated that he is a resident of Stayton but is in business in Mehama. He spoke in favor of the by-pass route. He gave as his feeling that the people of Stayton five years from now will regret it if the highway is not located so as to by-pass their city. He also said that construction of the highway through the city will defeat the purpose for which it is being built. He mentioned also that he has a lot of business interests and property in Stayton and that he has done considerable traveling throughout the United States during which he ascertained that people generally favor by-passing cities and towns. He also mentioned that the Stayton route is in close proximity to their new hospital which is an undesirable feature

Mr. George Schlies stated that the proposed highway location passes through his property north of Stayton and that he strongly favors the so-called by-pass route because the resulting damage to his property will be less along such location than along the other.

At this juncture Chairman Chandler advised that the Highway Commission in its highway construction program is endeavoring to select routes that will be in the best interests of everyone concerned, and to provide routes that meet modern standards. Generally speaking, he said, experts now consider that primary highways are better located if they by-pass cities provided the cities are given easy and safe connections. He mentioned new improvements on the Pacific Highway, especially pointing out that Salem is being by-passed and that eventually the cities of Albany, Harrisburg, Junction City, and Eugene will be by-passed, as well as all of the cities from that point to the California state line. Public hearings, he said, have already been held in a number of cities south of Eugene, and construction now is underway on a route that by-passes them. He mentioned that the North Santiam Highway is classified as a State secondary highway, whereas it will be improved to primary highway standards because of its importance and because the Commission believes that eventually it will be one of the most traveled highways across the Cascade Mountains.

Mr. L. E. Spraker, Editor of The Stayton Mail, spoke in behalf of the Stayton or "inside" route. He said he is not particularly against the route through the "swamp", but in his estimation this route by-passes Stayton farther than is absolutely necessary. The City of Stayton, he said, has prospered because of its location on the highway which,according to the map,now is to be taken away from them so that Stayton will then be only "a Sign on a post". He suggested a route which connects with the present highway about one mile east of First and Washington Streets in Stayton, and extends westerly therefrom through a ridge and into the so-called "swamp" area north of Stayton. He pointed out that such a route will bring the traffic much closer to Stayton than will the route now proposed which connects with the existing highway about one-half mile further east. He urged the Commission and the Engineer to give such routing careful study and to inspect it personally before making a definite selection of any route. He presented to the Commission a brochure containing numerous newspaper clippings on the subject under discussion.

The Engineer advised that the route proposed by Mr. Spraker has been examined but was not surveyed because it was not considered feasible. He added that every route possible has been investigated and that the one shown colored red on the map (the by-pass route) is considered best because it will provide the most good to the greatest number of people.

Mr. John Sullivan stated that he is a businessman and property owner in Stayton and that he strongly favors adoption of the outside or by-pass route for this highway. He said that in his opinion the City of Stayton has never received any benefit because of the highway. It was his feeling that the City depends more on the timber and farming industries than on benefits it has received from highway traffic.

Mrs. Roy Philippi spoke in favor of the by-pass route, although she said both routes come very close to her home.

Mr. Spraker speaking again inquired whether or not the Chamber of Commerce will be given time to study the proposed routing and to submit an argument in favor of the city route. He was informed by Chairman Chandler that time is an element in this matter which has been pending for many months. He also said that the Engineers have investigated every possible route and that it is their considered opinion that the by-pass route is the best one and should be adopted. He predicted that the people of Stayton will be happy eventually with a highway constructed along such route. He also mentioned that the City's problem is a local one and that if people traveling the highway want to go to Stayton, they will do so regardless of where the highway is located. It has been proven, he said, that by-pass routes are beneficial to the cities by-passed.

Mr. Bright inquired as to what access will be provided along the "swamp" route. He was informed by the Engineer that the Commission is controlling access to the highway but will grant private access to properties where existing accesses are being destroyed and where properties are so cut up that they are left with no road access whatsoever. He also mentioned that physical connections will be provided at all county road crossings including crossings of the existing highway. These crossings, he said, will be at grade for the time being, but traffic separation structures will be provided sometime in the future when the traffic volume necessitates. He especially pointed out that a good connection will be provided to each of the three towns that are being by-passed.

Mr. A. J. Frank spoke in favor of the by-pass route. He gave as his feeling that communities are benefited when highways are constructed to by-pass them. He complimented the Engineers for selecting the red line shown on the map (outside or by-pass route).

Mr. Walter Miller stated his preference for the outside or by-pass route. He declared his concurrence in the remarks of Mr. Frank, and he expressed the feeling of sawmill and timber operators that the by-pass route is the only feasible one. He gave as his thought that the necessity to hold this hearing has delayed progress on the building of the highway. He was informed by Chairman Chandler that such is not the case -- that highway construction is based on priority of projects and funds to finance the work. He also said that the Commission hopes to complete the section into Salem so it will be a modern highway in the not too distant future. Chairman Chandler mentioned that the Commission today is constructing highways under the controlled access law which means that only private or farm access will be granted along the new location thus eliminating the possibility of the highway becoming a city business street at some future time. He gave as his belief that the business people of Stayton need not feel that their businesses are going to be moved over to the new highway.

Mr. Bright speaking again stated that the people of Stayton have been waiting since the first of the year for a hearing which they feel they are entitled to for the good of the entire community regardless of which route they favor.

Chairman Chandler explained that the holding of the hearing does not mean that the highway is going to be built in the near future. He pointed out that the initial project, about ten miles long, is estimated to cost about one million dollars whichever route is finally decided on, but he again pointed out that the by-pass route is estimated to cost about $75,000 less than the other.

Mr. Huber Ray, Idanha, spoke in favor of the by-pass route from the standpoint of log hauling. Mr. F. M. Smith, Manager of the Stayton Canning Company, endorsed the remarks of Mr. Ray.

Mr. Frank M. Forette favored the outside or by-pass route; however, he suggested that the route mentioned by Mr. Spraker that would come within one mile of the city should be given serious consideration.

Mr. Spraker again urged the Commission to inspect the route that he suggested. He was informed by Chairman Chandler that the members of the Commission are not engineers and accordingly must depend upon the recommendation of the State Highway Engineer and his assistants in selecting highway locations. The Commission, he said, is not going to instruct its engineers to make surveys in any certain place because that is their function to locate highways where they should be built in order to provide a facility that will do the most good for the greatest number of people.

Mr. Mark Landon stated that he is not partial to either route; however, he said, the proposed location effects numerous farmers who own property along the route. He suggested that these farmers be given an opportunity to express themselves before the Commission decides a definite location for the highway.

Chairman Chandler asked those present not to go away from the meeting with any idea that the highway improvement will be constructed within the next year or two. He mentioned that the work will be done in two or three contracts and that it may take five or six years before the entire route is modernized into Salem. The Commission, he said, is going to make a start on the improvement as soon as funds are available to finance it and will then continue work on it until the entire project is completed.

Mr. Miller inquired as to how the Commission expects to deal with farmers for rights of way. He mentioned that the proposed highway passes through his property in such a manner that it leaves him a checkerboard arrangement. He interjected into the hearing a humorous strain by stating that the "swamp" route will cut up his fields so badly that he will have to put hinges on his cows to enable them to negotiate turns. In reply, Chairman Chandler advised that the Commission will pay damages to the property owners as may be agreed upon during right of way negotiations. Everything possible will be done, he said, to minimize the damage element. He expressed

regrets that public highways cannot be built without hurting someone. In conclusion Chairman Chandler advised that the Commission will seriously consider the points brought out in this hearing and then will make its decision.

The meeting adjourned at 10:00 a.m.

State Highway Engineer

Chairman

Secretary

Commissioner

August 13, 1953

VOLUME 38

PART III

PART III

OF

VOLUME XXXVIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

SEPTEMBER 1, 1953

TO

OCTOBER 31, 1953

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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Page	Date 1953	Subject
22220	Sept.24	Bids received on construction projects.
22225		Minutes. Commission approves four sets.
22226		Parks Supt. reports on following matters:
		Sunset Bay Park. Coos County. Purchase of Barker land to provide additional water approved.
		L. V. Koons to McCall, Idaho, September 9-12,1953 for Columbia Basin Inter-Agency meeting approved.
		Bradley State Park. Clatsop County. Installation of pay telephone booth approved.
		Robert W. Sawyer Forest Wayside. Deschutes County. Construction of low dam denied. Foot-bridge in 1955 program.
		Short Sand Beach State Park. Tillamook County. Exchange of land with R. B. Early approved.
22227		Columbia Gorge. Multnomah County. Purchase of Bennett property rejected. Land exchange with Fred Luscher to be investigated.
		Sunset Highway. Oregon Federation of Women's Clubs' sign pointing out reforested area approved.
		Tumalo. Deschutes County. Development of state park on Deschutes River approved.
		Wallowa Lake Park. Wallowa County. Proposed acquisition of Beard property to be investigated.
		Bandon Beach. Coos County. Proposed acquisition of land for state park to be investigated.
22228		Oceanlake. Lincoln County. Proposed establishment of state park within city limits denied.
		Real property. Acquisition approved. See EXHIBIT "A".
		Real property. Acquisition of property for which no previous authority had been granted. See EXHIBIT "B".
		Sale of miscellaneous properties confirmed.
		Wasco County. The Dalles. Laughlin's Addition. Sale of property to Keller confirmed.
		Marion County. Silver Creek Falls area. Sale of timber to Puget Timber Company confirmed.
		Marion County. Pacific Hwy. East. Salem By-pass. Payment of $500 to Mrs. SeRine for property damages approved.
22229		Columbia County. Columbia River Hwy. Clatskanie Section. Sale of land to Holmes confirmed.
		Douglas County. Pacific Hwy. Winchester-Garden Valley Road. Transfer of land to Mr. Ware for his right of access approved.
		Marion County. Portland-Salem Expressway. Willamette River-Hayesville. Acquisition of land from Chemawa Indian School approved.
		Marion County. Portland-Salem Expressway. Gervais Road-Hayesville. Settlement with Fitts for damage to equipment approved.

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22229	Sept.24	Access point changes approved:
		Jackson County. Pacific Hwy. Medford-County Farm Section. Blunt property.
		Marion County. Pacific Hwy. East. Salem-Hayesville School Section. Bartell property.
		Marion County. North Santiam Hwy. Stout Creek-Mehama Section. Russell property.
22230		Clackamas County. West Portland-Hubbard Hwy. Langdon property.
		Coos County. Oregon Coast Hwy. Cedar Point-Coquille Section. Hervey property.
		Deschutes County. The Dalles-California Hwy. Lapine. Changes of access denied except for Foss property.
		Lane County. Eugene. 7th Avenue at Garfield Street. 4-year lease to Sawyer Machine Works approved.
		Wasco County. Columbia River Hwy. The Dalles Section. Sale of land to Pacific Power and Light Company approved.
		Washington County. Wilson River Hwy. Gales Creek Section. Sale of land to Gordon E. Teter approved.
		Douglas County. Pacific Hwy. Divide-Rice Hill Section. Sale of land to Scotts Valley School District approved.
		Hood River County. Columbia River Hwy. Cascade Locks-Viento Section. Deeding of 0.07 acre of land to US Forest Service approved. Douglas bid accepted for moving building.
22231		Deschutes County. McKenzie-Bend Hwy. Tumalo Section. Sale of excess r/w to Mr. Suhre approved.
		Deschutes County. The Dalles-California Hwy. Redmond-Bend Section. Sale of 0.69 acre of land to Oregon Fir Supply Company approved.
		Land use permits for 1954. Issuance on annual basis authorized.
		Multnomah County. Pacific Hwy. East. Portland. Purchase of land adjacent to Division Headquarters approved.
		Ochoco Street-Avenue "A" Section: Purchase of land for r/w approved.
		Clatsop County. Sunset Hwy. Elsie. Use of quarry by Forestry Dept., in exchange for Hwy. use of Arch Cape quarry approved.
22232		Washington County. Wilson River Hwy. Washburn-North Plains Section. R/W option from Peters rejected. Condemnation authorized.
		Multnomah County. T. H. Banfield Expressway. Portland. 82nd Street. Option from Prescott Corp. rejected. Condemnation authorized.
		Condemnation. Authority granted. See EXHIBITS "M-1" through "M- ".
22241		Coos County. Oregon Coast Hwy. Hauser-North Bend Section. Offers of $500 per acre for oyster bed lands approved.
		Robert Y. Thornton, Attorney General, complimented Hwy. Commission on its construction program.

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22241	Sept.24	Court cases tried. Counsel's report:
		Washington County. State vs Washington County. Case under advisement and complete report will be made.
		Washington County. Pacific Hwy. West. Tigard-Tualatin River Section. John H. Frederick settlement of $57,300 approved.
22242		Washington County. Pacific Hwy. West. Tigard-Newberg Section. Robert D. Litton. Report accepted.
		Settlement of cases. Counsel's report:
		Grant County. John Day Hwy. Dayville-John Day Section. Josephine Holland settlement approved.
		Curry County. Oregon Coast Hwy. Rinehart Creek-Frankport Section. Norman J. Nash settlement approved.
		Clackamas County. Quarry site. August N. Damm settlement approved.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Kenneth A. Johnson settlement approved.
		Deschutes County. The Dalles-California Hwy. Lapine-Willamette Hwy. Jct. Clarence V. Parsons settlement approved.
22243		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. W. G. Walker settlement approved.
		Condemnation cases. Offers for property approved.
22244		Property damage claims. Chief Counsel's report accepted.
		Claims. Policy in handling uncollectible claims. Abandonment of uncollectible claims approved.
		Wayne E. Murphy. IBM cards and equipment. Claim for royalties again denied.
22245		Salaries and Wages.
		Owen McAdams' salary increase approved.
		John McClean's salary increase approved.
		Clatsop County. Nehalem Secdy. Hwy. Jewell-Birkenfeld Section. Authorized specific performance suit against Raymond Johnson.
		Douglas County. Pacific Hwy. Roseburg. Chatham Street. Payment of $4,000 damages to R. G. Philips approved conditionally.
		Wasco County. Columbia River Hwy. Chenoweth-The Dalles Section. Kelsay Way. Request for vacation approved.
		Lane County. Eugene. "Waiver and Relinquishment of Rights of Way and Easement" form re MacDonald property approved.
22246		Claim. Settlement with John J. Kennedy for damages to car approved conditionally.
		Speed Limits. Resolution to protect hwys. under construction adopted. See EXHIBIT "C".
		Oversize and Overweight Vehicles. Resolution to allow operation proposed. Action deferred.
		Multnomah County. Portland. Sandy Boulevard. Signals to be interconnected and extended westward.
		AASHO Test Road Project in Illinois. Oregon's apportionment to be $30,000. Approved.

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22247	Sept.24	Gilliam County. Condon. Pavement widening, curbs, drainage and installation of storm sewer on 50-50 basis approved.
		Tillamook County. Netarts Secdy. Hwy. Hwy. grade to be raised to prevent flooding at high tide.
		Baker County. Baker. Broadway and 10th Streets. Widening to four traffic lanes. Action deferred.
		Umatilla County. Helix-Havana Secdy. Hwy. Extension of hwy to Oregon-Washington Hwy. Jct. Action deferred.
22248		Territorial Secondary Highway. Entire hwy. to be placed on Federal Aid System.
		Coos County. Coos River Secdy. Hwy. Catching Slough Bridge to Coos River Bridge. Widening of hwy. deferred.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Speed zone established. See EXHIBIT "L".
		Award of contracts. Engineer reports satisfaction of conditions.
22249		Coos County. Empire-Coos Bay Secdy. Hwy. Coos Bay. Central Avenue. Widening to be included in next hwy. program.
		Multnomah County. Banfield Expressway. Fairview-Sundial Section. Agreement with County Drainage District approved.
		Josephine County. Williams Secdy. Hwy. Provolt-III Bar Ranch Section. Request for improvements denied.
		Multnomah County. Portland. North Lombard Street. Installation of 6 traffic signals authorized on 50-50 basis.
22250		Five-year Highway Construction Plan. Revisions adopted.
22265		Clackamas County. Pacific Hwy. East. Oregon City-Milwaukie Section. Installation of detectors at 3 signal locations confirmed.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Mt. Angel-Silverton Section. Request for improvements deferred.
		Hood River County. Columbia River Hwy. Hood River Bridge. Installation of luminaire unit approved.
		Sherman County. The Dalles-California Hwy. Grass Valley. Request for oiling or paving to curbs denied.
		Klamath County. Exchange of hwys. County Court's request to exchange roads denied.
22266		Increases in project authorizations granted:
		Klamath County. Klamath Lake Secdy. Hwy. Lake of the Woods Jct.-Wocus Marsh Section. Contract #3719.
		Hood River and Wasco Counties. Columbia River Hwy. Hood River-Mosier Section. Contract #3718.
		Coos County. Coos River Secdy. Hwy. Catching Slough-Empire Ferry Project. Contract #3629.
		Multnomah County. Crown Point Secdy. Hwy. Troutdale Section. Contract #3946.
		Jackson County. Medford-Provolt Hwy. Medford. Main Street at Fir Street. Installation of traffic signal approved.
		Union County. Old Oregon Trail. La Grande-North Powder Section. Installation of culvert pipe along r/w approved.
		Lincoln County. Corvallis-Newport Hwy. east of Newport. Construction of connecting road approved conditionally.

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22267	Sept.24	Wasco County. Columbia River Hwy. The Dalles east. Removal of rock from bluff discussed. Engineer to confer with RR.
		Lincoln County. Delake. Mouth of "D" River. Installation of 9 dolphins across mouth of river approved.
		Klamath County. Klamath County Court. Letter endorsing road program ordered filed.
		Jackson County. Pacific Hwy. Ashland. Southern Pacific Underpass widening. Federal Aid Urban Hwy. System to be submitted to BPR.
22268		Yamhill County. Sheridan. Bridge at Main Street. Installation of traffic signals denied.
		Jackson County. Medford. City's request for traffic study re an arterial street system approved.
		Lane County. McKenzie Hwy. Springfield. Main Street. Request for curbs, pavement and filling ditches denied.
		Jackson and Klamath Counties. Little Butte Creek-Lake of the Woods route. Reconnaissance and economic study approved.
		Benton County. Pacific Hwy. West. Monroe. Proposed change in construction program approved.
22269		Malheur County. Owyhee Reservoir. Cherry Creek Road. Request for road improvement denied.
		Marion County. Salem. 12th Street County Road. Request for state to maintain approved.
		Tillamook County. Oregon Coast Hwy. Saling Creek (MP 93.81). Improvement of flow line in culvert approved.
		Surveys adopted on the following projects: See EXHIBIT "K":
		Malheur County. Central Oregon Hwy. Vale-Cairo Jct. Section.
		Marion County. North Santiam Hwy. Airport Road Jct.-Stout Creek Section.
		Benton County. Pacific Hwy. West. Monroe Section.
22270		Contract #3439. Spada Bros. Surety's liability completed. Release signed.
		Douglas County. Roseburg. Request for traffic survey of Roseburg and environs approved by a three-way agreement.
		Clackamas County. Cascade Secdy. Hwy. Oregon City. Washington at 15th Street. Request for traffic signal denied.
		Klamath County. The Dalles-California Hwy. Klamath Falls By-pass. Completion of location survey and preparation of r/w descriptions approved.
		Surveys authorized for the following projects:
		Umatilla County. Pendleton-John Day Hwy. Pilot Rock-Pendleton Section.
		Wallowa County. Wallowa Lake Hwy. Minam-Wallowa Section.
		Jackson County. Crater Lake Hwy. Trail-Cascade Gorge Section.
22271		Umatilla County. Weston-Elgin Hwy. Weston-Weston Mt. Section.
		Douglas County. Pacific Hwy. Rice Hill-Turkey Hill Section. Purchase of additional r/w for access control authorized.

Page	Date 1953	Subject
22271	Sept.24	Morrow and Umatilla Counties. Old Oregon Trail. Boardman-Pendleton Section. Purchase of access rights to be investigated.
		Multnomah County. Portland. Request for complete traffic survey with re to a system of expressways denied.
		Klamath County. Klamath Falls. Request by city for state to furnish engineering work on proposed truck route denied.
		Multnomah County. Sunset Hwy. Sylvan. Request for school crossing sign with "wait-walk" signals approved.
22272		Federal Aid Secondary County Road System. Additional mileage approved in 8 counties.
		Construction Program. FAS projects approved.
22274		State Tax Street Funds. Plans approved. See EXHIBITS "D-1" through "D-5".
22275		Travel Information Budget for 1954. Advisory Committee members present. Budget to be reviewed and discussed at next meeting.
		Extensions of time to complete contracts granted.
22281		Reasons for extensions given.
		Contracts completed and accepted. See EXHIBIT "E".
		Special State Tax Street Funds. Policy re use of these funds discussed. Action deferred.
		Speed Zones. Placing of reduced speed zones approved. See EXHIBITS "H-1" through "H-5".
22283		Carl W. Jordan to Sun Valley, Idaho, September 9-12, 1953 for Pacific NW Travel Association meeting.
		Gene Huntley to Los Angeles, October 5-9, 1953, for National Conference on Public Personnel Administration.
22284		R. H. Baldock and W. W. Stiffler to Olympia, Wn., September 29, 1953, for committee meeting of AASHO.
		Mark Astrup to Columbus, Ohio, October 6-7, 1953, for meeting of Highway Research Board.
		Roy Edgerton to Berkeley, California, to return vibration testing equipment to the University of California.
		Umatilla County. Emigrant Hill Section. Travel expenses authorized for r/w agents to contact Indian owners of r/w.
		Lincoln County. Oregon Coast Hwy. Cutler City. Parallel parking established. See EXHIBIT "I".
		Parking restrictions on various highways. Engineer's recommendations adopted. See EXHIBITS "J-1" through "J-5".
22285		Coos County. Oregon Coast Hwy. Coquille-Coos Bay Section. Engineer instructed to draw up plans for landscaping work.
		Ralph Watson, Public Relations Consultant. Resignation accepted.
		Abandonment resolutions adopted as follows: See EXHIBITS "F-1"-"F-4".
		Malheur County. Nyssa-Adrian Secdy. Hwy. Nyssa-Adrian Section.
		Curry County. Oregon Coast Hwy. Port Orford-Rocky Point Section.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Calapooya Creek-Sutherlin Section.
		Lane County. Springfield-Creswell Secdy. Hwy. Jasper Bridge Section.

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22286	Sept.24	Grant County. John Day southeast. Radio station. Agreement with Telephone Company re telephone line approved.
		Lake County. Lakeview northeast. Black Cap radio station. Agreement to secure access to radio station approved.
		Curry County. Oregon Coast Hwy. Gold Beach-Ophir Section. Resolution protesting relocation of hwy. filed.
		Linn County. Sweet Home. Request for change in speed zone referred to the State Speed Control Board.
		Washington County. Pacific Hwy. West. Tigard-Middleton Section. Agreement with BPA for moving structures approved.
		Multnomah County. Portland. Cooperative agreement with City re accidents renewed.
		Log hauling. Revised list of restricted hwys. approved.
22287		Clackamas County. Canby. Approved expenditure for removal and trimming 22 trees as Minor Betterment Project.
22288		Signs. Replacement of yellow stop signs with new red-white signs approved.
		Oswego Hwy. Group II Hwy. Engineer authorized to issue permits to cement haulers.
		Douglas County. Pacific Hwy. Divide-Anlauf Section. Abandonment agreement with County approved.
		Abandonment resolution adopted. See EXHIBIT "G".
22289		Polk County. Pacific Hwy. West. Orr Corner-Monmouth Section. Resolution re closure of county road approved.
		Abandonment agreement approved.
		Lane County. Coburg-Harrisburg County Road (FAS210). "Finance" and "Maintenance" Agreements approved.
		Lane County. Oregon Coast and Siuslaw Hwys. Florence vicinity. Suggestions offered by H. G. Maison, Supt. of State Police re dangerous conditions. See EXHIBIT "H-4".
22290		Contracts. Award of contracts publicly announced.
22292	Sept.25	Bids received on construction projects.
22297		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Mt. Angel-Silverton Section. Improvements requested. Action deferred.
22298		Klamath County. Klamath Falls-Malin Hwy. and Hatfield Secdy. Hwy. Engineer to report on requested improvements.
		Lake County. Fremont Hwy. Crooked Creek Section. Engineer to report on requested improvement.
		Jackson County. Pacific Hwy. Ashland. Delegation requests hwy. improvements through city. Action deferred.
22299		Douglas County. Myrtle Creek. Delegation requested several improvements.
22300		Clackamas County. Government Camp. Sewage disposal problem presented to Counsel for opinion.
		Signs. Delegation requests informational signs at entrances to each city. Action deferred.

Page	Date 1953	Subject
22300	Sept.25	Lane and Linn Counties. Belknap Springs Forest Hwy. Forest Service requests designation as state hwy. Action deferred.
22301		Union and Umatilla Counties. Starkey-Ukiah Road. Engineer to contact County Courts re plans for this road.
		Multnomah County. Banfield Expressway. Fred Meyer's Warehouse. Request for use of warehouse for auto show denied.
		Multnomah County. Columbia River Hwy. "Save the Gorge" delegation presents requests. Policy letter to be sent to Governor.
		Unfinished business matters disucssed:
22302		Use of local counsel in trial of condemnation cases.
		Umatilla County. Havana-Helix Secdy. Hwy. Extension of hwy.
		Gilliam County. Condon. Construction of retaining wall.
		Malheur County. Ontario north entrance. Proposed location of hwy.
		Deschutes County. The Dalles-California Hwy. Access in Lapine.
		Deschutes County. Robert W. Sawyer Forest Wayside.
		Deschutes County. McKenzie-Bend Hwy. Tumalo park site.
		Lane County. Oregon Coast Hwy. Honeyman State Park swimming charges.
		Yamhill County. Pacific Hwy. West and Amity-Dayton Secdy. Hwy. improvements.
		Five-Year Program. Banfield Expressway and Oregon Coast Hwy. Shifting of funds.
		Tillamook County. Netarts Secdy. Hwy. Improvements requested because of high tides.
22303		Coos County. Coos River Secdy. Hwy. widening.
		Lincoln County. Oceanlake. Request for state park denied.
		Commission meeting dates set for October and December, 1953.
		Lane County. Siuslaw Hwy. Low Pass Section. Contract #3754. No extra compensation to be paid contractor.
		Center striping operations. Engineer to submit progress report.
		Douglas and Lincoln Counties. Newport-Winchester Bay Section. Roughness of pavement pointed out.
		Fire insurance. Restoration fund covers 20% property valuation and pays 20% of loss. Mr. Dorman's letter clarifies.
22304		Curry County. Oregon Coast Hwy. Wedderburn-Giesel Monument Section. Construction discussed. Survey to be presented at October meeting.
		Wasco County. Columbia River Hwy. Commissioner Reynolds inquired re:
		New work on The Dalles Dam.
		Dedication date of The Dalles Bridge.
		Benefits derived on expediting agreements with UP RR officials.
		Hood River County. Hood River Loop. Chamber of Commerce requests improvement. No action.
22305		Contracts. Award of contracts publicly announced.
22306		Coos County. North Bend. Platt "B" Addition. Permit granted to city for sewer pipe line across state property.
22307		Multnomah County. Banfield Expressway. Offer on Howard Cooper property authorized. Authority granted to condemn.
		Agreements and other papers signed.

Page	Date 1953	Subject
22310	Sep.24	EXHIBIT "A". Acquisition of Real Property.
22381	& 25	EXHIBIT "B". Options to Purchase Real Property.
22382		EXHIBIT "C". Speed Limit Resolution re protection of hwys under construction.
22385		EXHIBIT "D-1" through "D-5". State Tax Street Funds.
22392		EXHIBIT "E". Contracts Completed and Accepted.
22396		EXHIBIT "F-1" through "F-4". Abandonment Resolutions.
22408		EXHIBIT "G". Abandonment Resolution. Divide-Anlauf Section.
22421		EXHIBIT "I". Parallel Parking. Cutler City. Oregon Coast Hwy.
22423		EXHIBIT "J-1" through "J-5". No Parking Resolutions.
22432		EXHIBIT "K". Surveys Adopted.
22434		EXHIBIT "L". Speed Limit. Little Sheep Creek Secdy. Hwy. Wallowa County.
22436		EXHIBIT "M-1" through "M-18". Condemnations.
22498	Oct.29	Bids. Unit prices to be read on 3 low bids only. Bids received on construction projects.
22502		Minutes of August 6-7, 1953 meeting approved.
		Parks Supt. reports on following matters:
22503		Champoeg State Park Museum. Marion County. Claim of Mrs. Arno C. Spranger for injuries denied.
		Columbia Gorge. Multnomah County. Land exchange with Fred Luscher approved conditionally.
		Wallowa Lake. Wallowa County. Offer of Mr. Ralph Beard to sell to State 18 acres of land declined.
		Bandon Beach. Coos County. Authority to negotiate for land for state park granted.
		Columbia Gorge. Multnomah County. Cooperation with US Bureau of Land Management to preserve scenic values discussed.
22504		Parks Budget - 1954. Discussed and approved.
22505		Real property. Acquisition approved. See EXHIBIT "A".
		Multnomah County. West Portland Expressway. Proposed Clay and Columbia Street Interchange. Engineer to report.
		Umatilla County. Old Oregon Trail. Pendleton vicinity. R/W Engineer reports progress in acquiring Indian lands.
		Right of Way financial report on each state hwy. R/W Engineer to submit statement.
		Sale of miscellaneous properties confirmed.
		Access point changes approved:
		Coos County. Oregon Coast Hwy. Coos Bay-Coquille Section. Demergasso property.
		Marion County. Pacific Hwy. East. Salem-Hayesville School Section. Reiman property.
		Douglas County. Roseburg. Chatham Street. Granting of easement to R. G. Phillips approved.
22506		Coos County. Oregon Coast Hwy. McCullough Bridge. Restriction of access on land north of bridge discussed.
		Sherman County. Columbia River Hwy. Biggs Quarry Site. Easement granted Army Engineers for construction of power line.
		Wasco County. The Dalles Dam. Quitclaim granted to Oregon Trunk Ry. for property within pool level of dam.

Page	Date 1953	Subject
22506	Oct.29	Jackson County. Green Springs Hwy. Maintenance Hdqtrs. Sale of 1 acre of land to Clarence Peterson approved.
		Lincoln County. Yaquina Heights. Abbey's Addition. Vacation of streets and alleys approved.
		Hood River County. Hood River Secdy. Hwy. Dee-Parkdale Section. Sale of 2 acres of land to Merlin Black approved.
22507		Condemnation. Authority granted. See EXHIBITS "J-2" through "J-11".
22512		Court cases tried. Counsel's report approved:
22513		Marion County. Pacific Hwy. East. Salem-Hayesville School Section. State vs Ed Randle. Condemnation authorized.
		Multnomah County. Banfield Expressway. State vs Gordon C. Dudley. Acquisition of land.
		Linn County. Santiam Hwy. Noble Slough-Foster Section. State vs A. L. Weddle. Acquisition of land. See EXHIBIT "J-1".
		Clackamas County. Clackamas Secdy. Hwy. Eagle Creek Section. State vs Scott Chandler. Acquisition of land.
		Multnomah County. Banfield Expressway. NE 148th Avenue. State vs Ingar Amelia Abbott. Purchase of land.
		Washington County. Sunset Hwy. Multnomah County Line-Barnes Road. State vs Washington County. Acquisition of land.
22514		Condemnation cases summary. September 1, 1952 to August 31, 1953. Counsel's report accepted.
		Condemnation cases settled. Counsel's report approved:
		Marion County. Portland-Salem Expressway. Hayesville Jct.-Wilsonville Jct. Section. Oscar E. Ferguson.
		Wasco County. Wapinitia Hwy. MP 26.00. Olav Everson.
		Marion County. Portland-Salem Expressway. Marion County Road #433. Lester C. Peter.
		Marion County. Pacific Hwy. East. Salem By-pass Section. Fisher Road. George Bernhardt.
		Deschutes County. The Dalles-California Hwy. Crooked River-Terrebonne Section. John M. Neal.
		Douglas County. Pacific Hwy. Elkhead Road-Rice Hill Section. Mamie Lake.
22515		Douglas County. Pacific Hwy. Elkhead Road-Rice Hill Section. Arthur O. Anderson.
		Condemnation cases. Offers for property approved.
22520		Clackamas County. Mt. Hood Hwy. Government Camp. Counsel reports sewage disposal not Commission's responsibility.
		Douglas County. Pacific Hwy. Roseburg. Chatham Street. Payment of $3,500 damages to Lee Miller approved.
		Counsel authorized to start prosecution of the following:
		Multnomah County. Columbia River Hwy. MP 13.79. Ronald E. Land and Paul W. Ronsom for damage to guard rail.
		Deschutes County. McKenzie-Bend Hwy. MP 2.90. Jacquline and Phil Stockton for damage to bridge.
22521		Multnomah County. Oswego Hwy. MP 4.29. Oregon-Portland Cement Company and Lloyd Butler for damage to guard fence.
		Jackson County. Crater Lake Hwy. MP 23.47. Vernon Chamberlin for damages to guard rail.

Page	Date 1953	Subject
22521	Oct.29	Salaries & Wages. Schedule of salaries for attorneys approved subject to approval of the Attorney General.
		Malheur County. Lawsuit. Myrtle L. Smith vs Louis E. Dearborn, O. G. McComb, A. F. Parson, and Lloyd C. Johnson.
		Curry County condemnations. Oregon Coast Hwy. Rocky Point-Brush Creek Section. Elimination of frontage road clause confirmed.
		Curry County condemnations. Oregon Coast Hwy. Port Orford-Euchre Creek Section. Elimination of Frontage road clause on Redinbaugh property approved.
22522		Claims. Abandonment as uncollectible approved:
		Lower Columbia River Hwy. John M. Morgan for damage to guard rail.
		Hood River County. Upper Columbia River Hwy. MP 52.8 A. E. Robb for damage to metal flume.
		E. E. Henderson for damages to a State Hwy. Department truck.
		Multnomah County. Portland. Steel Bridge. Donald L. E. Herron for damages to guard rail.
		Coos County. Powers Secdy. Hwy. Robbins Creek Bridge. Nevy Smith for damages to bridge.
		Umatilla County. Pendleton Airport. Waiving restrictions in deed conveying property to city confirmed.
22523		Bonds. Legal services. Payment of $10,000 fee to Winfree, McCullough, Shuler and Sayre approved.
		C. W. Enfield to Washington, D. C., January 12-15, 1954 for meeting of Highway Research Board.
		Award of contracts. Engineer reports satisfaction of conditions.
		Baker County. Baker. Broadway and 10th Streets. Request for widening to full curb width. Action deferred.
22524		Gilliam County. John Day Hwy. Condon. Construction of storm sewer on cooperative basis approved.
		Wasco County. Columbia River Hwy. The Dalles Dam. Engineer to present relocation survey for approval at next meeting.
22525		Special State Tax Street Fund. Establishment of policy re expenditure of fund adopted.
22527		Weight violations. Columbia County. Nehalem Secdy. Hwy. Vernonia. Cancellation of Arthur T. Johnston's PUC permit.
22528		Center-line striping. Engineer's status report accepted.
		Oversize and overweight vehicles. Resolution adopted authorizing operation. See EXHIBIT "B".
		Clackamas County. Woodburn-Estacada Secdy. Hwy. Estacada south. Request for improvement of 4 miles of hwy. approved.
		Washington County. Beaverton-Hillsdale Hwy. Request for widening hwy. approved.
22529		Columbia County. Columbia River Hwy. Rainier. Request for improvements including full width pavement denied.
		Benton County. Albany-Corvallis Hwy. Fairplay School-WCTU Farm Home Section. Request for footpath approved.

Page	Date 1953	Subject
22529	Oct.29	Marion County. Salem. Pacific Hwy. East at Stortz Avenue. Request for traffic signal denied.
		Marion County. Salem. North Capitol Street-Fairgrounds Road intersection. Request for left-turn cutback denied.
		Tillamook County. Oregon Coast Hwy. at Trask River Road. Tillamook south. Installation of flashing beacon approved.
22530		Washington County. Olson County Road. Request from County Court to place this road on FAS System approved.
		Federal Aid Secondary Funds to finance County Road projects approved in:
		Baker County. FAS Hwy. 507. Haines-Rock Creek Section
		Washington County. FAS Hwy. 581. Beaverton Jct.-Progress Section.
		Wheeler County. FAS Hwy. 318. Waterman-North Section.
		Surveys completed and adopted: See EXHIBIT "I":
		Curry County. Oregon Coast Hwy. Euchre Creek-Wedderburn Section.
22531		Douglas County. Pacific Hwy. Shady Point-Booth Ranch Section.
		Douglas County. Pacific Hwy. Myrtle Creek-Canyonville Section.
		Extensions of time to complete contracts granted.
22535		Contracts completed and accepted. See EXHIBIT "C".
		Lane County. Request from County Court for exchange of hwys.:
		Fox Hollow Secdy. Hwy. for "Q" Street route; survey authorized.
22536		Wasco County. Shaniko-Fossil Secdy. Hwy. Shaniko-Antelope Section. Request for improvement of hwy. denied.
		Lane County. Eugene. Request for addition of streets to hwy. system and construction of overcrossings to be studied.
		Marion County. North Santiam Secdy. Hwy. Salem By-pass Grade Separation. Increase in FAS project authorization to make hwy. connections approved.
		Contracts. Increases in project authorizations approved:
22537		Linn County. Santiam Hwy. Noble Slough-Foster Section. Contract #3918.
		Douglas County. Umpqua Hwy. Reedsport-Dean Creek Section. Contract #3752.
		Douglas County. Oregon Coast Hwy., Winchester Bay-Clear Lake Unit. Contract #3536.
		Marion County. Salem. Center Street Bridge. Contract #3834.
		Klamath County. Merrill. State Tax Street Funds - 1953. Revised street improvement project approved.
		State Tax Street Funds. Plans approved. See EXHIBITS "D-1" through "D-5".
		Douglas County. Oregon Coast Hwy. Winchester Bay. Trailer Court. Construction of ring dike to prevent flooding approved.
		Douglas County. Oregon Coast Hwy. Winchester Bay-Clear Lake Unit. Increase in authorization for dike approved.
22538		Federal Aid Highway Program - 1955:
		Lane County. Pacific Hwy. Goshen-Divide Section. Corrected to read "South Unit".
		Jackson County. Pacific Hwy. Ashland RR Grade Separation and Goshen-Divide Section. Transfer of funds approved.

Page	Date 1953	Subject
22538	Oct.29	Lincoln County. Salmon River Hwy. Rose Lodge. Request for removal of weeds from r/w denied conditionally.
		Douglas County. Roseburg. Damage claim of Kelsey Hobday for $30 approved.
22539		Deschutes County. Bend. Damage claim of Towne Motors for $96. Settlement recommended on 50-50 basis.
		Clackamas County. Timberline Jct. Maintenance Headquarters. Request from Forest Service to lease space approved.
		Klamath County. Klamath Lake Secdy. Hwy. Load Limits. Reduced: 10/9/53 - MP 25.17 - MP 43.35 Lifted: 10/29/53- MP 43.35 - MP 41.07
		Umatilla County. Hermiston Secdy. Hwy. Umatilla River Bridge. Removal of reduced limits approved. See EXHIBIT "E".
		J. Al Head to Denver, December 3-4, 1953, for WASHO meeting.
		Robert Blensly to Denver, December 3-4, 1953, for WASHO meeting.
22540		George Hester to Seattle, November 4, 1953, for Pacific Logging Conference.
		William S. Bartholomew to Port Angeles, Wn., in connection with seismograph tests for BPR.
		Marion County. Pacific Hwy. East. Salem north. Reduced speed zone established. See EXHIBIT "F".
		Curry County. Oregon Coast Hwy. Brookings south. Reduced speed zone approved conditionally.
		Permits for overheight hauling. EXHIBIT "O" adopted August 6 rescinded and replaced by EXHIBIT "G".
22541		Permits. Uniform endorsement for "Special Transportation Permits" approved.
		Oregon Highway Commission functions. Request from Province of British Columbia, Canada, for information.
		Unfinished business matters discussed:
		Umatilla County. Havana-Helix Secdy. Hwy. Extension denied.
		Lane County. Oregon Coast Hwy. Honeyman State Park swimming charges.
		Yamhill County. Pacific Hwy. West and Amity-Dayton Secdy. Hwy. improvements.
		Multnomah County. Columbia River Hwy. Columbia Gorge. Proposed exchange of land with Fred Luscher.
		Wallowa County. Wallowa Lake. Offer of Ralph Beard to sell land for park purposes.
22542		Coos County. Bandon Beach. Acquisition of Strader and Divelbiss properties for park purposes.
		Permits. Oversize and overweight vehicles operation without permit. Resolution adopted.
		Baker County. Baker. Broadway and 10th Streets. Request for widening.
		Special State Tax Street Fund policy adopted concerning use of $250,000.

Page	Date 1953	Subject
22542	Oct.29	Umatilla and Morrow Counties. Old Oregon Trail. Boardman-Pendleton Section. Purchase of additional r/w.
		Klamath County. Hatfield-Lost River Jct. Road. Request for hwy. improvement.
		Lake County. Fremont Hwy. Crooked Creek area. Request for improvements.
		Clackamas County. Mt. Hood Hwy. Government Camp. Aid in sewage problem denied.
		Signs. Population figures to be placed on signs at city entrances.
22543		Lane and Linn Counties. Clear Lake-Belknap Springs Forest Hwy. Request to place on state hwy. system.
		Umatilla and Union Counties. Starkey Secdy. Hwy. Status of hwy. pending conference with County Courts.
		Road striping operations. Progress report submitted by Engineer.
		Commission Meeting Dates. Set for December 10-11, 1953 and January 21-22, 1954.
		Reclassification of following hwys. deferred until December meeting: Salem-Dallas Highway Dallas-Coast Secondary Highway
		Log Hauling. Request from Associated Timber Industries to truck-haul logs during Armistice Day approved.
		Polk County. West Salem. Marion Street Bridge. Acquisition of land from Mr. Lewis approved. Authority to condemn granted. See EXHIBIT "J-3".
22544		Budget for 1954 approved with changes.
		Contracts. Award of contracts publicly announced.
22546	Oct.30	Bids received on construction projects.
22550		Baker County. Baker. Broadway and 10th Streets. Delegation's request for widening deferred.
		Lane County. Eugene. Delegation requests solution to: Van Buren Street. SP RR crossing. Traffic hazard. Additional city streets to be taken into hwy. system.
22551		Exchange of hwys. requested. Surveys authorized.
		Curry County. Oregon Coast Hwy. Gold Beach-Euchre Creek Section. Delegation objects to relocation of hwy.
22552		Multnomah County. Sunset Hwy. Sylvan. Temporary improvements to safeguard pedestrians approved.
		Umatilla County. Old Oregon Trail. Pendleton. Agreement with City re relocation of hwy. along portions of water pipe line easement.
22553		Curry County. Oregon Coast Hwy. Acquisition of r/w for realignment of hwy. authorized.
		Klamath County. East Diamond Lake Secdy. Hwy. Request to keep hwy. open during winter season to be investigated by Engineer.
		Truck taxation. Inquiry re Stanford Research Bureau doing research work for Hwy. Interim Committee.
		Travel Information Department to handle public relations work performed by Ralph Watson.
		Signs at city entrances. Official census figures to be used on the signs.

Page	Date 1953	Subject
22553	Oct.30	Malheur County. Owyhee Dam Access Road. Request for assistance in construction of road denied.
		Equipment. Signal arms on hwy. trucks. Installation approved.
22554		Wasco County. The Dalles Bridge. Dedication ceremonies December 18. County has $50,000 for acquisition of r/w for road to The Dalles Bridge. County to spend as it sees fit.
		Personnel. Resolution adopted. See EXHIBIT "H". W. C. Williams to Deputy State Highway Engineer. G. S. Paxson to Assistant State Highway Engineer.
		Historical features along state hwys. Oregon Roadside Council to discuss matter with Div. Engineer, A. G. Skelton.
		Union County. La Grande. Request for ditch on r/w. Engineer and Counsel to investigate.
		Agreements and other papers signed.
22556		Contracts. Award of contracts publicly announced.
22558		Meeting adjourned at 3:35 p.m.
22559		EXHIBIT "A". Acquisition of Real Property.
22597		EXHIBIT "B". Resolution re Oversize and Overweight vehicles.
22600		EXHIBIT "C". Contracts Completed and Accepted.
22603		EXHIBIT "D-1" through "D-5". State Tax Street Funds.
22609		EXHIBIT "E". Reduced Load Limit. Umatilla River Bridge. Hermiston Secdy. Hwy.
22610		EXHIBIT "F". Reduced Speed Zone. Salem north. Pacific Hwy. East.
22612		EXHIBIT "G". Permit for Overheight Hauling.
22617		EXHIBIT "H". G. S. Paxson to Assistant State Highway Engineer.
22618		EXHIBIT "I". Surveys Adopted.
22620		EXHIBIT "J-1". Condemnation. Noble Slough-Foster Section. Santiam Hwy.
22623		EXHIBIT "J-2" through "J-11". Condemnations.

Portland, Oregon
September 24, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud pursuant to previously published notice at the conclusion of which it was announced that the award of contracts would be made at 5:00 p.m. in the same room:

CLACKAMAS AND WASCO COUNTIES
TRAILER HOUSE SHELTER AT TIMBERLINE JUNCTION

Ferguson-Cassady Company, Portland	$ 20,593.00
Burger Construction Co., Portland	24,441.78
V. C. Johnson, Gladstone	28,252.00
Swendig & Son, Maupin	31,480.00
Maynard Construction Co., The Dalles	42,841.00

COLUMBIA COUNTY
CLATSKANIE RIVER BRIDGE AND COUNTY ROAD OVERCROSSING

H. G. Palmberg, Astoria	$ 77,307.00
Larson Construction, Astoria	80,911.50
Valley Construction Company, Portland	82,547.00
General Construction Company, Portland	83,168.50
J. A. Troxell, Bellevue, Washington	84,968.00
Peter Kiewit Sons' Company, Longview, Washington	86,826.00
C. J. Eldon, Portland	87,187.00
George E. Berry, Beaverton	89,074.00

9221

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY
SOUTH UNIT, BEND-LAPINE SECTION

	Using Metal or Concrete Guard Fence Posts	Using Concrete Guard Fence Posts
J. W. Briggs & Associates, Bend	$472,732.00	$----------
Rogers Construction Co., Portland	500,988.00	----------
Babler Bros., Inc., Portland	521,100.00	----------
Peter Kiewit Sons' Co., Longview Wash.	545,536.00	545,246.00
Vernie Jarl, Gresham	565,517.00	----------
Parker-Schram Co., Portland	569,727.50	----------
Porter W. Yett, Portland	570,935.00	----------
Warren Northwest, Inc., Portland	576,181.00	576,181.00
Fred H. Slate, Oreg. Ltd. & E. C. Hall Company, Portland	585,739.00	----------
Gibbons & Reed Co., Salt Lake City, Utah	602,975.00	602,975.00
C. R. O'Neil, Creswell *	605,950.00	605,950.00
Acme Construction Co., Eugene	608,388.00	608,388.00
Central Heating Co. & F. L. Somers, Eugene	613,416.00	----------

* Bidder will not accept projects totaling more than $900,000.00.

PACIFIC HIGHWAY IN DOUGLAS COUNTY
DIVIDE-RICE HILL SECTION

and

RICE HILL SECTION

Bidder	Anlauf-Rice Hill		Rice Hill Section	Total Combined Bid
	Using Metal or Concrete Guard Fence Posts	Using Timber Guard Rail Posts		
Porter W. Yett, Portland *	$1,058,604.00	$----------	$ 81,907.00	$1,140,511.00
J. N. Conley, Portland	1,100,042.00	----------	79,493.00	1,179,953.00
E. C. Hall Co., Portland	1,104,770.00	----------	82,373.00	1,187,143.00
Rogers Constr. Co. Portland*	1,145,505.00	----------	83,333.00	1,228,838.00
Newport Constr. Co. Portland *	1,151,554.00	----------	78,853.00	1,230,407.00

September 24, 1953

Anlauf-Rice Hill and Rice Hill Sections (cont.)

Central Heating Co. & F. L. Somers, Eugene*	1,184,736.00	----------	83,637.00	1,268,373.00
Smith Bros. Gen. Constr., Inc., Vancouver, Wn.	1,223,945.00	1,223,945.00	---------	----------
J. C. Compton Co., McMinnville	----------	----------	85,929.50	----------
River Bend Contractors, Inc., Portland	----------	----------	86,633.00	----------
McCammon-Wunderlich Co., Palo Alto, Cal.	1,265,990.00	1,267,430.00	105,498.00	1,371,488.00
Acme Constr. Co. & F. H. McEwen, Eugene *	1,349,461.00	----------	80,903.50	1,430,364.50
McNutt Bros., Eugene *	1,340,310.00	1,340,550.00	108,810.00	1,450,120.00
Parker-Schram Co., Portland	1,367,395.00	----------	106,248.00	1,473,643.00

*Bidder will accept the Rice Hill project only in combination with the Anlauf-Rice Hill Section.

OREGON COAST HIGHWAY IN DOUGLAS COUNTY
ELBOW LAKE-GARDINER SECTION

	Using Concrete or Metal Guard Rail Posts	Using Timber Guard Rail Posts
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	$618,495.50	$----------
Durbin Brothers, Eugene	651,244.00	----------
Gibbons & Reed Co., Salt Lake City, Utah	702,466.00	702,466.00
McCammon & Wunderlich Co., Palo Alto, California	777,460.00	779,160.00
Kuckenberg Construction Co., Inc., Portland	845,304.00	845,134.00
McNutt Brothers, Eugene	848,582.00	849,432.00
Natt McDougall Co., Portland	855,555.50	----------
Coos Bay Dredging Co., Coos Bay	868,675.50	868,505.50
Peter Kiewit Sons' Co., Longview, Wash.	961,095.00	960,755.00
Central Heating Co. & F. L. Somers Eugene	961,432.50	----------

September 24, 1953

JACKSON COUNTY
MEDFORD TRAFFIC SIGNALS

Steeck Electric Co., Roseburg	$ 4,350.00
Trowbridge & Flynn Electric Co., Medford	4,840.00

JACKTON COUNTY
SISKIYOU SAND SHED

R & M Construction Co., Central Point	12,030.00
Myron Corcoran Construction Co., Medford	13,108.00
Harold W. Salter, Rogue River	14,414.00
Bessonette & Graff, Medford	14,969.00
Doran J. Taylor, Grants Pass	16,968.00
Minshall Construction Co., Jacksonville	17,058.00
Central Heating Co. & F. L. Somers, Eugene	21,120.00

LANE COUNTY
SPRINGFIELD TRAFFIC SIGNALS

Trowbridge Electric Co., Roseburg	18,250.00
L. H. Morris Electric Co., Eugene	18,990.00
George L. Rochat & Son, Portland	19,522.00
Electric Corporation, Salem	19,970.00
C & S Electric, Eugene	20,974.00

PACIFIC HIGHWAY IN LANE COUNTY
JUNCTION CITY-EUGENE SECTION

T. C. Wildish, Eugene	267,213.76
Acme Construction Co., Eugene	285,854.80
Central Heating Co. & F. L. Somers, Eugene	321,979.00

LANE COUNTY
EUGENE-HARRISBURG COUNTY ROAD

Harbert Brothers, Estacada	$106,174.60
D. F. McKenzie, Salem	109,211.00
Inter City Sand and Gravel Co., Inc., Eugene	109,868.16
A. H. Saxton & Son, Corvallis	116,044.00
Lebanon & Harrisburg Sand & Gravel Co., Harrisburg	116,788.50
Stanton W. Payne, Eugene	118,086.00
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	118,123.50
Keith Brothers, Medford	121,986.00
Durbin Brothers, Eugene	123,764.50
United Paving Co., Edmonds, Washington	123,787.60

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Eugene-Harrisburg County Road (cont.)

Central Heating Co. & F. L. Somers, Eugene	$124,220.00
Floyd Grahm Construction Co., Lebanon	135,139.00
M. L. O'Neil & Son, Eugene	140,626.00

PORTLAND-SALEM EXPRESSWAY IN MARION AND CLACKAMAS COUNTIES
WILLAMETTE RIVER-HAYESVILLE SECTION

R. A. Heintz Construction Co., Portland	632,794.00
Vernie Jarl, Gresham	640,695.00
Roy L. Houck & Son, Salem	644,826.80
Kuckenberg Construction Co., Portland	675,334.00
Guy F. Atkinson Co., Portland	684,438.00
C. R. O'Neil, Creswell *	688,135.00
Babler Brothers, Inc., Portland	697,420.00
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	754,432.00
Gibbons & Reed Co., Salt Lake City, Utah	770,738.00
McCammon-Wunderlich Co., Palo Alto, California	994,330.00
McNutt Brothers, Eugene	1,146,836.00

* Bidder will not accept projects totaling over $900,000.00.

PACIFIC HIGHWAY WEST IN POLK COUNTY
ORR CORNER-MONMOUTH SEC.

J. R. Taggart, Salem	234,805.00
Central Paving Co., Dallas	239,358.50
A. H. Saxton & Son, Corvallis	247,357.50
Acme Construction Co., Eugene	248,169.50
Warren Northwest, Inc., Portland	249,624.50
C. R. O'Neil, Creswell *	255,383.50
Babler Brothers, Inc., Portland	257,147.00
Fred H. Slate Co., Oreg. Ltd., & E. C. Hall Co. Portland	273,245.00
J. C. Compton Co., McMinnville	285,073.50

* Bidder will not accept projects totaling over $900,000.00.

UMATILLA COUNTY
ATHENA MAINTENANCE BUILDING

Wells & Ray, Hermiston	12,449.00
Harold W. Salter, Rogue River	12,925.00
Marshall Construction Co., Hermiston	13,350.00
R. H. Jones, Hillsboro	15,305.00

Athena Maintenance Building (cont.)

Morrison & Lamping, Walla Walla, Washington	$ 16,883.00
Burger Construction Co., Portland	19,695.90

WASHINGTON COUNTY
GLENWOOD-NORTH PLAINS SECTION STRUCTURES

Johnston & Bryant, Newberg	83,945.00
C. J. Eldon, Portland *	88,310.00
Valley Construction Co., Portland	89,357.50
United Builders, Beaverton	90,035.50
Donald M. Drake, Portland	95,850.00
General Construction Co., Portland	96,115.50
Tom Lillebo, Reedsport	96,600.00
Peter Kiewit Sons' Co., Longview, Washington	105,762.50

* Bidder will accept award only in combination with Glenwood-North Plains Grading Project.

WILSON RIVER HIGHWAY IN WASHINGTON COUNTY
GLENWOOD-NORTH PLAINS SECTION

Rogers Construction Co., Portland	$592,870.00
Vernie Jarl, Gresham	630,760.00
Peter Kiewit Sons' Co., Longview, Washington	640,515.00
Fred H. Slate Co., Oreg. Ltd; & E. C. Hall Co., Portland	645,103.00
R. A. Heintz Construction Co., Portland	657,670.00
Berke Brothers, Portland	664,130.50
C. R. O'Neil, Creswell *	671,821.00
Guy F. Atkinson Co., Portland	674,348.00
Babler Brothers, Inc., Portland	681,310.00
Kuckenberg Construction Co., Portland	698,875.00
McCammon-Wunderlich Co., Palo Alto, California	711,045.00
Gibbons & Reed Co., Salt Lake City, Utah	736,026.50
J. G. Watts Construction Co., Portland	762,460.00
J. N. Conley & Porter W. Yett	764,464.00
Parker-Schram Co., Portland	788,469.00
McNutt Brothers, Eugene	952,409.50

Reading of the bids was concluded at 12:40 p.m. following which a recess was declared to 2:00 p.m. The meeting reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission approved the minutes for the regular meeting held

June 25 and 26; for the Commission's road trip, July 14 through 18; for the special meeting held July 22 in Portland; and for the hearing concerning routing of the North Santiam Highway, held in Stayton on August 13. Approval of the minutes for the meeting held on August 6 and 7, 1953 was deferred until the next regular meeting.

The Parks Superintendent reported on the following park matters:

1. Purchase of land to provide additional water for Sunset Bay State Park: The Parks Superintendent recommended that negotiations be authorized to purchase approximately one-half acre from Ralph and Blanche W. Barker. This land is located south of the park on the Cape Arago Highway in the east half of Section 8, Township 26 South, Range 14 West. The Commission approved the recommendation.

2. Travel expenses incurred by Mr. L. V. Koons, Assistant Parks Superintendent in attending a meeting of the Columbia Basin Inter-Agency Subcommittee on Recreational Planning at McCall, Idaho, September 9 to 12: The Parks Superintendent recommended that Mr. Koon's expense be paid by the State. He estimated the expense involved at approximately $35. The Commission approved the recommendation.

3. Request of the Pacific Telephone and Telegraph Company for permission to install a public pay telephone booth in Bradley State Park: The installation of such phone, the Parks Superintendent reported, will eliminate public use of the state phone at this place and will be a convenience to the general public. The phone company, he said, has agreed to install the phone and to accept as rental 15 percent of the amount collected. He recommended approval of the request. The Commission approved the recommendation.

4. Request of Mr. Robert W. Sawyer, Bend, for construction of a low dam in the Deschutes River opposite Robert W. Sawyer Forest Wayside north of Bend, and construction of a foot-bridge across the river at this point: The Parks Superintendent reported that it would cost about $5,000 to construct a dam 4½ feet high and 219 feet long to create an area of approximately 3½ acres of still water to provide a winter skating area. It was his thought, however, that the hazards of a skating area in this wayside area greatly exceed the benefits that might be derived from such area. He therefore recommended against its construction. Concerning construction of the foot-bridge, he stated that it would cost approximately $2,000 to construct a bridge five feet wide downstream a short distance from the proposed dam. Construction of such a bridge, he said, would facilitate development of an additional area across the river which is not now accessible. He recommended that consideration be given to including this item in the 1955 Parks Budget. The Commission approved both of the Parks Superintendent's recommendations.

5. Proposed exchange of land with R. B. Early adjoining Short Sand Beach State Park: The Parks Superintendent reported that Mr. Early had requested exchange of 6.38 acres of his property for 5.47 acres of state land in order to clear up the title on Mr. Early's entrance road. These two properties

he stated, are of almost identical value. The Early property is valued at $462 while the state property is valued at $469, and both are located in the West half of Section 31, Township 4 North, Range 10 West, W. M. As the exchange would be of value to the state in consolidating the state holdings in that area and would also be of venefit to Mr. Early, he recommended approval of the exchange. The Commission adopted the recommendation.

6. Proposed reduction in price for the Bennett property at Latourell Falls and exchange of land with Fred Luscher, both in the Columbia Gorge: The Parks Superintendent reported that Mrs. Gertrude Jensen had advised him that the Bennetts have agreed to take $45,000 for their property for which they formerly asked $55 000. He stated that even at the reduced price, the property is more than the state can use; moreover, the State has no use whatever for the buildings located on the land. He recommended that the proposition be rejected. He also reported that Mrs. Jensen had proposed an exchange of 12 acres of pasture land owned by the state for a six-acre tract of timber owned by Mr. Fred Luscher and located along the old highway a short distance west of Sheppard's Dell. He recommended that he be authorized to investigate this proposed exchange. The Commission approved both recommendations. (See also delegation on the following day.)

7. Proposed wording to be placed on a sign requested by the Oregon Federation of Women's Clubs pointing out an area to be reforested under sponsorship by this organization: The Parks Superintendent recalled that at a previous meeting, the Commission approved installation of such a sign provided the wording for the sign were approved and the sign were placed in a satisfactory location. The wording, he stated, is to be "Dedicated to the Perpetuation of Forestry Resources, Oregon Federation of Women's Clubs, 1953". He recommended approval of the wording and that the sign be placed parallel to the Sunset Highway in a manner not to distract the attention of motorists. The Commission approved the recommendation.

8. Development of a state park on Deschutes River near the town of Tumalo: The Parks Superintendent reported that he has investigated the offer of Deschutes County to donate approximately 110 acres of land for this purpose and that he recommends adeptance of the offer. He also said that the area provides an excellent location for overnight camping. He estimated the cost to completely develop the area at about $24,000, and he recommended that primary development in the amount of $7,600 be approved for 1954. The Commission approved both recommendations.

9. Proposed acquisition of land at Wallowa Lake Park from Ralph Beard: The Parks Superintendent stated that Mr. Beard owns an 18-acre tract of land on the east side of the road which leads from Wallowa Lake Lodge to the Pacific Company's power plant, that it has a frontage of 385 feet on the road and extended easterly up the hill approximately one-half mile. The property, he said, contains approximately 200 M-FBM fir and pine timber and a small duplex house; also, that Mr. Beard is asking $24,000 for the property. He requested authority to investigate the property as to its feasibility of being added to the present park holdings. The Commission approved the request.

10. Proposed acquisition of land for a state park at Bandon Beach: The

Parks Superintendent stated that Mrs. L. M. Kranick had suggested acquisition of an area a short distance south of Bandon and south of and adjoining the area which had been investigated some months prior. The new area, he stated, may have merits as a state park, and he requested authority to investigate it. The request was approved by the Commission.

11. Proposed establishment of a state park within the city of Ocean Lake: The Parks Superintendent recalled that at the August meeting Mr. Herbert Gordon of Ocean Lake appeared before the Commission concerning establishment of a park at this place and that a definite answer was not given at that time because Commissioner McIver was absent. The Commission decided to adhere to its long-standing policy not to construct park facilities within cities or built-up communities, and ordered that Mr. Gordon be so informed.

The Right of Way Engineer presented for consideration options secured for purchase of property needed for various state highway improvements and for other purposes. After careful consideration the Commission approved closing of the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer requested authority to negotiate purchase of property needed as right of way for the Noon Bridge Section of the Corvallis-Newport Highway in Benton County, no previous authority having been granted. The Commission unanimously approved the request by adopting the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed sale of miscellaneous properties as reported by the Right of Way Engineer. (For a list of properties sold, see copy of report prepared by C. W. Parker, Property Manager, dated September 24 and 25, 1953, filed in the Secretary's office under the heading "Miscellaneous Sales".)

The Commission confirmed previous telephonic approval of a sale made by auction bid on August 14, 1953, of a portion of Lot 9, Block 21, Laughlin's Addition to the city of The Dalles. The Right of Way Engineer reported that Mr. Grover E. Keller was the high bidder for this property at $10,000, the minimum price set by the Commission having been $6,000.

The Commission also confirmed previous approval given by telephone for the sale of timber in the Silver Creek Falls area. The Right of Way Engineer reported that on August 17 an oral auction was held for purchase of this timber for which a minimum price of $37,500 had been set by the Commission. Twenty-three bids were made, the highest being that of Puget Timber Company of Oregon at $50,500.

The Right of Way Engineer recommended and the Commission approved payment of $500 to a Mrs. SeRine for damages caused to her property during the

winter of 1952-53 due to defective drainage on the Salem By-pass Section of the Pacific Highway East.

Sale of 1,040 square feet of land to John R. and Mildred A. Holmes for the sum of $728 was confirmed by the Commission. The Right of Way Engineer stated that this property is on the Clatskanie Section of the Columbia River Highway in Columbia County and has been sold with complete restriction of access to the highway.

The Commission considered elimination of a right of access previously granted to the Ware property on the Winchester-Garden Valley Road Section of the Pacific Highway in Douglas County in exchange for approximately 19 acres of excess right of way in the immediate vicinity. The Right of Way Engineer reported that this property was purchased a number of years ago and at that time, Mr. Ware was granted one access, and the only way at this time to acquire the access is to trade him approximately 19 acres of land for the access right. The Engineer stated that if the access is not acquired, and if the highway is to retain its throughway characteristics, it will be necessary to construct an underpass at a cost of approximately $30,000 if the deal concerning the Ware property is not consumated. The Right of Way Engineer stated that the land to be transferred to Mr. Ware has a value of approximately $7,500. After discussion, the Commission unanimously approved the deeding of the land to Mr. Ware in exchange for his right of access so as to preserve the freeway characteristics of this important highway section.

Consideration was given by the Commission to the acquisition of 18.27 acres of land from the Chemawa Indian School that is needed as right of way for the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County. The Right of Way Engineer advised that the state's application for the land provides for payment of $10,668 to the Indian School and in addition provides for fencing, installation of an irrigation pipe and ditch, construction of an underpass, and the furnishing of 117 apple trees, the total cost of which items is estimated at $25,000. He recommended approval of the transaction. The Commission accepted the recommendation.

The Right of Way Engineer recommended and the Commission approved payment to Mr. J. W. Fitts the sum of $228.52 for alleged damage to his mowing equipment caused by survey stakes left in his grain field located on the Gervais Road-Hayesville Section of the Portland-Salem Expressway in Marion County.

The Right of Way Engineer recommended and the Commission approved changes in access points for the following properties:

a. William Blunt property, File No. 19169, on the Medford-County Farm Section of the Pacific Highway in Jackson County

b. Bartell property, File No. 13875, on the Salem-Hayesville School Section of the Pacific Highway East in Marion County, the change in this case having been from two 32-foot points of access to one 45-foot access

c. Lewis and Eva Russell property, File No. 16610A, on the Stout

Creek-Mehama Section of the North Santiam Highway in Marion County.

d. Langdon property on the West Portland-Hubbard Highway in Clackamas County, File No. 18583

e. John L. Hervey property on the Oregon Coast Highway between Cedar Point and Coquille, Coos County, File No. 16881.

Consideration was given by the Commission to a request for changes in access to The Dalles-California Highway in Lapine. The Right of Way Engineer recalled that the Commission had previously discussed this matter and on its August trip had personally inspected the premises. He recommended that no change be made in existing access points with the exception of property belonging to Mr. Foss about four miles south of Lapine for which he recommended the granting of an agricultural access only. The Commission approved the recommendation.

The Right of Way Engineer recommended and the Commission approved the leasing of a parcel of land on Seventh Avenue at its intersection with Garfield Street in Eugene, to Sawyer Machine Works for a consideration of $250 per year, the lease to be written for a four-year period and to contain a six-months' cancellation clause.

The Commission approved sale to the Pacific Power and Light Company of a parcel of land in Lot 7, Section 27, Township 2 North, Range 13 East on The Dalles Section of the Columbia River Highway in Wasco County, consideration $165 without access to the highway.

Sale of 1.75 acres of land on the Gales Creek Section of the Wilson River Highway, Washington County, to Gordon E. Teter for the sum of $700, was considered by the Commission. The Right of Way Engineer advised that Mr. Teter was the successful bidder for the Dugdale house at a recent auction, but his purchase of the house was contingent upon being able to purchase a parcel of land on which to place it. As a good prive was secured for the house and the offer of $700 reflects the true value of the land, he recommended that it be sold to Mr. Teter for that amount. The Commission accepted the recommendation.

Also considered by the Commission was the sale of 15 acres of land on the Divide-Rice Hill Section of the Pacific Highway in Douglas County to the Scotts Valley School District. The Right of Way Engineer recalled that this matter was considered previously by the Commission earlier in the year, and the property was viewed by the Commission.in May. Consideration, he stated, is at the rate of $250 per acre which had been agreed upon as a fair price, the total consideration being $3,750. He recommended and the Commission approved the sale at such price.

The matter of deeding 0.07 acre of land on the Cascade Locks-Viento Section of the Columbia River Highway in Hood River County to the U. S. Forest Service was considered by the Commission. The Right of Way Engineer advised that it is the obligation of the state to provide this parcel of ground for reestablishing a Forest Service Ranger Station dwelling that is located in a highway

slide area; moreover, it also is the state's obligation to move the building from its present location. In connection with the moving operation, he stated, four bids have been secured as follows:

A. L. Douglas, Stevenson, Washington	$4,250.00
Lebeck and Sons, Portland,	4,635.00
A. C. Bomback, Sandy	5,550.00
C. B. Burt, Portland	5,795.00

He recommended acceptance of the low bid submitted by Mr. Douglas for moving the building. The Commission approved the deeding of the area to the Forest Service and the recommendation of the Right of Way Engineer that the bid of Mr. Douglas be accepted for the moving of the building.

Consideration was given to the sale of 1.58 acres of excess right of way on the Tumalo Section of the McKenzie-Bend Highway in Deschutes County. The Right of Way Engineer reported that this area is no longer needed for highway purposes, and he recommended that it be sold to Mr. A. C. Suhre for the sum of $250. The Commission accepted the recommendation.

Also considered was the sale of 0.69 acre on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County, to Oregon Fir Supply Company, Inc. for the sum of $150. The Right of Way Engineer reported that this property no longer is needed for highway purposes, and he recommended that it be sold to the Oregon Fir Supply Company, Inc. for the price mentioned, without access to the highway. The Commission approved the recommendation.

The Right of Way Engineer requested authority to issue annual land use permits during the year 1954 as in previous years. He explained that there are a number of parcels of property not immediately needed for highway construction which are desirable for agricultural purposes and that numerous requests have been made for the use of these areas. The Commission granted the authority requested.

Purchase of additional land adjacent to the Division Headquarters on US 99E in Portland was considered by the Commission. The Right of Way Engineer advised that the Public Housing Administration is now in the process of disposing of its Kellogg Park Housing Project which adjoins the Division Headquarters, and for the sake of future expansion of this headquarters, 3.84 acres should be acquired now. The Engineer pointed out that it would also be desirable to obtain 4.42 acres additional land as right of way on either side of the Pacific Highway between the Portland city limits at Ochoco Street and Avenue "A" in order to prevent promiscuous access and to provide sufficient area for construction of frontage roads when such become necessary, making a total of 8.26 acres. Present indications are that the land can be purchased from the Housing Authority for approximately $4,000 per acre which would make a total cost to the State of approximately $33,000. He recommended purchase of the property. The Commission approved the recommendation unanimously.

The Right of Way Engineer reported that the State Forestry Department has requested the use of a state highway quarry near Elsie on the Sunset Highway, and as

consideration has offered the Highway Department use of the Forest Service quarry near Arch Cape, both properties being in Clatsop County. This arrangement, he stated, will be mutually beneficial to both parties, and he recommended approval of the arrangement, same to be covered by appropriate written agreement. The Commission approved the recommendation.

The Right of Way Engineer reported that an option had been secured in the amount of $8,008 from Albert Peters, File No. 19846, for right of way on the Washburn-North Plains Section of the Wilson River Highway. This price, he stated, is considerably higher than the appraised value of the property, and he suggested in view thereof that the option be rejected and a new one negotiated, or if such is not possible, that the right of way be acquired by condemnation. The Commission approved the suggestion and so ordered.

The Right of Way Engineer also reported that an option in the amount of $8,875 had been secured from the Prescott Corporation, File No. 20831, for eighteen lots near 82d Street on the T. H. Banfield Expressway. The option, he said, includes payment for damages to lots across the street which it has since been determined are not legal. He suggested that the option be rejected and that he be authorized to negotiate another, and if his efforts are not successful, that the property be acquired by condemnation. The Commission approved the suggestion and so ordered. The Commission authorized an offer of $2,000 in condemnation.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties needed for public purposes in connection with various highway improvements, and to make offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Goshen-Coast Fork Willamette River Unit of the Goshen-Divide Section of the Pacific Highway

	Recommended Offer
R 18464 - Benedick E. Stafne Right of Way (Lane) Parcel No. 1: 1.26 acres Parcel No. 2: 0.075 acre	*
R 20484 - Leota Brougher Right of Way (Lane) Parcel No. 1: 0.74 acre Parcel No. 2: 0.12 acre	*
R 20489 - W. Keith Rodman Right of Way (Lane) 4.58 acres	*
R 20490 - James A. Rodman Right of Way (Lane) 7.17 acres	*

Goshen-Coast Fork Willamette River Unit of the Goshen-Divide Section of the Pacific Highway (cont.)

		Recommended Offer
R 20493 - Mabel Sly		
	Lane	
	Parcel No. 1: 16.73 acres for Gravel Pit	
	Parcel No. 2: 26.04 acres for Gravel Pit	
	Parcel No. 3: 2.36 acres for Hauling Road Easement from Gravel Pit	*
R 20495 - C. R. O'Neil		
	Right of Way (Lane)	
	7.29 acres	*
R 20501 - Edwin W. Hoagland		
	Lane	
	Parcel No. 1: 5.27 acres for Right of Way	
	Parcel No. 2: 5.63 acres for Gravel Pit	*
R 20507 - Rosina Ziniker		
	Lane	
	Parcel No. 1: 14.58 acres for Right of Way	
	Parcel No. 2: 0.93 acre for Right of Way	
	Parcel No. 3: 17.25 acres for Gravel Pit	*
R 20509 - Philip S. Holt		
	Right of Way (Lane)	
	1.05 acres	*
R 20512 - John Perini		
	Right of Way (Lane)	
	Parcel No. 1: 4.15 acres	
	Parcel No. 2: 0.23 acre	*
R 20516 - Holt Lumber Company		
	Right of Way (Lane)	
	6.1 acres	*
R 20519 - Harry Holt		
	Right of Way (Lane)	
	4.43 acres	
	0.46 acre	
	21.64 acres	*
R 20524 - Noah S. Cosner		
	Right of Way (Lane)	
	3.53 acres	*
R 20526 - John Bradford Fox		
	Right of Way (Lane)	
	7.64 acres	*

Goshen-Coast Form Willamette River Unit of the Goshen-Divide Section of the Pacific Highway (cont.)

	Recommended Offer
R 20527 - Anna G. Grousbeck Right of Way (Lane) 6.44 acres	*
R 20529 - Harold E. Clark Right of Way (Lane) Parcel No. 1: 4.2 acres Parcel No. 2: 0.04 acre	*
R 20530 - E. L. Clark Right of Way (Lane) 2.21 acres	
R 20531 - Anton Meyers Right of Way (Lane) 3.99 acres	*
R 20578 - Dale E. Cornelius Right of Way (Lane) 0.79 acre	*
R 20579 - Elmer Olesen Right of Way (Lane) 0.31 acre	*
R 20583 - Goshen Grange No. 561 Right of Way (Lane) 0.11 acre	*
R 20584 - Lewis G. Clark Right of Way (Lane) 0.60 acre	*
R 20587 - Kenneth Walton Right of Way (Lane) 0.055 acre	*
R 20589 - Wm. Roy Spears Right of Way (Lane) 0.14 acre	*
R 20590 - George Orbanosky Right of Way (Lane) 0.24 acre	*
R 20954 - Byron MacIntyre Right of Way (Lane) 0.11 acre	*

East Unit, Pendleton-Deadman's Pass Section of the Old Oregon Trail

	Recommended Offer
R 20110 - B. F. Bowman Right of Way (Umatilla) Parcel No. 1: 11.18 acres Parcel No. 2: 0.27 acre Parcel No. 3: 0.18 acre Parcel No. 4: 14.23 acres	*
R 20104 - Robert E. Goad Right of Way (Umatilla) 12.55 acres	*

Tiller-Dead Horse Creek Section of the Tiller-Trail Highway

R 20858 - Elmo Aldridge Quarry Site (Douglas) 1.47 acres	*

South Umpqua River Unit of the Deady-Shady Section of the Pacific Highway

R 18532 - Willis O. Beckwith Right of Way (Douglas) 0.30 acre	*
R 18533 - E. S. Kennedy Right of Way (Douglas) 0.55 acre	*

Hauser-North Bend Section of the Oregon Coast Highway

R 21101 - Carl F. Gregg Right of Way (Coos) 0.78 acre	*

Washburn-North Plains Section of the Wilson River Highway

R 19822 - James L. Chapman Right of Way (Washington) Parcel No. 1: 2.29 acres Parcel No. 2: 0.74 acre Parcel No. 3: 0.74 acre	*
R 19832 - Alice Dooley Right of Way (Washington) Parcel No. 1: 3.06 acres Parcel No. 2: 0.49 acre Parcel No. 3: 0.44 acre	*

Washburn-North Plains Section of the Wilson River Highway (cont.)

	Recommended Offer
R 19833 - Florence Jones Right of Way (Washington) Parcel No. 1: 2.14 acres Parcel No. 2: 0.57 acre Parcel No. 3: 0.86 acre	*
R 19834 - Melissa Gibson Right of Way (Washington) Parcel No. 1: 8.72 acres Parcel No. 2: 0.23 acre Parcel No. 3: 0.62 acre	*
R 19837 - H. C. Croon Right of Way (Washington) 0.79 acre	*
R 19841 - Joseph Meeuwsen Right of Way (Washington) 6.02 acres	*
R 19842 - Paul Vanderzanden Right of Way (Washington) 4.5 acres	*
R 19846 - Albert Peters Right of Way (Washington) Parcel No. 1: 0.47 acre Parcel No. 2: 5.93 acres	*
R 19847 - Ernest Behrman Right of Way (Washington) 9.64 acres	*

Willamette River-Gervais Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway

R 20684 - O. E. Powell Right of Way (Marion) 11.11 acres	*
R 20650 - J. C. Owre Right of Way (Marion) Parcel No. 1: 11.86 acres Parcel No. 2: 0.64 acre	*
R 20649 - James L. Wilson Right of Way (Marion) Parcel No. 1: 1.45 acres Parcel No. 2: 0.69 acre	*

Willamette River-Gervais Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway (cont.)

		Recommended Offer
R 20370 - Robert J. Wells Right of Way (Marion) Parcel No. 1: 4.03 acres Parcel No. 2: 0.23 acre		*
R 20366 - Harry T. Vorhees Right of Way (Marion) 23.5 acres		*
R 20365 - John N. Hooper Marion Parcel No. 1: 11.0 acres for Right of Way Parcel No. 2: 1.42 acres for Right of Way Parcel No. 3: 0.31 acre for Easement for Detour and Channel Change		*
R 20361 - Roy Stampley Right of Way (Marion) 24.70 acres		*
R 20351 - Lester C. Peter Right of Way (Marion) Parcel No. 1: 14.49 acres Parcel No. 2: 0.46 acre		*
R 20350 - John Lettenmair Right of Way (Marion) Parcel No. 1: 2.59 acres Parcel No. 2: 1.65 acres		*
R 20345 - Fred W. Jablonski Right of Way (Marion) 7.41 acres		*
R 20286 - Carl A. Sprauer Right of Way (Marion) Parcel No. 1: 13.23 acres Parcel No. 2: 0.30 acre Parcel No. 3: 0.12 acre		$ 12,925.00

Prairie Road-Junction 6th and 7th Streets, Pacific Highway

R 20872 - J. O. French Right of Way (Lane) 2,090 square feet		*

Prairie Road-Junction 6th and 7th Streets, Pacific Highway (cont.)

	Recommended Offer
R 20876 - John R. Pattison Lane Parcel No. 1: 0.07 acre for slope easement Parcel No. 2: 0.17 acre for storm sewer easement	*
R 20878 - Willard L. Morrison Storm Sewer Easement (Lane) 0.07 acre	*
R 20883 - Charles S. Payne Slope Easement (Lane) 1,910 square feet	*

Barbur Boulevard-White School Section of the Portland-Salem Expressway

R 21096 - Frances S. Connolly Right of Way (Multnomah) 5,750. square feet	*
R 20656 - A. F. K. O. Investment Co. Right of Way (Multnomah) 0.72 acre	*

Crooked River-Terrebonnne Section of The Dalles-California Highway

R 10445 - John M. Neal Right of Way (Deschutes) 2.42 acres	*

Grants Pass-Murphy Section of the Williams Secondary Highway

R 19903 - Eva C. Lewis Right of Way (Josephine) 0.53 acre	*

Shady Point-Kelly Corner Unit of the Shady Point-Myrtle Creek Section of the Pacific Highway

R 20066 - H. A. Winston Estate Right of Way (Douglas) Parcel No. 1: 0.87 acre Parcel No. 2: 0.64 acre Parcel No. 3: 0.01 acre	*
R 21066 - Abner B. Rice Right of Way (Douglas) Parcel No. 1: 5.80 acres Parcel No. 2: 7.60 acres Parcel No. 3: 0.32 acre	*

Shady Point-Kelly Corner Unit of the Shady Point-Myrtle Creek Section of the Pacific Highway (cont.)

	Recommended Offer
R 21067 - Darrell W. Wade Right of Way (Douglas) 6.98 acres	*
R 21068 - A. Creason Right of Way (Douglas) Parcel No. 1: 2.92 acres Parcel No. 2: 3.03 acres	*
R 21069 - Glenn L. Young Right of Way (Douglas) 29.10 acres	*
R 21070 - Blanche Tipton Right of Way (Douglas) 5.90 acres	*
R 21071 - Wm. G. Clarenbach Right of Way (Douglas) 0.05 acre	*
R 21072 - E. K. Wood Lumber Company Right of Way (Douglas) 0.01 acre	*
R 21073 - Clyde D. King Right of Way (Douglas) Parcel No. 1: 0.18 acre Parcel No. 2: 0.05 acre	*
R 21074 - Laval E. Medford Right of Way (Douglas) Parcel No. 1: 1.05 acres Parcel No. 2: 0.12 acre	*
R 21075 - Unknown Right of Way (Douglas) 0.12 acre	*
R 21076 - Unknown Right of Way (Douglas) 0.06 acre	*

Winchester-Garden Valley Road Section of the Pacific Highway

R 17842 - Charles J. Brent Right of Way (Douglas) 0.27 acre	*

Winchester-Garden Valley Road Section of the Pacific Highway (cont.)

	Recommended Offer
R 19347 - Laura M. Verrell Right of Way (Douglas) 0.5 acre	*

Rocky Point-Brush Creek Section of the Oregon Coast Highway

R 21055 - Searcy R. Binford Right of Way (Curry) 4.80 acres	*
R 21056 - George Towy Right of Way (Curry) 5.71 acres	*
R 21058 - W. M. Hubbs Right of Way (Curry) 0.78 acre	*

Unit No. 4 of the T. H. Banfield Expressway

R 20831 - Prescott Corp. Right of Way (Multnomah) 45,000 square feet	*
R 20624 - W. J. McCready Lumber Company Right of Way (Multnomah) 20,300 square feet	*
R 20626 - M. E. Van Horn Right of Way (Multnomah) 35,000 square feet	*
R 20633 - Emily E. McKeraghan Right of Way (Multnomah) 7,224 square feet	*

Chenoweth Creek-The Dalles Section of the Columbia River Highway

R 17456 - Frank E. Wink Right of Way (Wasco) 2.45 acres	$ 81,675.00

South Myrtle Point Section of the Coos Bay-Roseburg Highway

R 15956 - Carrie McCulloch Right of Way (Coos) 0.03 acre	*

Brush Creek-Rinehart Creek Section of the Oregon Coast Highway

L 1969 - Vera H. Redenbaugh
New resolution required - granting one additional access

L 2013 - Winston W. Chambers, et al
New resolution required - change of description
Recommended offer: $8,675.00

L 1970 - Stephen J. Spoerl, et ux
New resolution required - change of description - elimination of frontage road clause
Recommended offer: $7,275.00

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "M-1" through "M-18", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In this connection the Chief Counsel asked the Commission to authorize offers of $500 per acre for oyster bed lands needed as right of way for improvement of the Oregon Coast Highway between Hauser and North Bend, such offers to be used in condemnation of the properties. The Commission approved the request.

The Chief Counsel at this time introduced Mr. Robert Y. Thornton, Attorney General for the State of Oregon, who complimented the Commission on its construction program and on the selection of its Chief Counsel, Mr. Enfield, who, he said, has been very cooperative and has kept his office well informed on highway legal matters.

The Commission considered and unanimously approved a report from the Chief Counsel concerning cases tried since the last Commission meeting, as follows:

1. State vs Washington County, et al, L 1470: This case was tried before Judge Peters at Hillsboro without a jury. The case is under advisement and a complete report will be made subsequent to the entry of judgment.

2. State vs John H. Frederick, et ux, L 2000: This case is for acquisition of land and rights of access on the Tigard-Tualatin River Section of the Pacific Highway West. The State offered $41,750 for this property whereas the owners demanded the sum of $62,000. The jury returned a verdict in the amount of $57,300. In presenting this matter, the Chief Counsel stated that according to the appraisals, the amount awarded by the court is approximately $15,000 too high, but as no error can be found in the court procedure, the case cannot be appealed. In order to appeal the case, it would be necessary that the construction plans be changed. The Highway Engineer stated that a proposed change in plans has been investigated,and it has been determined that the cost to change the plans probably would be more than would be gained were the case appealed. He recommended payment of the amount

established by the jury's verdict. The Commission approved the recommendation.

3. State vs Robert D. Litton, et al, L 1871: This case was for acquisition of land and rights of access on the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West. An offer in the amount of $300 was made for this property based upon an appraisal by Mr. Leroy Draper. The court awarded the verdict in the amount of $300. (For further details see the Chief Counsel's report dated September 21, 1953 in the General Files.)

The Commission also considered and approved a written report from the Chief Counsel concerning settlement of the following cases:

1. State vs Josephine Holland, et vir, L 2008: This case was for acquisition of land on the Dayville-John Day Section of the John Day Highway with four points of access granted. The State offered to pay $1,642.00 for this property and to re-establish the irrigation ditch and install a culvert beneath the highway. After further negotiations, settlement was effected for $1,600 with the defendents responsible for construction of necessary fencing and for re-establishing their irrigation ditch. The State granted two additional residential access points making a total of six for the frontage of approximately 2,100 feet.

2. State vs Norman J. Nash, et al, L 2006: This case involves acquisition of land and all rights of access except one point of access for residential use and a right to cross under the highway on the Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County. The State offered to pay $18,610 whereas the defendants demanded the sum of $35,000 for the property. A settlement was arranged for the sum of $22,500 plus construction of a fence by the State.

3. State vs August N. Damm, L 1989: This case involves acquisition of land in Clackamas County for a quarry site. An offer of $1,075 was rejected by the owner who demanded 5 cents per cu. yd. for all material to be removed. After further negotiations a settlement was agreed upon for the sum of $1,500.

4. State vs Kenneth A. Johnson, et ux, L 2018: This case concerns acquisition of land and all rights of access except two residential accesses on the Clatskanie-Delena Section of the Columbia River Highway. An offer in the amount of $2,000 was rejected by the defendants who demanded the sum of $12,000. After further negotiation, settlement was arranged whereby the State provides two points of access on the northerly side and one on the southerly side for private residential and ranch use only and the payment of $4,000.

5. State vs Clarence V. Parsons, et al, L 2022: Complaint in this case was filed for the acquisition of land and rights of access except for one point of access on the Lapine-Willamette Highway Junction Section of The Dalles-California Highway. An offer of $132 was made which, after a short

time, the defendants accepted.

6. State vs W. G. Walker, et al: This case involves acquisition of land and rights of access except for one point of access on the Clatskanie-Delena Section of the Columbia River Highway. An offer of $4,000 made by the State was rejected by the owner who demanded approximately $11,000. A settlement was effected after further negotiations in the amount of $5,488.00.

The Commission considered and confirmed the following offers reported by the Chief Counsel for acquisition of real property needed for various public purposes, which offers were tendered to the owners prior to commencement of condemnation proceedings in conformity with authority granted the Chief Counsel by the Commission in its resolution adopted December 20, 1951:

Hauser-North Bend Section of the Oregon Coast Highway

L 1863 - Owner: Walter D. Hickey, et al. 0.49 acre for right of way. Amount of offer $249.00. Authorized by Commissioner McIver on September 8, 1953.

L 1858 - Owner: Coos Bay Oyster Cooperative, et al. 0.09 acre for right of way. Amount of offer $45.00. Authorized by Commissioner McIver on September 8, 1953.

L 1857 - Owner: Tidelands Development Company, et al. 7.06 acres for right of way. Amount of offer $3,530.00. Authorized by Commissioner McIver on September 8, 1953.

L 1868 - Owner: Florence Jewett, et al. 0.23 acre for right of way. Amount of offer $115.00. Authorized by Commissioner McIver on September 8, 1953.

L 1860 - Owner: Theodore Toews, et al. 0.39 acre for right of way. Amount of offer $195.00. Authorized by Commissioner McIver on September 8, 1953.

L 1859 - Owner: M. A. Beyer, et al. 0.18 acre for right of way. Amount of offer $90.00. Authorized by Commissioner McIver on September 8, 1953.

L 1866 - Owner: Norman Stoll, et al. 0.122 acre for right of way. Amount of offer $56.00. Authorized by Commissioner McIver on September 8, 1953.

L 1861 - Owner: John C. Sigloh, et al. 2.54 acres for right of way. Amount of offer $1,270.00. Authorized by Commissioner McIver on September 8, 1953.

Goshen-Divide Section of the Pacific Highway

R 20525 - Owner: H. W. Rich, et al. 0.06 acre for right of way. Amount of offer $100.00. Authorized by Commissioner McIver on September 8, 1953.

Deception Creek-Oakridge Section of the Willamette Highway

R 20574 - Owner: Frank H. Kincaid, et ux. 0.50 acre for right of way. Amount of offer $1,000.00. Authorized by Commissioner McIver on September 8, 1953.

Rowena-The Dalles Section of the Columbia River Highway

R 19190 - Owner: Willard Anderson Post No. 2471, Veterans of Foreign Wars of the United States, et al. 0.10 acre for right of way. Amount of offer $1,250.00. Authorized by Commissioner McIver on September 8, 1953.

Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway

R 20358 - Owner: Oscar E. Ferguson, et al. 5.13 acres for right of way, and 7.79 acres for excess taking. Amount of offer 11,750.00. Authorized by Commissioner McIver on September 8, 1953.

R 20277 - Owner: Phillip E. Yergen, et ux. 9.52 acres for right of way. Amount of offer $5,950.00. Authorized by Commissioner McIver on September 8, 1953.

The Chief Counsel presented for the Commission's consideration report of property damage claims made against others by the State Highway Department. He pointed out briefly that as of August 31, 1953, 67 claims have been made against others in the year 1953 involving $14,110.64, thirty-eight of which have been collected totaling $7,258.25. Sixteen of those remaining are in negotiation for settlement involving $3,692.39. The remaining thirteen claims involving $3,160.00 are those in which repairs to the property damaged have not been completed as of August 31, 1953. The Commission accepted the report as presented. (For further details see the Chief Counsel's letter dated September 4, 1953, in the General Files.)

In this connection, the Chief Counsel inquired as to what policy he should follow hereafter in handling claims which are uncollectible because of financial reasons, unknown whereabouts, et cetera. He pointed out that some claims for various reasons are uncollectible, and he suggested that he be given authority to abandon collection efforts on such claims. The Commission approved the suggestion, but instructed the Chief Counsel to report such cases to the Commission for the record.

The Chief Counsel presented a report concerning a conference in the Attorney General's office regarding an offer made by Wayne E. Murphy that the State share with him any proceeds derived from a method of computing cubic yardage in cuts and fills by use of IBM cards and equipment, which method Mr. Murphy claims to have originated. The Chief Counsel recalled that this matter previously has been before the Commission and at that time Mr. Murphy wanted

the State to pay royalties which the Commission refused to do upon recommendation of the Chief Counsel and the Engineer. He further stated that legality of the matter as now presented again has been investigated and has been discussed with Mr. Robert Thornton, Attorney General, who agrees that the State has no legal obligation in the matter. He recommended that Mr. Murphy's request again be denied. The Commission accepted the recommendation.

The Chief Counsel recommended and the Commission approved an increase in salary for Mr. Owen McAdams from $375 per month to $400 per month and in increase for Mr. John McClean from $309 per month to $350 per month. The Chief Counsel stated that these increases have been approved by the Attorney General in advance of the establishment of a state-wide salary schedule for attorneys.

The Chief Counsel requested authority to start suit against Raymond Johnson, et ux, for specific performance of a real estate option. He explained that the option is dated November 17, 1952 and that the owners agreed to convey to the State 0.206 acre of land on the Jewell-Birkenfeld Section of the Nehalem Secondary Highway in Clatsop County, for the sum of $250, but numerous letters requesting the owners to execute and return a warranty deed have been ignored. The Commission approved the request.

Consideration was given to payment of damages to R. G. Philips due to the closure of Chatham Street on the Deady-Shady Section of the Pacific Highway in Roseburg. The Chief Counsel reported that the 1953 legislature established a procedure whereby injured parties can take action for damages resulting from closure and change of grade. An appraisal, he stated, had been taken to determine the amount of damage suffered by the property in depreciation by reason of the closure of Chatham Street, which appraisal showed the amount of damage at $3,575.00. Mr. Philips, he said, refused to accept such sum; however, he has agreed to accept the sum of $4,000. The Chief Counsel recommended payment of such amount. The Commission accepted the recommendation provided that a complete release be obtained from all persons having an interest in the Philips' property releasing claims for all damages resulting from the closure or change of grade of Chatham Street.

The Commission considered a request from Frank and Maude Wink for vacation of a portion of Kelsay Way lying to the west of the Chenoweth-The Dalles Section of the Columbia River Highway. The Chief Counsel stated that he could see no objection to the vacation from a legal standpoint. The Engineer likewise offered no objection as the proposed vacation does not effect highway plans or property in any way and is solely for the benefit of persons owning property abutting thereon. The Commission approved the request. (On the following day the consent of vacation form was signed.)

Consideration was also given to the granting of a "Waiver and Relinquishment of Rights of Way and Easement" form covering a waiver of certain rights appurtenant to property owned by the State in Eugene to use a spur track so that a cloud on the Anna MacDonald property may be cleared. The Chief Counsel reported that the MacDonald property is being placed on the market for sale and that the realtors are attempting to get waivers from all property owners in whom the right to use

this spur track exists. As there would be no damage or expense to the State, he recommended that the waiver be approved. The Commission accepted the recommendation. (The waiver form was signed the following day.)

The claim of John J. Kennedy in the amount of $27.60 for damages to his car was considered by the Commission. The Chief Counsel reported that Mr. Kennedy's car had sustained damage to the grill due to being struck by a shovel full of rock while passing through maintenance operations near M. P. 153.00 on the Pacific Highway on December 31, 1952. The original bill had been submitted in the amount of $62.53, but since that time Mr. Kennedy has agreed to accept $27.60. He recommended approval of such settlement. The Commission approved the payment with the understanding that Mr. Kennedy will provide a complete release in writing.

The Chief Counsel presented for consideration a form of resolution providing for reduced speed limits to protect highways when under construction or repair and when weakened or impaired because of other reasons. He recalled that a resolution had previously been adopted by the Commission relating to reduced load limits upon highways, but this earlier resolution did not make reference to reduced speeds. He recommended that the resolution be adopted. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was also given to a proposed resolution authorizing operation of oversize and overweight combinations of vehicles upon Group I and Group II and Limited Group I highways without a permit, pursuant to legislation adopted at the 1953 session of the legislature. Action was deferred in this matter pending a report from the Engineer.

A report submitted by the Engineer concerning the operation of traffic signals on Sandy Boulevard (US 30) in Portland was considered by the Commission. The Engineer recalled that the Commission had requested that a study be made regarding placing the signal at Northeast 112th Avenue on a semi-actuated basis. A careful study of this matter, he stated, discloses that if the traffic signal at 112th Avenue were changed to a traffic-actuated one, it would result in loss of control of traffic moving westward on Sandy Boulevard. The traffic signal on N. E. 112th Avenue is necessary to control traffic before it reaches the central portion of Parkrose. He recommended that the traffic signals on Sandy Boulevard be interconnected with a single wire for supervisory control of the system and that this system be extended westward to a connection with the State-City system on Sandy Boulevard, at an estimated cost of $1,500. The Commission approved the recommendation.

The Commission gave consideration to the Engineer's report concerning proposed participation by the State of Oregon in the AASHO Test Road Project in Illinois. The Engineer advised that the total estimated cost of the project is about $8,000,000 of which the states are being asked to put up $3,000,000. Oregon's share of this total based on the ratio of Federal Aid ap-

portionments, and after allowing credit for $38,000 contributed by the State for the WASHO tests in Idaho, would leave a net estimated amount of $16,000. These amounts, he stated, are only approximate, but it would appear that Oregon would not be required to put up more than $30,000. It was his opinion that this test would bring valuable information as it would test the difference between Portland cement pavement and asphaltic pavement and would furnish data for an economic study to determine optimum weights that can be carried on the highways of the nation. He recommended approval of a contribution not to exceed $30,000 for this purpose. The Commission accepted the recommendation on the condition that Oregon's contribution shall be limited to a maximum of $30,000.

The Engineer reported on a request from people of Condon for improvement of a park in Condon and installation of storm sewers. The Engineer recalled that the Commission inspected this project during its July trip in eastern Oregon, and at that time had told the people of Condon that the park could not be recognized as a state park and that the Commission could not justify an expenditure of state funds within the park. Sugsequent investigation was made concerning the widening of the pavement and installation of curbs and drainage along the park frontage, and it was determined that such work will cost about $8,600. The installation of a storm sewer on Main Street, he estimated will cost $6,100. He recommended that both projects be performed provided the city will pay half of the estimated cost of the storm sewer, or $3,050.00. The Commission approved the recommendation and authorized the Engineer to perform the work during the season of 1954 if the city will contribute 50 percent of the storm sewer installation.

Improvement of the Netarts Secondary Highway near its crossing of the Tillamook River was given consideration by the Commission. The Engineer recalled that at the previous Commission meeting, Tillamook County Judge Effenberger had requested that some action be taken at this location to counteract flooding of the highway due to a break in the sand spit at Bay Ocean. This matter, the Engineer stated, has been investigated, and it has been ascertained that the water at high tide is now deeper than before the break occurred in the sand spit and that a section of highway now becomes inundated at times to a depth of about 18 inches. He recommeded approval of an expenditure of $4,000 to raise the grade of such highway section sufficiently to bring it above the high water level, the work to be performed as a Minor Betterment Project in 1954. The Commission approved the recommendation.

A request from the City of Baker for widening Broadway and 10th streets in that city to accommodate four traffic lanes was considered by the Commission. The Engineer estimated that it will cost approximately $142,000 to perform such widening work, and he advised that the city has indicated that it might cooperate in the project. He pointed out that there are no funds available at this time to finance the work, and he asked the Commission for authority to confer with City of Baker officials as to how much the city will contribute towards the project when it is possible to undertake it. The Commission granted the authority as requested, but cautioned the Engineer to make no commitment whatsoever with respect to construction.

The Engineer presented a report concerning an extension of the Helix-Havana Secondary Highway southerly to a connection with the Oregon-Washington Highway east of Pendleton as has been requested by a group of Umatilla County

citizens. He estimated that it would cost $76,500 for a medium type oil surface using a grade crossing of the railroad and that the cost to construct the highway with an overcrossing of the railroad and Wild Horse Creek would be about $194,500. As there are many existing secondary highways now on the state system which are in need of improvement which improvement would reduce the State's maintenance cost, he questioned the advisability of adding this road to the system and constructing it now. He recommended denial of the request. The Commission deferred action on the matter for future consideration and instructed the Secretary to include it in the list of unfinished business.

The Commission gave consideration to an addition to the Federal Aid System consisting of that section of the Territorial Secondary Highway between Hadleyville and Anlauf. The Engineer advised that presently only the northern portion of the Territorial Secondary Highway is on the Federal Aid System and that in order to use Federal Aid funds to finance proposed improvements between Gillespie Corners and Lorane and additional improvements, the entire highway should be placed on the system, and he so recommended. The Commission approved the addition of 21.54 miles to this Federal highway, being the section from Hadleyville to a connection with the old Pacific Highway at Anlauf.

A report from the Engineer on widening of the Coos River Secondary Highway between Catching Slough Bridge and the new bridge over Coos River was given consideration by the Commission. The Engineer reported that investigation had been made to determine the cost of such improvement, and it has been determined that to improve the 1.19-mile section will cost approximately $135,000, using asphaltic concrete pavement $3\frac{1}{2}$ inches thick and 20 feet wide with 4-foot shoulders. The Commission accepted the Engineer's report and instructed him to bring the project to the Commission's attention when there are additional secondary funds available for expenditure in Coos County.

The Engineer reported that a field investigation conducted by the Division Engineer at La Grande discloses that a section of the Little Sheep Creek Secondary Highway is being damaged by reason of excessive speeds of motor vehicles. In order to prevent further damage, he said, signs have been erected restricting the speed of all vehicles on this highway to 25 miles per hour between M.P. 0.00 and M.P. 5.07. The Commission approved the Engineer's action in this matter and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved a report from the Engineer advising that conditions governing awards of the following State Highway contracts for which bids were received on August 6 and 7, 1953 have been satisfied and that contract and bond forms have been sent to the respective contractors for execution pursuant to the Commission's instructions:

1. Reedy Creek-Beamer Creek Section of Yachats River County Road in Lincoln County. Bids received August 7, 1953. Conditions of award satisfied August 14, 1953. Glen Ousley, Eugene, contractor.

2. Juniper Canyon Section of Juniper Canyon County Road in Umatilla County. Bids received August 7, 1953. Conditions of award satisfied August 14, 1953. Rogers Construction Company, contractor.

3. Little Deschutes River Bridge on Burgess Road in Deschutes County. Bids received August 6, 1953. Conditions of award satisfied August 20, 1953. C. E. Blakley, contractor.

A request from the City Council of Coos Bay for widening Central Avenue between Eighth Street and Fourteenth Street was considered by the Commission. The Engineer reported that to widen this section to a 40-foot width, including curbs, manholes, and sewer connections, would cost approximately $43,500. He further advised that traffic on this street which is the route of the Empire-Coos Bay Secondary Highway is increasing rapidly, and that it will be necessary to widen the street in the not distant future. As no funds are available for the improvement at this time, he suggested that the project be considered when the next highway program is formulated. The suggestion was accepted by the Commission.

The Commission considered and upon recommendation of the Engineer approved entering into an agreement with Multnomah County Drainage District No. 1 whereby the State pays to the District the cost of pumping drainage from State Highway property on the Fairview-Sundial Section of the Banfield Expressway. The Engineer stated that the agreement is to cover pumping from 8-1/3 acres at a total estimated cost of $12.58 per year.

Consideration was given by the Commission to a request from residents of Applegate Valley and Williams Valley, Jackson and Josephine Counties, for improvements to the Williams Secondary Highway between Provolt and the III Bar Ranch. The Engineer estimated that it would cost approximately $240,000 to modernize this 4.17-mile section. The existing road, he stated, is oiled to a width of eighteen feet and is in good shape. As there are no funds available for the improvement, he recommended that the request be denied. The Commission adopted the recommendation.

The Engineer requested authority to install six traffic signals on North Lombard Street in Portland, route of US 30 by-pass to St. Johns Bridge. He explained that signals are needed at the following intersections: Oswego Street, Buchanan Street, Ida Street, Wall Street, Woolsey Street, and Wabach Street. He pointed out that although the Lombard Street by-pass is not on the State Highway System, it is a route over which highway traffic is routed and is one of the streets covered in the 1944 agreement with the City of Portland providing for maintenance, including installation of signals, and for cooperative administration of the state highway routes. He recommended that the six signals be installed at an estimated cost of $16,000, the expense to be shared equally by the State and the City with the City to furnish electrical energy and to maintain the signals after installation. To finance the installation cost, he recommended the transfer of $8,000 from the signal project heretofore authorized for the City of Lebanon inasmuch as the signals in Lebanon are not yet warranted. The Commission accepted the recommendations and so ordered.

In accordance with instructions issued by the Commission at a previous meeting, the Engineer presented to the Commission a revised edition of the long-range program of bond projects, federal-aid projects and state projects on primary highways, commonly known as the 5-year highway construction plan, which the Commission has had under informal consideration for many months and which in part has been adopted and put under contract. The Engineer explained that this program, dated September 24, 1953, is the same as the program previously placed in the hands of the Commissioners under date of June 25, 1953, except for revisions as follows:

1. $600,000 of 1954-55 Bond Funds transferred from Sherman Jct.-Willowdale Section of US 97 to Banfield Expressway Section of US 30.

2. $600,000 of 1957-58 State Funds allotted to Sherman Jct.-Willowdale Section to offset above indicated transfer of bond funds away from that section.

3. $2,400,000 of 1957-58 State Funds allotted to Olds Ferry-Ontario Section of US 30.

4. $400,000 of 1954-55 Bond Funds transferred from Gold Beach-Pistol River Section of US 101 to Rocky Point-Brush Creek Section of US 101.

5. $400,000 of 1957-58 State Funds allotted to Gold Beach-Pistol River Section to offset above indicated transfer of bond funds away from that section.

These revisions, he said, increase the total of the program from $124,109,000 to $128,109,000, the increase of $4,000,000 being wholly an increase in State Funds required.

After consideration, the Commission, by unanimous action, adopted the program set forth in full hereinafter as an official long-range program to be used by the Commission as a guide in the orderly and equitable distribution of the improvements to be made on the primary highway system during the coming few years as funds for such improvements become available:

FIVE-YEAR PROGRAM - BOND FUNDS AND FEDERAL AID

Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Federal Aid Year 1952 (FY 1953)
US No. 30			
Banfield Expressway	$ 775,000	$ 1,700,000	$ 1,100,000
Columbia River:			
Big Creek Section			141,000
Gnat Creek-Bradley Park	607,000		
Bugby Loops			
Clatskanie-Delena	900,000		
East Unit, Goble-St. Helens			
Gorton Creek-Warren Creek	1,831,000		
Warren Creek-Viento	1,065,000		
Wygant Park-Hood River	2,269,000		
Hood River-Mosier	1,314,000		217,000
Mosier-The Dalles	2,220,000		688,000
Arlington-Heppner Jct.	1,190,000		371,000
Old Oregon Trail:			
Emigrant Hill		2,400,000	
La Grande-North Powder			930,000
Baker-Pleasant Valley			
Durkee Overcrossings			
Olds Ferry-Ontario			
	$12,171,000	$ 4,100,000	$ 3,447,000
Total US No. 30 - $34,440,000			
US No. 26			
Sunset Highway:			
Necanicum Jct. - N. Plains, Resurf.			$ 571,000
Warm Springs Highway:			
Forest Bdry. -Mill Creek	$ 305,000		
Wasco Co. Line-Deschutes River			
Ochoco Highway:			
Jones Ranch-Mitchell	944,000		

FIVE-YEAR PROGRAM - BOND FUNDS AND FEDERAL AID

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
$ 1,000,000	$ 1,050,000	$ 630,000	$ 3,050,000	$ 600,000
	125,000			
		350,000	725,000	
	290,000			
	620,000			
821,000	665,000			
136,000				
			600,000	
			560,000	
		130,000		170,000
			800,000	2,400,000
$ 1,957,000	$ 2,750,000	$ 1,110,000	$ 5,735,000	$ 3,170,000

$ 340,000

September 24, 1953

Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
John Day Highway:			
Dayville-Mt. Vernon (East Unit)			
Mt. Vernon-John Day			
Austin-Unity Jct.			$ 190,000
	$ 1,249,000		$ 761,000
Total US No. 26 - $3,246,000			
US No. 99			
Pacfic Highway West:			
Harbor Drive Landscaping			$ 35,000
Jefferson St. Traffic Interchange			
Tigard-Newberg (Middle Unit)			429,000
Newberg Bridge			
Lafayette-N. Yamhill River	$ 455,000		
Orr Corner-Monmouth		$ 340,000	
North Corvallis	660,000		
Monroe Line Change		225,000	
West Portland-Hubbard Highway:			
Barbur Blvd. - White School	$ 4,550,000		515,000
Pacific Highway East:			
Union Ave. -Swift Road Jct.	275,000		
Union Ave. Service Roads			141,000
Ross Island Bridge Ramp			
Willamette River-Hayesville		5,240,000	
Salem By-pass	916,000		218,000
Battle Creek Jct. -Jefferson Jct.			
Harrisburg-Junction City		200,000	
Pacific Highway:			
Junction City-Eugene		445,000	
Judkins Point-Goshen, Paving			448,000
Goshen-Divide		2,610,000	
Divide-Rice Hill	3,400,000	1,300,000	
Chenoweth Park-Deady	1,600,000		615,000
Deady-Shady	925,000	3,520,000	300,000
Shady-Canyonville		3,780,000	
North Grants Pass Section	155,000		
Rock Point-Blackwell Hill	1,000,000		
Blackwell Hill-Medford		1,335,000	

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-56
$ 413,000				
483,000				
$ 896,000		$ 340,000		
$ 75,000				
600,000				
200,000		$ 696,000	$ 125,000	$ 175,000
	$ 150,000			
571,000				
			400,000	
	630,000			
1,008,000				
		420,000		
		420,000		
220,000	915,000			
1,020,000				
452,000	385,000			
			950,000	1,705,000

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Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
Pacific Highway (cont.):			
Medford-County Farm	$ 603,000		
County Farm-Ashland			$ 460,000
	$14,539,000	$18,995,000	$ 3,161,000
Total US No. 99 - $48,087,000			
US No. 101			
Oregon Coast Highway:			
Cannon Beach-Arcadia	$ 213,000		
Bay City-Tillamook	487,000		
Siletz Bay-Miner Creek	1,425,000		
Elbow Lake-Gardiner	675,000	$ 900,000	
Reedsport-Winchester Bay	1,045,000		
Winchester Bay-Forest Bdry.	890,000		
Hauser-Coos Bay	1,175,000		
Bunker Hill Section	80,000		
China Cr. Fill (N. of Coquille)		75,000	
Rocky Point-Brush Cr.		1,485,000	
Brush Cr.-Euchre Cr.**	2,200,000	790,000	
Euchre Cr.-Giesel Monument*		500,000	
Gold Beach-Pistol River		1,100,000	
	$ 8,190,000	$ 4,850,000	
Total US No. 101 - $16,555,000			
US No. 20			
Newport-Corvallis Highway:			
Newport-Toledo	$ 1,125,000		
Blodgett Bridge			
South Santiam Highway:			
Noble Slough-Foster			

* Giesel Monument-Wedderburn to be improved with Forest Highway Funds (No survey made - Reconnaissance estimate $1,250,000)

** No Survey made. Reconnaissance estimates only.

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Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
	$ 275,000			
$ 4,146,000	$ 2,355,000	$ 1,536,000	$ 1,475,000	$ 1,880,000
		$ 470,000	$ 230,000	
$ 215,000				
	$ 300,000			
			200,000	$ 2,100,000
$ 215,000	$ 300,000	$ 470,000	$ 430,000	$ 2,100,000
		$ 75,000		
$ 244,000				

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Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
Central Oregon Highway:			
Fort Rock Road-Brothers			
Brothers-Hampton		$ 190,000	
Hampton-Gap Ranch	$ 630,000		
Sage Hen-Burns			
Burns-Buchanan	435,000		
Juntura-Vale (Intermittent Sections)			
Vale-Cairo		175,000	
	$ 2,190,000	$ 365,000	
Total US No. 20 - $6,424,000			
US No. 97			
Sherman Highway:			
Moro-Grass Valley		$ 400,000	
Grass Valley-Kent		400,000	
Dalles-California Highway:			
Sherman Jct.-Willowdale		800,000	
Crooked River-Terrebonne	$ 855,000	380,000	242,000
Bend-Lapine	1,275,000		
Lapine-Diamond Lake Jct.			
Mazama Jct.-Lobert (Middle Unit)			
Modoc Point-Algoma	400,000		
	$ 2,530,000	$ 1,980,000	$ 242,000
Total US No. 97 - $7,252,000			
US No. 395			
Pendleton-John Day Highway:			
Emigrant St. (Pendleton) Grade Sep.			
Total US No. 395 - $450,000			
US No. 199			
Redwood Highway:			
Cave Jct.-Hayes Hill			
Bridges, E. & W. Forks Illinois R.			

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Year 1956-57
			$ 400,000	
	$ 300,000			
	595,000			$ 260,000
		$ 905,000	640,000	
	450,000			
$ 244,000	$ 1,345,000	$ 980,000	$ 1,040,000	$ 260,000
$ 80,000			$ 400,000	
			500,000	
				$ 600,000
				620,000
			300,000	
$ 80,000			$ 1,200,000	$ 1,220,000
	$ 450,000			
	$ 450,000			
			$ 310,000	
		$ 340,000		

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Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
Redwood Highway (cont.):			
Bridge, Applegate R.			
Hayes Hill-Grants Pass (Part only)			
Total US No. 199 - $1,500,000			
US No. 126			
McKenzie Highway:			
Willamette River Bridge			
Deep Canyon Section			
Ochoco Highway:			
Redmond-Powell Butte			
Total US No. 126 - $1,030,000			
Oregon No. 36			
Siuslaw Highway:			
Swisshome-Indian Creek			
Spring Creek-Cape Jenny Creek			
Low Pass Section	$ 850,000		
	$ 850,000		
Total Oregon No. 36 - $1,230,000			
Oregon No. 6			
Wilson River Highway:			
Tillamook-Donaldson Creek			
Wilson River Tunnel Section			$ 120,000
Glenwood-N. Plains		$ 1,710,000	
		$ 1,710,000	$ 120,000
Total Oregon No. 6 - $2,530,000			

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
		$ 250,000		
				$ 600,000
		$ 590,000	$ 310,000	$ 600,000
			$ 700,000	
				$ 130,000
			200,000	
			$ 900,000	$ 130,000
			$ 250,000	
		$ 130,000		
		$ 130,000	$ 250,000	
			$ 700,000	
			$ 700,000	

Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
Oregon No. 47			
Tualatin Highway:			
Forest Grove-Hillsboro			
Hillsboro (One-way Streets)			
Reedsville-Beaverton			
Total Oregon No. 47 - $1,200,000			
Oregon No. 18			
Salmon River Highway:			
Sheridan-Deer Creek			$ 216,000
Sulphur Creek-Rogue River			
			$ 216,000
Total Oregon No. 18 - $591,000			
Oregon No. 42			
Coos Bay-Roseburg Highway:			
Coquille-East, Approx. 2 mi.			
Suicide Creek-Pacific Hwy.			$ 379,000
			$ 379,000
Total Oregon No. 42 - $729,000			
Oregon No. 38			
Umpqua Highway:			
Reedsport-Dean Creek, West Unit			
Total Oregon No. 38 - $350,000			
Oregon No. 66			
Klamath Falls-Lakeview Highway:			
Sixth St. (Klamath Falls) O'xing			

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
			$ 600,000	
		$ 275,000		
		325,000		
		$ 600,000	$ 600,000	
			$ 375,000	
			$ 375,000	
		$ 350,000		
		$ 350,000		
			$ 350,000	
			$ 350,000	
		$ 555,000		
		$ 555,000		

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Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
Klamath Falls-Lakeview Highway (cont.):			
Total Oregon No. 66 - $555,000			
Oregon			
Junction City-Eugene Secondary Hwy: Grade Separation in Eugene (Jefferson and Washington Sts.)	_____	_____	_____
Total Oregon - $700,000			
Oregon No. 213			
Cascade Secondary Highway: Flavel St. (Portland) - King Road	_____	_____	_____
Total Oregon No. 213 - $200,000			
TOTALS - $127,069,000	$41,719,000	$32,000,000	$ 8,326,000
Reserves - Division 2 Reserves - Division 3 Reserves - Division 4	_____	_____	_____
GRAND TOTALS $128,109,000	$41,719,000	$32,000,000	$ 8,326,000

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
			$ 700,000	
			$ 700,000	
		$ 200,000		
		$ 200,000		
$ 7,538,000	$ 7,200,000	$ 6,861,000	$14,065,000	$ 9,360,000
---	---	240,000	470,000	
---	---	115,000	---	
125,000	---	90,000	---	
$ 7,663,000	$ 7,200,000	$ 7,306,000	$14,535,000	$ 9,360,000

In the discussion which attended the action, it was made clear that this program is recognized as not binding on any future Commission. The purpose is to make official record of the Commission's over-all plan for the coordination of federal-aid and state construction expenditures with the State's $72,000,000 bond expenditure to effect a more adequate and more equitable satisfaction of the existing immediate needs of the State's highways than is possible with the bond funds alone. Hope and expection were expressed, however, that future Commissions will take cognizance of the program, will understand that the present Commission was obliged to plan some years ahead in order to attain the scope necessary to satisfy the very minimum of immediate needs, will recognize that completion of the program in its entirety is essential to the success and equity of the plan, and in view of these considerations will carry the program through to completion as planned.

September 24, 1953

The Commission confirmed telephonic authority given the Engineer to install pressure-sensitive detectors at three signal locations on the Pacific Highway East between Oregon City and Milwaukie. The Engineer explained that there had been many complaints of unnecessary stoppage of traffic on the main highway caused by vehicles turning off the highway and in other instances by vehicles not entering upon the main highway. He also said that installation of the detectors, which he estimated would cost $1,500, will eliminate the present defects.

The Commission gave consideration to a request submitted by the City of Mt. Angel for improvement of the Hillsboro-Silverton Secondary Highway south from Mt. Angel to Silverton. The Engineer estimated the cost to modernize this highway section to secondary highway standards at approximately $240,000. The present road, he stated, has an oiled surface and is in good condition, and he pointed out that there are many important secondary highways bearing a larger volume of traffic which would warrant improvement over the section requested. He recommended that this improvement be deferred until projects with a higher priority rating are taken care of. The Commission deferred action on this matter pending the appearance of a delegation on the following day. (The delegation was informed by the Commission that their request would be considered, but no promise could be made as to when the work would be performed. See ahead for additional entry.)

The Commission discussed and upon recommendation of the Engineer approved entering into an agreement with the Pacific Power and Light Company covering installation of a luminaire unit at the east end of the bridge over Hood River on the Columbia River Highway. The Engineer advised that this unit will be furnished and installed at the expense of the Pacific Power and Light Company and that the State's obligation would simply be payment of $3 per month for electrical energy to operate the light. He recommended approval of the installation on such basis because the highway approaching the bridge from the east is on a sharp curve, and it would be advantageous to have the end of the structure lighted.

A letter from the Mayor of Grass Valley requesting the State to oil or pave the area between the present roadway and the newly constructed curbs on The Dalles-California Highway in Grass Valley was given consideration by the Commission. The Engineer stated that the State has no obligation to perform such widening work, and because there are numerous similar requests from other towns, he could see no good reason to give priority to the work requested by Grass Valley. He recommended that the request be denied. The Commission approved the recommendation.

The Commission gave consideration to a request from the Klamath County Court for an exchange of highways in which the Court proposes that the County take over the Midland Secondary Highway as a county road and that the State take over the Keno-Worden County Road as a state secondary highway. The Engineer advised that the Keno-Worden Road is 7.67 miles in length and has a very light surfacing throughout. It was his thought that were it designated a state secondary highway, there would be an immediate demand to oil it which would cost about twice as much as it would cost to complete the oiling of the Midland Secondary Highway. He recommended that the request for the exchange be denied.

The Engineer pointed out that the county is anxious that the Midland Secondary Highway be oiled and has agreed that if the State will make the exchange of high-

ways, the County will immediately oil the 3.73-mile unoiled section which has a macadam surface at present. As there is uncertainty as to when secondary funds will become available for oiling this section, he recommended that the County be advised that the State cannot complete the oiling on the Midland Secondary Highway in the immediate future, but if the County will construct an adequate base and oil the unoiled portion, the State will continue to maintain the road as a state secondary highway. The Commission approved the recommendations.

The Engineer requested increases in project authorizations as follows:

1. Contract No. 3719, Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Secondary Highway, Klamath County--$177,000.

2. Contract No. 3718 on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties--$24,000.

3. Contract No. 3629 on the Catching Slough-Enegren Ferry Project on the Coos River Secondary Highway in Coos County--$17,000.

4. Contract No. 3946 on the Troutdale Section of the Crown Point Secondary Highway in Multnomah County--$944.

He stated that unforeseeable conditions in connection with subgrade, the necessity of using additional materials, and the performance of work not anticipated in the contracts had caused the overruns. The Commission granted the increases unanimously.

The Commission discussed a request submitted by the city of Medford for state participation in the cost to install a traffic signal at the intersection of Main Street and Fir Street in Medford, Main Street being the route of the Medford-Provolt Highway. The Engineer advised that the request has been carefully investigated and the findings reveal that the traffic volume warrants the signal. He recommended that a traffic signal be installed at a total estimated cost of $3,000, the cost to be shared equally by the city and state. The Commission approved the recommendation.

The Engineer requested authority to expend $2,500 to install culvert pipe in four irrigation ditches along the right of way of The Old Oregon Trail between La Grande and North Powder to facilitate passage of farm equipment across the ditches. He explained that farmers, in moving their equipment from one field to another, have been doing so by utilizing the shoulders on the highway, but, at four different locations where irrigation ditches are present, it is necessary for them to pull their equipment onto the paved surface with considerable resultant damage to the highway surfacing. Installation of the culvert pipe will allow them to pass over the ditches without getting on the highway surface. The Commission approved the request.

A letter was presented from County Judge Tom F. Skelton of the Lincoln

County Court requesting construction of a connecting road between Tom Jack County Road and the new highway near Beaver Creek on the Corvallis-Newport Highway east of Newport, in Lincoln County. The Engineer reported that investigation discloses that such a connection will cost about $3,000, including a stock pass for $1,500. The county, he stated, has agreed to pay $500 of this amount and to assume maintenance of the old road. He also said that the building of this connection will eliminate the expense of maintaining a bridge across Beaver Creek which will cost the county a great deal of money over a period of time. He recommended approval of the project on such basis. The Commission approved the recommendation and ordered the matter covered by appropriate written agreement with the county.

The matter of removing rock from an encroaching bluff about 9 miles east of The Dalles on the Columbia River Highway was discussed by the Commission. The Engineer reported that the impaired clearance at this location requires very careful driving of any truck with a height of 12' 6", which is the basic statute height covering all public highways. An investigation, he stated, has been made by the Division Engineer with Mr. Charles Parker, a contractor, and it is the opinion of Mr. Parker that the vertical clearance can be increased to 15' by careful drilling and shooting. The Engineer warned, however, that in removing the rock there is a hazard that great quantities of overhanging rock may fall upon the railroad track with resultant damage. He recommended that he be granted authority to negotiate with the railroad officials with the idea of moving the highway over on their right of way a short distance, and if such negotiations are not successful, that he be authorized to negotiate with Mr. Parker to perform the blasting work which he estimated would cost about $4,000. The Commission approved the recommendation.

The Engineer presented the matter of installing nine 7-pile dolphins across the mouth of "D" River in the city of Delake in Lincoln County, negotiations for which, he stated, were carried on with Mr. Donald B. McCormish, who represented local property owners in the city. He advised that as a result of the conference, an agreement was arranged wherein the city assumes the sole obligation to remove all sand or gravel deposited in "D" River within fifty feet of either side of the dolphins so as to keep the channel at its present depth, provided that the Commission will construct the dolphins at the mouth of the river. He estimated the cost of installing the dolphins at $7,500 and recommended approval of the expenditure. The Commission confirmed the project with the understanding that an acceptable agreement be signed by the parties involved.

The Commission discussed and ordered filed a letter from the Klamath County Court endorsing a road program as outlined by the Roads Committee of the Klamath County Chamber of Commerce. (See copy of program in General Files, dated May 7, 1953.)

Adoption of a Federal Aid urban highway system for the Ashland urban area was discussed by the Commission, The Engineer stated that it is planned to widen the underpass of the Southern Pacific Railway on the Pacific Highway at the northern entrance to Ashland in 1954 and that to permit programming of this project by the Bureau of Public Roads, it is necessary that a Federal Aid urban highway system for the City of Ashland be approved by the Highway Commission. He presented a map showing the proposed system and recommended its adoption. The Commission ac-

cepted the recommendation and authorized the Engineer to submit the proposal to the Bureau of Public Roads for final action.

The Commission discussed a request from the City of Sheridan for installation of traffic signals at the intersection of Bridge and Main Streets in Sheridan. The Engineer stated that this matter has been carefully investigated, and it has been found that the volume of traffic at this point does not warrant the installation of signals. He therefore recommended that the request be denied. The Commission adopted the recommendation.

Attention was given by the Commission to a request from the City of Medford for state cooperation in conducting traffic studies in Medford with the view of establishing an arterial street system integrated with the state highway system. The Engineer stated that this can be accomplished by means of a detailed traffic study which he estimated would cost about $5,000. He recommended that such a study be conducted, the matter to be covered by an appropriate written agreement with the city. The Commission approved the recommendation.

Consideration was given by the Commission to a request from the City of Springfield for filling in of side ditches, construction of curbs, and full street-width pavement along Main Street, route of the McKenzie Highway, between 10th Street and 19th Street in Springfield. The Engineer estimated the cost of such project at $106,000 of which amount, he said, the city has offered to pay $5,600. It was his thought that when Main Street which now carries two-way traffic is limited to westbound traffic only upon completion of the South "A" Street route, there will be far less hazard than now exists. In view thereof, and for the further reason that there are no funds available for expenditure in Springfield, he recommended that the request be denied. The Commission approved the recommendation.

The Commission gave its attention to a request from State Representative Robert Root, Jackson County, for a reconnaissance and economic study of the Little Butte Creek-Lake of the Woods route in Jackson and Klamath Counties, as a possible addition to the state highway system. The Engineer stated that such survey will cost about $4,000. The Commission authorized him to proceed with it as soon as men can be spared for the purpose.

The Engineer brought up for discussion a proposed change in the five-year construction program involving plans for reconstruction of the Pacific Highway West as it pertains to the town of Monroe, Benton County. The Engineer stated that in the existing program $375,000 has been allocated to the Monroe Line change, $150,000 of which represents Federal Aid Funds. He pointed out that it was originally planned to by-pass the town of Monroe, which plan required construction of a new bridge and approximately three miles of new highway, but subsequent study indicates that by-passing of Monroe is not justified as it is the only town between Harrisburg and Corvallis and is an important junction with the Territorial Secondary Highway; moreover, if the highway through Monroe is retained, then it will be possible to abandon the existing bridge over the Long Tom River in Monroe which is narrow and costly to maintain, however, this will necessitate construction of a new bridge immediately down stream

from the existing one with 1,000 feet of new highway. A bridge in such location, he added, will serve the Territorial Highway as well as the Pacific Highway West, and the cost to construct it is estimated at about $150,000, which could be financed with Federal Aid Funds. He recommended that the revised plan be approved. He also recommended that the remainder of the $375,000, being $225,000 of bond funds, be held in reserve as there have been persistant demands for improvement of the Pacific Highway West between Rickreall and Amity Junction. The Commission accepted both recommendations.

Consideration was given by the Commission to a request from Ada County Fish and Game League of Boise, Idaho, for development of the Cherry Creek Road leading to the Owyhee Reservoir in Malheur County. The Engineer recommended that the request be denied. The Commission approved the recommendation.

A request from the Marion County Court that the State assume the cost of maintaining the 12th Street connection between the Salem city limits and US 99E until the Salem By-pass is opened for travel. was discussed. The Engineer recalled that the County Court previously requested the State to take over the 12th Street road as a state highway which the Commission refused to do, so the Court now requests only that the State simply pay for the surface maintenance during the period referred to. He recommended approval of the present request. The Commission approved the recommendation and ordered the matter covered by appropriate agreement with the County.

Consideration was given by the Commission to a request from Nestucca Chapter Izaak Walton League, that the Commission remedy a condition in the flow line of a culvert carrying the water of Saling Creek under the Oregon Coast Highway at M. P. 93.81 between Beaver and Hebo. The Engineer reported that in 1924, the State extended the culvert and constructed a concrete floor which spread the water out into a thin sheet without sufficient depth to allow passage of fish. He recommended that the situation be remedied by such means as are necessary to permit the passage of fish. He estimated the cost at $450. The Commission approved the expenditure.

The Engineer reported that location surveys have been completed on the following sections of highways:

1. Vale-Cairo Junction Section of the Central Oregon Highway in Malheur County.

2. Airport Road Junction-Stout Creek Section of the North Santiam Highway in Marion County.

3. Monroe Section of Pacific Highway West in Benton County.

He stated that the changes proposed have been carefully studied and offer the most feasible routes consistent with cost and benefit to the traveling public, and he recommended that they be adopted as future routes for these highways. The Commission approved the recommendation unanimously by adopting the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the Glens Falls Indemnity Company, Surety on the bond furnished by Spada Brothers who defaulted on State Highway Contract No. 3439, has now made payment to the State in the sum of $18,480.90 to settle the account and has requested a release of their obligation in the matter. He explained that under the terms of the re-executed contract, the surety company agreed to reimburse the State for all extra costs incurred, which amounted to $18,480.90. He recommended approval of the request. The Commission approved the recommendation. (The release form was signed by the Commission on the following day.)

The Commission gave consideration to a request submitted by the City of Roseburg and Douglas County for an integrated traffic survey of Roseburg and its environs. It was explained by the Engineer that such a survey is estimated to cost $4,800 and that the City of Roseburg and Douglas County have each indicated their willingness to pay one-third of the cost, which would result in a cost of $1,600 each to the State, County, and the City. He recommended that the Commission authorize this survey and that an agreement covering the matter be prepared. The recommendation was accepted by the Commission.

Consideration was also given to a request from the City Manager of Oregon City for installation of a traffic signal at the intersection of Washington and 15th Streets in Oregon City, Washington Street being the route of the Cascade Secondary Highway. This matter, the Engineer reported, has been investigated several times and the latest investigation still indicates that a signal is not justified at this time. He therefore recommended that the request be denied. The Commission adopted the recommendation.

A telephone conversation with Mayor P. O. Landry of Klamath Falls concerning completion of the survey for the west side by-pass route of The Dalles-California Highway in Klamath Falls and the purchase of right of way was brought up by the Engineer. The Engineer pointed out that in August, 1948, the Commission approved completion of the survey and preparation or right of way descriptions for acquisition of right of way but later instructions were issued to hold up further activities. The project has been in more or less of an inactive status during the past three years. As the matter has been again brought to attention, he recommended that the location survey be completed; that the necessary right of way descriptions be prepared and critical portions of the right of way be purchased as soon as possible. The Commission approved the recommendation.

The Engineer requested authority to conduct surveys as follows:

1. Pilot Rock-Pendleton Section of the Pendleton-John Day Highway (14 miles), estimated cost--$28,000

2. Minam-Wallowa Section of the Wallowa Lake Highway (14 miles), estimated cost--$35,000

3. Trail-Cascade Gorge Section of the Crater Lake Highway (16 miles), estimated cost--$40,000

4. Weston-Weston Mountain Section of the Weston-Elgin Highway (7.3 miles), estimated cost $11,000

The Engineer stated that a major portion of the surveys now under way are near completion and as the surveys requested will be needed in the not too distant future, the work could be performed as personnel becomes available. The Commission approved the request.

Authority was requested by the Engineer to prepare right of way descriptions and to purchase additional right of way needed for improvement of the Rice Hill-Turkey Hill Section of the Pacific Highway in Douglas County. He pointed out that the current five-year construction program contemplates reconstruction of the Pacific Highway between Eugene and Canyonville with total control of access except on the Rice Hill Section. This section, he said, was built several years before the Commission had access control authority so there is no control of access whatever. It was his thought that this five-mile gap should be access controlled, and he recommended purchase of the access rights along with acquisition of land necessary to provide, later on, a four-lane highway facility. He estimated the cost of the additional right of way at $200,000, and he recommended that it be acquired as soon as possible. The Commission approved the recommendation and so ordered.

In the discussion of this matter, Commissioner Reynolds pointed out that there is a section of highway on the Old Oregon Trail between Boardman and Pendleton which should also be investigated as to the feasibility of acquiring access control. The Engineer was instructed to investigate the matter and report the cost and feasibility to acquire access rights so this section of highway can be made an expressway with full access control.

A request from the City of Portland for a complete traffic survey of the city to determine the need of a system of expressways was discussed by the Commission. The Engineer stated that the survey would be of considerable value particularly to the city and the State Highway Department in indicating a comprehensive expressway program and to determine the cost thereof. He estimated the cost of the survey at $60,000 and suggested that the costs be born $30,000 by the state, $20,000 by the city, and $10,000 by the county. Chairman Chandler pointed out that the expenditure would be hard to justify because the possibilities of performing additional construction on new highways in Portland in the near future are remote. The Commission denied the request.

The Commission considered a request from Mayor Paul O. Landry, Klamath Falls, that the state furnish engineering work in connection with a proposed truck route that is to be constructed by the city. The Engineer stated that the city project is estimated to cost $195,000, and the engineering most likely will cost about $16,000. The Commission decided unanimously against participating in this project, either for construction or engineering, and ordered that the Mayor of Klamath Falls be so informed.

The Engineer reported receipt of numerous requests for installation of a school crossing sign with "wait-walk" signals on the Sunset Highway at Sylvan, as protection to school children attending Sylvan School. He estimated the cost to con-

struct a school crossing path with appropriate signals at $500, and he recommended approval of the expenditure, the work to be done by state forces. The Commission approved the recommendation.

The Engineer reported that eight counties in the state have improved their Federal Aid secondary county roads to the extent that additional mileage of such roads is necessary to permit the expenditure of Federal Aid secondary allocations within those counties. These counties, he stated, have made excellent progress on the existing secondary highways. He presented maps showing proposed extensions and recommended that they be approved. The Commission accepted the recommendation for the following additions to the Federal Aid secondary county road system and authorized the Engineer to submit the necessary data to the Bureau of Public Roads for its approval:

1. Gilliam and Morrow Counties. FAS 573. 16.9 miles long, known as the Base Line Road. Extends from the John Day Highway easterly to the Heppner Highway at McNab.

2. Columbia County. FAS 574. 4 miles long. Extends from the Columbia River Highway at Warren to a highly developed industrial area south of and adjacent to St. Helens.

3. Linn County. FAS 575. 5.8 miles long, known as the Hardscrabble Road. Extends from the Jefferson State Highway southerly to the Santiam Highway.

FAS 576. 10.1 miles long. Extends from the Pacific Highway East in Albany easterly to the Santiam Highway north of Lebanon.

4. Benton County. FAS 577. 3 miles long. Consists of a loop extending northerly and westerly from the Pacific Highway West at Lewisburg.

5. Deschutes County. FAS 579. 10.5 miles long and known as the Tumalo Falls County Road. Extends from the Century Drive State Highway in Bend westerly to the vicinity of Tumalo Lake.

6. Hood River County. FAS 580. 2.8 miles long. Extends from the Mt. Hood Highway at Dougherty Corners westerly and southerly to the Hood River State Highway near Parkdale.

7. Tillamook County. Extension to FAS 615. 5.8 miles long. Extends from Barnsdale northerly to a junction with the Necanicum Highway at Mohler.

Extension to FAS 616. 4.5 miles long. Extends from Oceanside northerly through the Cape Meares Park to a county road junction near Bayocean.

(For further details see the Engineer's letter of August 24, 1953 with maps, in the General Files.)

The Engineer presented a supplemental construction program for 1954 and 1955 county FAS funds totaling $1,020,000, representing the estimated cost of projects that have been requested by the several counties. He asked the Commission to approve the program as presented so the making of necessary surveys and pre-

paration of plans for contract letting can proceed. He pointed out that with approval of this program totaling $1,020,000, there will remain a balance of $909,000 for future programming. As a result of discussion the commission unanimously approved the following projects for the program under consideration:

PROPOSED SUPPLEMENTAL 1954 & 1955 COUNTY FAS PROGRAM

County	FAS Hwy. No.	Section and Description	Programmed Amount
Benton	577	Armstrong Lane and Dickinson Road Section, 2.3 miles. Grade and surface	$ 60,000
Clackamas	129	Clackamas Junction-Damascus, 4 miles. Grade and pave	$ 158,000
Columbia	574	McNulty Creek Section, 0.5 miles. Grade surface, oil, and culvert	$ 25,000
	574	Columbia River Highway-St. Helens Section, 1.1 miles. Widen and pave.	26,000
	609	North Fork of Scappoose River bridge.	25,000
		Subtotal, Columbia County	$ 76,000
Deschutes	579	Bend-Tumalo Lake Section, 10.5 miles. Oil mat	$ 53,000
Gilliam	441	Lost Valley Canyon Section, 3.5 miles. Oil mat.	$ 10,000
	573	Ridge Road-Morrow County Line, 6 miles. Oil mat.	25,000
		Subtotal, Gilliam County	$ 35,000
Harney	458	Drewsey-Van, West Unit, 7 miles. Grade and surface.	$ 77,000
Hood River	580	Beales Corner-Dougherty Corner, 1.1 miles. Bridge, grade, surface, and oil.	$ 42,000
Jackson	273	Bear Creek bridge.	$ 55,000
	559	Applegate River bridge.	50,000
		Subtotal, Jackson County	$ 105,000
Linn	575	Jefferson Junction-Knox Butte, 3 miles. Surface and oil.	$ 30,000
	576	Albany Junction-Lebanon Junction, 8 miles. Surface and oil.	82,000
		Subtotal, Linn County	$ 112,000

PROPOSED SUPPLEMENTAL 1954 & 1955 COUNTY FAS PROGRAM (cont.)

County	FAS Hwy. No.	Section and Description	Programmed Amount
Malheur	572	Hy-Line Road Section, 7.3 miles. Grade, surface, and oil.	$ 155,000
Polk	560	Burns Corner-Lewisville, 3.18 miles. Grade, surface, and oil.	$ 66,000
Yamhill	111	Baker Creek and Panther Creek Sections. Two bridges and road approaches.	$ 81,000
TOTAL			$1,020,000

The Engineer reported that the following cities and towns have fulfilled legal requirements for expenditure of State Tax Street Funds that have accrued to them during the second half of 1951:

Mosier	$ 651.25
Richland	561.86
Weston	1,734.10

The City of Weston has fulfilled the legal requirements for expenditure of State Tax Street Funds for both the first half and the second half of 1952 in the amounts of $2,131.63 and $1,837.87, respectively.

The following cities and towns have fulfilled the legal requirements for expenditure of State Tax Street Funds for the first six-month period of 1953:

Amity	$2,227.90
Cave Junction	938.24
Dayton	2,383.72
Detroit	908.40
Dundee	1,021.12
Harrisburg	2,857.81
Hines	3,043.47
Lostine	590.13
Oakland	2,748.40
Richland	729.37
Stanfield	2,801.45
St. Paul	749.26
Talent	2,450.02
Tualatin	822.20
Weston	2,251.10

The following cities and towns have fulfilled the legal requirements for expenditure of State Tax Street Funds for the second six-month period of 1953:

Aurora	$ 698.89
Bay City	2,197.76
Canyonville	2,486.55
Creswell	1,911.85
DeLake	1,859.86
Hines	2,651.17
Long Creek	831.74
Lostine	514.06
Nehalem	779.76
Troutdale	1,484.42
Waterloo	519.84
Yamhill	1,556.62
Yoncalla	1,807.88

The Engineer advised that the plans for the improvements proposed to be financed with the funds under discussion have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission accepted the recommendation by adoption of the attached resolutions relative thereto marked EXHIBITS "D-1" through "D-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The following persons, members of the Travel Advisory Committee, appeared before the Commission concerning the Travel Information Budget for the year 1954: Wm. M. Tugman, Chairman, Eugene; Don Sterling, Sr., Portland; Arthur Waud, Tillamook; Herb Grey, Medford; Fred Kiddle, Island City; Ralph Cronise, Albany; and Frank Jenkins, Klamath Falls. Also present were Arlen Cole of the Cole and Webber Advertising Agency, Portland; and Carl Jordan, Director of Travel Information Department, Salem.

Mr. Tugman explained briefly that the Committee had given much thought and care to the assembling of the new budget, particularly in regard to the allocation of funds for the various medians of advertising. The recommended budget, he stated, is in an amount of $275,000.00, the same as for 1953. He pointed out a suggested change in the contract date with the Advertising Agency from February 1 to January 30 to a calendar date extending from July 1 to June 30. He also pointed out that the Committee had set up a special subcommittee to examine all advertising contracts. Chairman Chandler thanked the Committee for service rendered and stated that the Commission will review the budget and discuss it at the next Commission meeting.

The Commission considered and by unanimous vote granted the following requests for extensions of time within which to complete state highway contracts, subject to penalties recommended by the Engineer:

1. Lindstrom Brothers, Inc., Contract No. 3715 for construction of the Fields Bridge over the Tualatin River in Clackamas County, requested an extension of time from July 31, 1953 through August 30, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

2. United Builders, Inc., Contract No. 3851 for construction of the 92d Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from August 31, 1953 through June 1, 1954 to complete the work on this project. A recommendation was made by the Engineer that the extension of time be granted to April 1, 1954 without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

3. Gunderson Brothers Engineering Corporation, Contract No. 3669 for the furnishing of the structural steel for the Hood River Bridge in Hood River County, requested an extension of time from December 31, 1952 through July 6, 1953. The Engineer recommended, and a letter was presented from the Bureau of Public Roads concurring therein, that the extension of time be granted without penalty.

4. Valley Construction Company, Contract No. 3763 for construction of Haynes Slough Bridge on the Oregon Coast Highway in Coos County, requested an extension of time from July 31, 1953 through October 31, 1953 in which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

5. Steinmuller & Lee, Contract No. 3913 for construction of the Armitage State Park latrine in Lane County, requested an extension of time from July 31, 1953 to August 12, 1953 within which to complete the contract. The Engineer recommended that the extension of time as requested be granted without penalty.

6. W. G. Wright, Contract No. 3937 for grading and paving the Monroe Street Section in Sheridan in Yamhill County, requested he be granted an extension of time from August 15, 1953 to August 18, 1953 within which to complete this work. A recommendation was presented by the Engineer for the granting of the extension as requested without penalty.

7. E. H. Itschner Company, Contract No. 3848 for the Arlington-Service Creek Rock Production Project in Gilliam and Wheeler Counties, requested an extension of time from August 31, 1953 to November 30, 1953 within which to complete this job. The Commission approved the Engineer's recommendation that the extension of time as requested be granted without penalty.

8. Rogers Construction Company, Contract No. 3860 for rock production project on the Mt. Hood and Wapinitia Highways in Clackamas, Hood River and Wasco Counties, requested an extension of time from July 15, 1953 to September 1, 1953 within which to complete this contract. The Engineer gave as his recommendation that the extension of time as requested be granted without penalty.

9. Kenneth C. Dack, Contract No. 3760 for grading and oil mat sur-

facing on the Pocahontas-Baker Section of the Baker-Pine Creek-Wingville County Road in Baker County, requested an extension of time from June 30, 1953 to August 8, 1953 within which to finish this contract. The Engineer recommended the granting of the extension of time as requested without penalty. He presented a letter from the Bureau of Public Roads concurring therein.

10. F. O. Laws, Contract No. 3975 for construction of west approaches to Salem bridges in Polk County, requested an extension of time from July 31, 1953 to September 30, 1953 within which to finish this job. The granting of this extension of time as requested was recommended by the Engineer without penalty.

11. W. R. Grasle Company, Contract No. 3921 for installation of the Gresham Traffic Signals in Multnomah County, requested an extension of time from August 31, 1953 to October 1, 1953 within which to complete this contract. The Engineer recommended that the extension of time as requested be granted without penalty.

12. K. F. Jacobsen & Company, Inc. and J. M. Arenz, Contract No. 3582 for structures, grading, and paving on the Fairview-Sundial Section of the T. H. Banfield Expressway in Multnomah County, submitted a request for a second extension of time from July 1, 1953 to July 31, 1953 within which to finish this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

13. John R. Saxton, Contract No. 3794 for grading and oil mat surfacing on the Beaver Ammunition Storage Access Road, Columbia County, requested an extension of time from June 30, 1953 to August 19, 1953 within which to complete this job. The Engineer's recommendation was for the granting of the extension of time as requested without penalty. A letter from the Bureau of Public Roads was presented concurring therein.

14. Edwin C. Gerber, Contract No. 3725 for grading and oil mat surfacing on the Bakeoven Grade Section of the Shaniko Road in Wasco County, submitted a request for an extension of time from September 30, 1952 to June 30, 1953 within which to complete this contract. The Engineer recommended approval of the request without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

15. Durbin Brothers, Contract No. 3616 for grading and oil mat surfacing the Austin-Squaw Creek Unit and the Austin Spur Unit of the John Day Highway in Grant County, requested an extension of time from September 15, 1952 to July 8, 1953 within which to finish this work. The Engineer recommended the granting of the extension of time as requested without penalty. A letter from the Bureau of Public Roads was submitted concurring therein.

16. Western Golf Course Supply Company, Contract No. 3828 for installation of an irrigation system and lawn seeding on the Tillamook Street-Steel Bridge Unit, Harbor Drive Section of the Pacific Highway West in Multnomah County,

submitted a request for a second extension of time from July 15, 1953 to August 2, 1953 within which to finish the contract. The Engineer gave as his recommendation that the extension of time as requested should be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

17. Roy L. Houck & Son, Contract No. 3424 for grading and paving the Canyonville Section of the Pacific Highway in Douglas County, requested an extension of time from October 31, 1951 to March 31, 1953 within which to complete this job. The Engineer recommended that the extensions of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

18. Bechtel Brothers, Contract No. 3488 for construction of Flora Maintenance Building on the Enterprise-Lewiston Highway in Wallowa County, requested an additional extension of time from November 15, 1952 to August 15, 1953 within which to finish this work. The Engineer recommended the granting of this time extension as requested without penalty.

19. Bechtel Brothers, Contract No. 3529 for construction of the Flora Maintenance Employees House on the Enterprise-Lewiston Highway in Wallowa County requested an additional extension of time from November 15, 1952 to August 15, 1953 within which to complete this contract. The Engineer recommended that the extension of time as requested be granted without penalty.

20. Bechtel Brothers, Contract No. 3702 for construction of the Emigrant Springs Park Camping Area in Umatilla County, submitted a request for a second extension of time from November 15, 1952 to August 15, 1953 within which to finish this job. The Engineer recommended the contractor's request be granted without penalty.

21. E. C. Hall Company, Contract No. 3745 for grading and paving the Tigard-Tualatin River Section of the Pacific Highway West in Washington County, requested an extension of time from August 31, 1953 to September 30, 1953 within which to complete this project. The Engineer recommended the granting of this extension of time as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

22. Warren Northwest, Inc., Contract No. 3938 for paving "G" Street in Philomath in Benton County, requested an extension of time from September 15, 1953 to October 15, 1953 within which to complete this work. In accordance with the Engineer's recommendation, the Commission approved granting of the time extension as requested, without penalty.

23. Warren Northwest, Inc., Contract No. 3929 for grading and paving 82d Avenue-Halsey Street Connection, 92d Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, submitted a request for an extension of time from September 15, 1953 to October 15, 1953

within which to finish this project. The Engineer's recommendation was that this extension of time as requested should be granted without penalty. He presented a letter from the Bureau of Public Roads concurring therein.

24. Porter W. Yett, Contract No. 3952 for grading and paving the Sunset Highway-Multnomah County Line Section and McDaniel Road-Multnomah County Line Section of the Barnes and Cornell County Roads in Washington County, requested an extension of time from August 31, 1953 to October 15, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty, and he presented a letter from the Bureau of Public Roads concurring therein.

25. E. L. Gates & Co., Inc., Contract No. 3656 for grading and paving the Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County, submitted a request for an extension of time from August 31, 1953 to November 30, 1953 within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

26. Acme Construction Company, Contract No. 3926 for construction of a bridge, grading and paving the Molalla Junction-Marquam Section of the Cascade Highway in Clackamas County, requested an extension of time from September 30, 1953 to November 30, 1953 within which to complete their project. The Engineer recommended the granting of this time extension as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

27. Heavy Hauling Company, Contract No. 3607 for grading and paving the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County, requested an extension of time from September 30, 1953 to October 30, 1953 within which to complete this job. The Engineer's recommendation was for the granting of this time extension as requested without penalty. The Bureau of Public Roads submitted a letter concurring therein.

28. C. R. O'Neil, Contract No. 3744 for grading and paving the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County, requested an extension of time from September 1, 1953 to July 31, 1954 within which to complete this contract. The Engineer gave as his recommendation that the extension of time as requested should be granted without penalty. He submitted a letter from the Bureau of Public Roads concurring therein.

29. M. L. O'Neil & Son, Contract No. 3982 for grading and surfacing the Apiary Section of the Rainier-Apiary County Road in Columbia County, requested an extension of time from September 30, 1953 to October 30, 1953 within which to complete this project. A letter from the Bureau of Public Roads was presented concurring in the Engineer's recommendation which was to the effect that the extension of time as requested should be granted without penalty.

30. Warren Northwest Inc., Contract 3778 for paving the west approaches to

Salem bridges in Polk County, submitted a request for an extension of time from August 31, 1953 to September 30, 1953 within which to complete this project. The Engineer recommended, and a letter from the Bureau of Public Roads was presented concurring therein, that the extension of time as requested be granted without penalty.

31. R. A. Heintz Construction Company, Contract No. 3648 for grading and structures on Boones Ferry Road, Willamette River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Washington and Clackamas Counties, requested an extension of time from August 31, 1953 to November 30. 1953 within which to finish this work. A recommendation was made by the Engineer that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein.

32. Rogers Construction Company, Contract No. 3663 for grading and rock base on the Shogren-Rowena Creek Unit of the Mosier-The Dalles Section of the Columbia River Highway in Wasco County, requested a second extension of time from August 15, 1953 to October 15, 1953 within which to complete this contract. The Engineer's recommendation was that the extension of time as requested be granted without penalty. He submitted a letter from the Bureau of Public Roads concurring therein.

33. Roy L. Houck and Son. Contract No. 3680 for grading the Hayesville School-State Street Unit, Salem By-pass Section of the Pacific Highway East in Marion County, requested an extension of time from June 30, 1953 to September 30, 1953 within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

34. T. W. Thomas, Contract No. 3792 for grading and paving the Medford-County Farm Section of the Pacific Highway in Jackson County, requested an extension of time from August 31, 1953 to October 30, 1953 within which to finish this job. The Engineer's recommendation and the Bureau of Public Roads' concurrence was that the extension of time as requested be granted without penalty.

35. N. A. Toole Construction Company, Contract No. 3936 for rock production on the Silver Lake-Valley Falls Section of the Fremont and Lakeview-Burns Highway in Lake County, requested an extension of time from September 15, 1953 to October 30, 1953 within which to complete this project. The Commission accepted the Engineer's recommendation that the extension of time as requested be granted without penalty.

36. Peter Kiewit Sons' Company, Contract No. 3719 for construction of a bridge, grading, and oil mat surfacing on the Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Secondary Highway in Klamath County, requested an extension of time from September 30, 1953 to November 30, 1953 within which to complete this contract. The Engineer recommended that the extension of time as requested be granted without penalty.

A letter was presented from the Bureau of Public Roads concurring therein.

(For further details regarding the extensions of time listed above, see copies of the Engineer's written recommendations to the Commission on file in the respective contracts in the Secretary's Office.)

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

In discussing the extensions of time and their causes, the Engineer explained that heavy rains in the late spring and early summer had been responsible for a great many of them. Chairman Chandler pointed out that it appeared that some contractors are dilatory in their operations and are not pushing the work to completion as fast as they should. He mentioned specifically Keith Brothers' operations on Contract No. 3959 for placing the fill on the Oregon Coast Highway across China Flat. The Commission instructed the Engineer to see that this contract is expedited as much as possible.

The Engineer reported that Contract Nos. 3424, 3488, 3529, 3582, 3600, 3603, 3616, 3620, 3666, 3669, 3702, 3715, 3718, 3725, 3737, 3752, 3760, 3788, 3790, 3794, 3800, 3828, 3833, 3837, 3860, 3891, 3897, 3910, 3912, 3913, 3928, 3930, 3937, 3944, 3946, 3949, 3950, 3955, 3961, 3989, 3990, and 3991 for construction of state highway projects have been completed according to requirements of the contracts or modifications thereof and said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer and the Chief Counsel the policy with respect to administration of the Special State Tax Street Funds amounting to $250,000 annually. The Engineer explained briefly the procedure followed in the past, and he presented for consideration a suggested revised policy, resolution, and agreement. Chairman Chandler expressed the thought that the original intent had been principally to help cities with population under 5,000 and to scrutinize the requests for aid carefully and help those cities which actually needed it the most. It was pointed out that if a policy is adopted requiring a contribution from a city to match to a certain extent state funds allocated to that city, it would work to the detriment of the poorer cities which cannot raise matching funds, and to the advantage of the wealthier towns. Action on this matter was deferred by the Commission for further study.

The Engineer submitted for the Commission's consideration requests for reduced speed zones on various highway sections all of which, he said, have been investigated by the Traffic Engineer with respect to the physical characteristics of the highway, sight-distance, roadside culture, traveling speeds, and other factors which

might have a bearing in determining whether or not a reduced speed zone is warranted. He presented a list of the requests with his recommendations as follows:

1. He recommended that speed zones adopted June 27, 1946 and January 23, 1951 on the Oregon Coast Highway through Cannon Beach be rescinded in their entirety and that the frontage road portion which consists of the old highway be placed under a reduced speed zone of 20 miles per hour from the north connection with the newly constructed highway to 100 feet south of Adams Street (1.09 miles) and 35 miles per hour from a point 100 feet south of Adams to the south connection with the new highway, (2.43 miles). (See Exhibit "H-1")

2. He recommended that a 50-mile-per-hour speed zone be established on the Old Oregon Trail between M. P. 428.81 north of Columbia Avenue and M. P. 429.77 at Locust Avenue at the north city limits of Nyssa. (See Exhibit "H-2")

3. He recommended a 45-mile-per-hour speed zone on the Oregon Coast Highway between the county road at M. P. 10.90 and the entrance to Camp Clatsop at M. P. 11.57. (See Exhibit "H-4")

4. Recommended a 35-mile-per-hour speed zone on the Netarts Secondary Highway between M. P. 6.22 (450 feet east of Monty's Tavern) and M. P. 6.87 (300 feet west of the road to the postoffice. (See Exhibit "H-3")

5. Recommended a 45-mile-per-hour speed zone on the Columbia River Highway between the north city limits of Scappoose (M. P. 21.66) and the South Fork of Scappoose Creek (M. P. 21.83) contingent upon the State Speed Control Board rescinding a portion of the existing 35-mile-per-hour speed zone and the establishing of a 45-mile-per-hour zone on the Columbia River Highway within the city limits of Scappoose between Williams Avenue (M. P. 21.47) and the north city limits (M. P. 21.66)

6. Recommended denial of a reduced speed zone on the McMinnville Highway from the Pacific Highway West (M. P. 0.00) to the north city limits of McMinnville (M. P. 0.60) but he recommended that a 35-mile-per-hour speed zone be established between the Southern Pacific railroad crossing (M. P. 1.05) and 15th Street (M. P. 1.28) on the easterly half of the highway contingent upon the State Speed Control Board establishing a like speed zone on the westerly half of the highway, the city boundary line being the center line of the highway.

7. Recommended a 35-mile-per-hour speed zone on the Redwood Highway between the north city limits of Cave Junction (M. P. 13.19) and a point 0.06 mile north of the north city limits of Cave Junction (M. P. 13.25) contingent upon the State Speed Control Board establishing a similar speed zone within the city limits. He also recommended a 35-mile-per-hour speed zone on the Oregon Caves Highway between the east city limits of Cave Junction, (M. P. 0.13) and the county road (M. P. 0.36)

contingent upon the State Speed Control Board establishing a similar speed zone within the city.

8. Recommended denial of the request for a reduced speed zone on the Pendleton-John Day Highway in and adjacent to the City of Pendleton.

9. Recommended a 40-mile-per-hour speed zone on the Pacific Highway between the Wagner-Binford access road (M. P. 143.90) and the north city limits of Cottage Grove (M. P. 144.20) and a 45-mile-per-hour speed zone on the Pacific Highway between the south city limits of Cottage Grove (M. P. 145.51) and a point 200 feet south of Sweet Lane Road (M. P.146.27) contingent upon establishment of a reduced speed zone within the city by the State Speed Control Board.

10. Recommended denial of a request for an extension of the 25-mile-per-hour speed zone on the Oregon-Washington Highway northerly from the Little Walla Walla River, the city-limit-boundary for the City of Milton-Freewater, and he recommended approval of a 45-mile-per-hour speed zone on the Oregon-Washington Highway between the Little Walla Walla River (M. P. 30.74) and northeast First Avenue (M. P. 30.97) contingent upon the State Speed Control Board establishing a similar speed zone within the corporate limits of Milton-Freewater.

11. Recommended a 45-mile-per-hour speed zone on the Oregon Coast Highway from the most southerly entrance to Boiler Bay State Park (M. P. 138.55) to M. P. 139.40, and a 35-mile-per-hour speed zone from M. P. 139.40 to a point 0.07 miles south of Hawkins Street in Depoe Bay (M. P. 140.04). See Exhibit "H-4")

12. Recommended 40-mile-per-hour speed zone on the Redwood Highway between a point 250 feet south of Holton Creek (M. P. 14.84) and a point 0.21 miles north of the Kerby Postoffice (M. P. 15.54) in the community of Kerby. (See Exhibit "H-5")

13. Recommended 35-mile-per-hour speed zone on the Oregon Coast Highway in the community of Gardiner between a point 0.53 miles north of Commercial Street (M. P. 222.67) and a point 0.23 miles south of Commercial Street (M. P. 223.43). See Exhibit "H-4".

The Commission approved the recommendation of the Engineer in each instance by adopting the attached resolutions relative thereto marked EXHIBITS "H-1" through "H-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer recommended and the Commission approved out-of-state travel expenses for the following personnel:

1. Carl W. Jordan, Director, Travel Information Division, to attend a meeting of the Pacific Northwest Travel Association in Sun Valley, Idaho, September 9-12, 1953. Estimated cost $118.00.

2. Gene Huntley, Personnel Director, to attend the National Conference

on Public Personnel Administration in Los Angeles on October 5-8, 1953 and also on October 9 to attend the annual meeting of the Association of Highway and Public Works Personnel Officers in the same city. Estimated cost $165.00.

3. R. H. Baldock and W. W. Stiffler to attend a meeting of a special committee of AASHO concerning loads carried by logging trucks, at Olympia, Washington, September 29, 1953. Estimated cost $45.00.

4. Mark Astrup, Landscape Engineer, to attend a meeting of the Roadside Coordinators of the Highway Research Board October 6 and 7, 1953, at Columbus, Ohio. Estimated cost $310.00.

5. Roy Edgerton, Bridge Department Engineer, to travel by state car to Berkeley, California, to return vibration testing equipment belonging to the University of California. Estimated cost $80.00.

Travel expenses for right of way agents to make several trips to eastern Washington and northern Idaho was considered by the Commission. The Engineer stated that much of the right of way on the Emigrant Hill Section on the Old Oregon Trail east of Pendleton is owned by Indians and under tribal laws, it is necessary that all owners be contacted in person, some of whom reside in Washington and Idaho. He recommended, and the Commission approved, such trips as are necessary.

The Engineer reported a dangerous parking condition in Cutler City on the Oregon Coast Highway where vehicles now park head-in and when leaving the parking site, back their vehicles across both lanes of traffic. In view of the hazards involved, he recommended that parallel parking only be established on the west side of the highway between Engineer's Station 1117+05 and 1120+55. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also presented to the Commission his recommendations concerning parking restrictions on various segments of highways. He explained that in each instance the conditions have been carefully investigated and it has been determined that to properly safeguard the traveling public, certain restrictions should be placed as to the parking of vehicles on the highway right of way. The Commission accepted the Engineer's recommendations as follows by adopting the attached resolutions relative thereto marked EXHIBITS "J-1" through "J-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

1. He recommended prohibition of parking at all times in the median areas and on the highway shoulders of the Oregon Coast Highway between Coquille and Coos Bay, particularly between M. P. 258.18 (Engineer's Station 111+70) and M. P. 258.38 (Engineer's Station 121+70). (See Exhibit "J-1")

2. He recommended that parking be prohibited on both sides of the

Pacific Highway West south of Corvallis between M. P. 86.36 and M. P. 87.07. (See Exhibit "J-2")

3. He recommended prohibition of parking on highway shoulders on both sides of the Pacific Highway in the vicinity of Savage Rapids Dam between M. P. 284.62 (Engineer's Station 307+70) and M. P. 284.82 (Engineer's Station 317+60). (See Exhibit "J-3")

4. Recommended prohibition of parking on both shoulders of the Oregon Coast Highway in the vicinity of the Neahkahnie High School between M. P. 58.85 (Engineer's Station 886+50) and M. P. 59.18 (Engineer's Station 869+00). (See Exhibit "J-4")

5. Recommended that parking be prohibited along the north side of Pacific Avenue, present route of the Wilson River Highway, just west of Forest Grove, between Engineer's Stations 32+00 and 35+00. (See Exhibit "J-5")

In discussing the parking restrictions to be placed on the Oregon Coast Highway between Coquille and Coos Bay, Chairman Chandler remarked that this section of highway is particularly in need of landscaping. The Commission instructed the Engineer to draw up plans for such landscaping work.

The Commission considered and accepted with expressed reluctance the resignation of Mr. Ralph Watson as Public Relations Consultant for the State Highway Commission, effective September 30, 1953.

The Engineer reported completion of the following described sections of new highway and that such sections have been opened to public travel:

1. Nyssa-Adrian Section of the Nyssa-Adrian Secondary Highway No. 450, Malheur County.

2. Port Orford-Rocky Point Section of the Oregon Coast Highway in Curry County.

3. Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Secondary Highway No. 231 in Douglas County.

4. Jasper Bridge Section of the Springfield-Creswell Secondary Highway No. 222 in Lane County.

He presented four resolutions providing for disposition of the abandoned portions of the old highway sections. He pointed out that these resolutions had been preceded by agreements signed by the county courts in which they agree to take over the old sections of highway as outlined in the resolutions. He recommended that the Commission approve the resolutions at this time. The Commission accepted the Engineer's recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "F-1" through "F-4", which resolutions are made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration a service agreement with the Pacific Telephone and Telegraph Company covering installation of approximately 3/4 of a mile of telephone line to serve a highway department remote-controlled radio station southeast of the Town of John Day. The charge for construction, he stated, is $346.00, and the monthly service charge is $2.50. He also said that the agreement form has been approved by the Chief Counsel. He recommended that it be approved by the Commission. The Commission approved the recommendation.

Also presented for the Commission's approval was an easement agreement with American Forest Products Corporation granting to the State the right to go upon and across Corporation logging roads which connect US Highway 395 with a proposed remote controlled radio station on Black Cap northeast of Lakeview. The Engineer stated that the agreement is necessary to secure access to the radio station, and he recommended that it be approved. The Commission approved the recommendation.

A resolution adopted by the Curry County Court protesting relocation of the Oregon Coast Highway between Gold Beach and Ophir in Curry County was discussed by the Commission. The resolution urged improvement of the highway either along present alignment or easterly thereof so that beach property may be left for resort or residential development. The Commission ordered the resolution filed.

A request from the City of Sweet Home for a change in the present reduced speed zone in and adjacent to Sweet Home was considered by the Commission. The Engineer advised that investigation reveals that the section the city wants speed-zoned lies entirely within the corporate limits of Sweet Home so is outside the Highway Commission's jurisdiction. In view thereof the Commission referred the matter to the State Speed Control Board which has control.

The Commission considered and upon recommendation of the Engineer unanimously approved a form of "trust agreement" with the Bonneville Power Administrator covering payment of $3,500 to the Bonneville Power Administration for moving three of its structures which are in the way of highway construction on US 99W between Tigard and Middleton in Washington County.

A form of cooperative agreement with the City of Portland pertaining to accidents within the city was discussed. The Engineer stated that these agreements in the past have run for a period of two years, the present agreement expiring December 31, 1953. The data transmitted to the city concerning the accidents must necessarily be compiled for use of the State Highway Department, so that the payment by the City of Portland of $300 per month, plus office space, is of considerable value. He recommended and the Commission approved entering into a new agreement for a two-year period beginning January 1, 1954,

A revised list of restricted highways over which the hauling of logs, poles or piling is prohibited except by express approval of the Highway Commission was presented by the Engineer. He explained that according to law it is necessary for the Public Utilities Commissioner to obtain recommendations

from the Highway Commission before issuing a permit to anyone to transport logs, poles or piling over state highways and that the list of restricted highways will be furnished the Public Utilities Commissioner as a recommendation if the Commission approves. He explained further that on all other state highways logs, poles or piling may be hauled within the statutory limitations as to weight and dimensions with out permit from the Highway Commission. Highways included in the revised restricted list are:

1. Crown Point Secondary Highway (Old Columbia River Highway) between Larch Mountain Road and junction with Columbia River Highway near Dodson

2. Little Nestucca Secondary Highway between Little Nestucca River at Mile Post 5.20 and Dolph

3. Woodburn-Estacada Highway between Carver Road Junction (M. P. 32.14) and Estacada

4. Mt. Hood Highway between Wapanitia Highway Junction and Cooper Spur

5. Alsea-Deadwood Secondary Highway between Alpha School (M. P. 10.5) and Preacher Creek Road (M. P. 19.96)

6. Oregon Coast Highway between Warrenton Junction (M. P. 8.56) and junction with Old Highway (M. P. 6.52), new route only

7. Crater Lake Highway between Crater Lake Park boundary and Fort Klamath

8. Territorial Secondary Highway between M. P. 41.34 near RR grade crossing, and Pacific Highway Junction near Anlauf

9. West Diamond Lake Highway between M. P. 8 and junction with Crater Lake-North Highway

10. East Diamond Lake Highway between Crater Lake-North Highway and junction with The Dalles-California Highway

11. Sumpter Valley Highway between McEwen and Salisbury

The Commission unanimously approved the revised list of restricted highways as recommended by the Engineer.

A request submitted by Senator Howard Belton and others for correction of a hazardous condition caused by 22 large trees on the right of way of the Pacific Highway East in Canby was given consideration by the Commission. The Engineer stated that this matter has been carefully investigated by the Landscape Engineer, and it had been determined that half of the trees should be cut down and the remainder trimmed in order to provide safety to the traveling public. He estimated the cost involved at $1800, and he recommended approval of the expenditure, the work to be

performed by contract as a Minor Betterment Project. The Commission adopted the recommendation.

The Engineer discussed with the Commission the replacement of yellow stop signs with new stop signs having white letters on a red background so as to have them conform with the standard color combination as revised by the National Committee on Uniform Traffic Control Devices. He stated that it has long been felt that a distinctive color should be used for stop signs, and as the color red is universally recognized as a danger indication, the change to red seems to be in order. He recommended that the revised type of stop sign be used in new installations and in the replacement of old signs. The Commission approved the recommendation.

The Engineer reported that Kenneth Poorman Company, Inc., Portland, is engaged in hauling cement with semitrailer combinations or a truck semitrailer and full trailer over the Oswego Highway, which is classified as Group II, and upon which the above equipment is not eligible. Test runs were made showing that this equipment can safely move over the entire Oswego Highway with the exception of the right turn from the Willamette River Bridge onto Main Street in Oregon City where they encroach upon the opposing traffic lane. He requested authority to issue permits for that particularly highway to any or all carriers, subject to legal restrictions, for the operation of 50-foot tractor and semitrailer combinations, 60-foot truck and full trailer combinations and trains consisting of three units, the over-all length of which does not exceed 60 feet except between the hours of 7:00 a.m. and 10:00 a.m. and between 3:00 p.m. and 6:00 p.m., provided Mr. Poorman secures approval and official action by the Oregon City Council for the prohibition of parking at any time on the East side of Main Street for a distance of 51 feet south from the south curb line of Seventh Street. The Commission granted the authority as requested.

An abandonment agreement with Douglas County concerning disposition of the old right of way of the Divide-Anlauf Section of the Pacific Highway was considered by the Commission. The Engineer explained that under the terms of the agreement, one unit is to be turned over to the county as a county road, and the other unit is to be retained as an extension of the Territorial Secondary Highway No. 200. He recommended approval of the agreement. The Commission adopted the recommendation.

In this connection the Engineer reported that the new highway route has been completed and opened to traffic, and that under the terms of the abandonment agreement, it is now in order for the Commission to formally dispose of the old highway sections. He pointed out that a section of the old highway known as Unit "A", extending from Engineer's Station 179+00 at Comstock to a junction with the Territorial Highway, is turned over to Douglas County. The section of the old highway known as Unit "B" and extending to Engineer's Station 27+60 is to be retained as a part of the Territorial Highway. He recommended that the disposition as stated be approved. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission, upon recommendation of the Engineer, approved a form of resolution submitted by the County Court of Polk County in which the county consents to closure of an unnamed and unopened dedicated county road located on the westerly side of the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

The Engineer also presented for Commission action an abandonment agreement with the Polk County Court concerning disposition of the old section of the Pacific Highway West which will be replaced by new construction on the Orr Corner-Monmouth Section. Under the terms of the agreement, the County accepts the old highway section as a county road when the new highway is completed and opened to public use. The Commission approved the agreement.

Consideration was given by the Commission to a form of "Finance Agreement" and to a form of "Maintenance Agreement" with Lane County covering improvement of the Linn County Line-Coburg Section of the Coburg-Harrisburg County Road, FAS 210, in Lane County. The Engineer explained that bids have been received for construction on this section and that the agreement forms have been signed by the county providing that they will maintain the section after construction has been completed and providing further that the county will contribute 20 percent towards the cost of construction. The Engineer recommended that the agreements be approved. The Commission accepted the recommendation.

The Commission considered the following suggestions offered by Mr. H. G. Maison, Superintendent of State Police, to remedy dangerous conditions on the Oregon Coast Highway and on the Siuslaw Highway in the vicinity of Florence, Lane County:

1. US 101 at Sea Lion Caves and vicinity.

2. Alleged hazardous curves on US 101, Sutton Lake.

3. Extension of existing speed zone on US 101 north from Hecata Beach Junction to Sutton Lake.

4. Request for speed zone, US 101, vicinity of Cleawox Lake.

5. Additional signing US 101, Westlake Road intersection.

6. Curve signing, ORE 36 at Tiernan.

7. Request for change in wording of signs designating terminus of speed zone.

The Engineer advised in regard to Items 1 and 2 that the situation has been taken care of through installation of guard rail and advisory speeds on curve signs. Concerning Item No. 3, he said that a traffic engineering investigation disclosed that an extension of the speed zone is not warranted, and he recommended that it be denied. Concerning Item No. 4, he recommended that a 45 M. P. H. speed zone be established on the Oregon Coast Highway between M. P. 205.05 and 205.81. On Item No. 5, he stated that an investigation disclosed only two accidents at this intersection,

which indicates that no further treatment is required. With reference to Item No. 6, he stated that the highway will be posted for speeds on curves in the routine course of work. On Item No. 7, he stated that the wording used on such signs is national practice, and he recommended that the nationally accepted practice be retained. The Commission accepted the Engineer's recommendation with respect to each suggestion. Concerning the request for a speed zone in the vicinity of Cleawox, the Commission approved the Engineer's recommendation by adopting the attached resolution relative thereto marked EXHIBIT "H-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer the bids received for highway construction at the morning session, and at 5:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action being by unanimous vote:

"Construction of a trailer house shelter at Timberline Junction and at Warm Springs Junction in Clackamas and Wasco Counties: The Commission awarded this contract to Ferguson-Cassady Company, Portland, the low bidder, at its bid price of $20,593.00.

"Construction of the Clatskanie River Bridge and County Road Overcrossing in Columbia County: The contract has been awarded to H. G. Palmberg, Astoria, the low bidder, at his bid price of $77,307.00.

"Grading and paving the South Unit, Bend-Lapine Section of The Dalles-California Highway in Deschutes County: J. W. Briggs, Bend, was the low bidder using metal or concrete guard fence posts at $472,732.00. The Commission elects to accept the bid of J. W. Briggs in the sum of $472,732.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway north and south of Yoncalla in Douglas County, and grading and paving the Rice Hill Section of the Pacific Highway south of Yoncalla in Douglas County: Porter W. Yett, Portland, submitted the low combination bid on these projects in the amount of $1,058,604.00 for Anlauf-Rice Hill Section, using metal or concrete guard fence posts, and $81,907.00 for the Rice Hill Section. The Commission has awarded these contracts to Porter W. Yett at his low total combination bid of $1,140,511.00.

"Grading and paving the North Unit, Elbow Lake-Gardiner Section of Oregon Coast Highway in Douglas County: Fred H. Slate Company, Oregon Limited, and E. C. Hall Company, Portland, the low bidder for this job at $618,495.50 using concrete or metal guard rail posts, was awarded the contract by the Commission.

"Installation of traffic signals at two intersections on the Pacific Highway in Medford, Jackson County: The contract has been awarded to Steeck Electric Company, Roseburg, the low bidder, at its bid price of $4,350.00.

"Construction of the Siskiyou Sand Shed in Jackson County: The low bidder, R & M Construction Company, Central Point, has been awarded the contract at its bid price of $12,030.00.

"Installation of traffic signals at seven intersections on the McKenzie Highway in Springfield, Lane County: Trowbridge Electric Company, Roseburg, the low bidder, has been awarded the contract at its bid price of $18,250.00.

"Grading and paving and construction of a reinforced concrete bridge on the Prairie Road-Eugene Unit, Junction City-Eugene Section of the Pacific Highway in Lane County: T. C. Wildish, Eugene, was the low bidder at $267,213.76. The Commission elects to accept the bid of T. C. Wildish in the sum of $267,213.76 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and oiling the Linn County Line-Coburg Section of the Eugene-Harrisburg County Road in Lane County: The Commission elects to accept the bid of Harbert Brothers, Estacada, the low bidder, in the sum of $106,174.60 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Lane County is received, and the sum of $23,900.00 is deposited by the County.

"Grading the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties: The Commission elects to accept the bid of R. A. Heintz Construction Company, Portland, the low bidder, in the sum of $632,794.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County: The Commission awarded the contract to the low bidder, J. R. Taggart, Salem, for the amount of his bid--$234,805.00.

"Construction of the Athena Maintenance Building In Umatilla County: All bids were rejected on this project because they were too high.

"Construction of reinforced concrete bridges and reconstruction of a log bridge on the Glenwood-North Plains Section of the Wilson River Highway in Washington County: Johnston & Bryant, Newberg, was the low bidder in the amount of $83,945.00. The Commission elects to accept the bid of Johnston & Bryant in the sum of $83,945.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as the necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading the Glenwood-North Plains Section of the Wilson River Highway in Washington County: Rogers Construction Company, Portland, was the low bidder at $592,870.00. The Commission elects to accept the bid of Rogers Construction Company in the sum of $592,870.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval

of the Bureau of Public Roads is received."

The meeting adjourned at 5:20 p.m. to reconvene the following morning at 9:00 a.m. in the same room.

Portland, Oregon
September 25, 1953

The meeting of the State Highway Commission reconvened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Assistant Secretary

Mr. H. B. Glaisyer, Secretary, was excused because of illness.

Bids as follows for highway construction were opened and read aloud pursuant to a previously published notice at the conclusion of which it was announced that awards of contracts would be made at 5:00 p.m. in the same room:

CLACKAMAS AND MARION COUNTIES
RED BRIDGE

P. S. Lord Mechanical Contractors, Portland	$ 46,036.00
Babler Brothers, Inc., Portland	47,016.00
Tom Lillebo, Reedsport	47,495.00
C. J. Eldon, Portland	48,159.00
General Construction Company, Portland	48,318.40
West Coast Steel Works, Portland	53,452.00
United Builders, Beaverton	54,476.00
George E. Berry, Beaverton	57,230.00

OREGON COAST HIGHWAY IN CURRY COUNTY
ROCKY POINT-BRUSH CREEK SECTION

Peter Kiewit Sons' Company, Longview, Washington	$862,226.50

Rocky Point-Brush Creek Section (cont.)

Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	$917,533.50
McNutt Brothers, Eugene	1,148,705.90
Gibbons & Reed Co., Salt Lake City, Utah	1,201,577.50
Morrison-Knudsen Co., Inc., Seattle, Washington	1,245,099.00
Guy F. Atkinson Co., Portland	1,418,771.00
McCammon-Wunderlich Co., Palo Alto, California	1,422,861.00

POWELL BUTTE ROAD IN CROOK COUNTY
POWELL BUTTE JUNCTION-DESCHUTES COUNTY LINE

Babler Brothers, Inc., Portland	$ 48,806.00
J. W. Briggs, Bend	49,061.00
Harbert Brothers, Estacada	51,830.50
Durbin Brothers, Eugene	54,038.90
Steelman-Duff, Inc., Portland	55,436.50
Kenneth C. Dack, Milton-Freewater	55,455.50
Anliker & Robinson, Bend	55,663.00
C. R. O'Neil, Creswell	61,272.00
Fodge & Collins, Waldport	63,277.70
Rogers Construction Co., Portland	65,556.00
Q. L. Rufener, Portland	65,802.00
Fred H. Slate Co., Oreg. Ltd., Portland	66,486.00
A & G Construction Company, Salem	67,039.80
Rex C. Ayers Construction Co., Portland	67,635.50
Wallace Brothers, Logging Company, The Dalles	69,413.00
G. Frank King, Portland	69,910.00
P. C. Knox, Gladstone	71,367.10
Central Heating Co. & F. L. Somers, Eugene	72,937.00
J. G. Watts Construction Co., Portland	75,925.00
L. T. Forman, Boring	79,798.00
Keith Brothers, Medford	81,704.50

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY
GRADING AND PAVING CROOKED RIVER-TERREBONNE SECTION

	Using Concrete or Metal Posts	Using Wood Posts
Rogers Construction Co., Portland	$----------	$250,212.00
Durbin Brothers, Eugene	262,689.00	----------
Vernie Jarl, Gresham	286,760.00	----------
Parker-Schram Co., Portland	288,576.00	----------
R. A. Heintz Construction Co., Portland	296,072.00	295,372.00
Babler Brothers, Inc., Portland	----------	298,410.00
Peter Kiewit Sons' Co., Longview, Wash.	304,116.00	303,416.00

Crooked River-Terrebonne Section (cont.)

	Using Concrete or Metal Posts	Using Wood Posts
Central Heating Co. & F. L. Somers, Eugene	$309,241.00	----------
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	323,915.00	----------
J. W. Briggs, Bend	324,165.00	----------
C. R. O'Neil, Creswell	328,752.00	----------
White Brothers Co., Walla Walla, Wash.	331,509.00	$331,159.00
J. N. Conley & Porter W. Yett, Portland	345,546.00	----------
Gibbons & Reed, Salt Lake City, Utah	348,948.00	348,948.00
J. G. Watts Co., Portland	351,489.00	365,489.00
Natt McDougall Co., Portland	353,399.00	----------
John A. Logan, Portland	357,330.50	----------
McCammom-Wunderlich, Palo Alto, Calif.	379,775.00	390,275.00
McNutt Brothers, Eugene	389,261.50	----------

DESCHUTES COUNTY
LAPINE SAND SHED SOUTH OF BEND

George E. Berry, Beaverton	$ 7,720.00
Burger Construction Co., Portland	10,739.35
C. E. Blakley, Klamath Falls	11,492.00
R. H. Jones, Hillsboro	12,235.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY ***
WINCHESTER-SOUTH UMPQUA RIVER UNIT GRADING AND BASE

Babler Brothers, Inc., Portland	$498,345.00
J. N. Conley & Porter W. Yett, Portland	511,797.50
R. A. Heintz Construction Co., Portland	524,822.50
J. M. Arenz, Portland	525,982.00
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	532,541.50
Natt McDougall Co., Portland	555,537.00
Central Heating Co. & F. L. Somers, Eugene	607,270.00
White Brothers, Walla Walla, Wash. *	616,908.00
McCammon-Wunderlich, Palo Alto, California	623,164.00
Kuckenberg Construction Co., Portland	722,315.00
McNutt Brothers, Eugene	737,256.00

*Bidder will accept only one project.

PACIFIC HIGHWAY IN DOUGLAS COUNTY
FAIRGROUNDS-SHADY UNIT

Parker-Schram Co., Portland	$479,406.50
C. R. O'Neil, Creswell	480,637.00
Miller & Strong, Inc., Eugene	487,937.00
Funderburk Construction Co., Sutherlin	500,724.00
J. G. Watts Construction Co., Portland	513,191.00
McNutt Brothers, Eugene	601,522.50
J. N. Conley, Portland	601,611.50
Kuckenberg Construction Co., Inc., Portland	605,914.00
Fred H. Slate Co., Oreg. Ltd., & E. C. Hall Company, Portland	620,052.00
Babler Brothers, Inc., Portland	623,266.00
Natt McDougall Company, Portland	626,778.00
Central Heating Company & F. L. Somers, Eugene	696,415.00
White Brothers Company, Walla Walla, Washington	718,405.00
Gibbons & Reed, Salt Lake City, Utah	722,480.00
McCammon-Wunderlich Company, Palo Alto, California	814,341.00

DOUGLAS COUNTY
ADDITION TO ROSEBURG OFFICE BUILDING

Todd Building Company, Roseburg	$ 39,890.00
S. Ferche, Roseburg	44,223.00

KLAMATH COUNTY
CRESCENT LAKE OILING PROJECT

Central Heating Co. & F. L. Somers, Eugene	$ 37,270.00
Acme Construction Co., Eugene	38,995.00
Rogers Construction Company, Portland	45,845.00

PACIFIC HIGHWAY EAST IN LANE COUNTY
HARRISBURG-JUNCTION CITY

Lebanon & Harrisburg Sand & Gravel Co., Lebanon	$121,096.80
Central Heating Co. & F. L. Somers, Eugene	126,239.00
Stanton W. Payne, Eugene	131,929.00
Acme Construction Co., Eugene	133,740.40
A. H. Saxton & Son, Corvallis	144,280.00
Warren Northwest, Inc., Portland	180,024.00

LANE COUNTY
HONEYMAN PARK OVERNIGHT CAMP

Fodge & Collins, Waldport	$ 36,329.75
Enoch I. Maerz, Salem	36,465.00

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Honeyman Park Overnight Camp (cont.)

D. F. McKenzie, Salem	$ 38,084.00
Schrader Construction Co., Portland	42,310.00
United Pacific Construction, Inc., Eugene	48,009.50
R & M Construction Co., Central Point	51,539.90
Ferguson-Cassady Company, Portland	51,930.20

LINCOLN COUNTY
"D" RIVER DOLPHINS

C. J. Eldon, Portland	$ 5,220.00
Tom Lillebo, Reedsport	6,255.00
L. T. Forman, Boring	6,720.00
H. G. Palmberg, Astoria	7,350.00
General Construction Co., Portland	8,094.00

MULTNOMAH COUNTY
PORTLAND-SALEM EXPRESSWAY

Parker-Schram Company, Portland	$292,527.50
L. H. Gordan & Inland Construction Co., Milwaukie	295,396.00
Valley Construction Company, Portland	298,191.00
Steelman-Duff, Inc., Portland	310,962.00
R. A. Heintz Construction Co., Portland	311,142.00
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	319,353.00
Natt McDougall Company, Portland	341,480.60
Erland & Blickle, Portland	343,177.50

SHERMAN COUNTY
MORO UNDERCROSSING

George E. Berry, Beaverton	$ 71,443.80
Marshall Construction Company, Hermiston	76,289.00
Clifton & Applegate, Yardley, Washington	79,962.00
Valley Construction Company, Portland	81,208.00
Schrader Construction, Portland	89,227.00
C. J. Eldon, Portland	94,031.00
John A. Logan, Portland	102,528.00
Natt McDougall Company, Portland	109,865.00

WASHINGTON COUNTY
WILKESBORO OVERCROSSING

Lee Hoffman, Beaverton	$ 99,550.00
Tom Lillebo, Reedsport	102,020.00

September 25, 1953

Wilkesboro Overcrossing (cont.)

C. J. Eldon, Portland	$103,130.00
Valley Construction Company, Portland	103,370.00
Natt McDougall Company, Portland	106,595.00
Larson Construction Company, Astoria	106,640.00
A. D. Ford & Son, Portland	108,464.00
General Construction Company, Portland	109,670.00

***FOOTNOTE: Chairman Chandler interrupted the reading of bids to inquire of the contractors and others present if it would be agreeable with them if the unit bids were read on only the three low bids for each job and that only the name and total be read for the higher bids. He explained that as there are a great number of bids to be read such a procedure would save considerable time, and he asked for a showing of hands of those in favor of the abbreviated reading and of those opposed. Only two hands were raised as being opposed to the suggestion. So that unit bid information would be available to those who want it, Chairman Chandler stated that such information will be furnished each contractor who may request it.

At the conclusion of the reading of the bids, it being 12:00 o'clock noon, the meeting recessed to 2:00 p.m. for luncheon.

A delegation from the City of Mt. Angel appeared before the Commission to urge improvement of the Hillsboro-Silverton Secondary Highway between Mt. Angel and Silverton. The following people were present: Hon. Jacob Berchtold, Mayor; Carl Mucken, Chairman of Road Committee; S. C. Schmitt, President, Businessmen's Club; Joe Berchtold, Fire Department; Pete Gores, Manager, Farmers Union Oil Company; Clem J. Butch, Insurance Underwriter; Ed Stolle, Mt. Angel News; Bernard Kirsch, Manager, Farmers Union Warehouse; Joseph Hassler, Water Commissioner; W. J. Kloft, Businessman; Philip May, Fred J. Schwab, Louis LeDoux, and Walter Kruse.

Mayor Berchtold, who acted as spokesman, thanked the Commission for work performed in and near Mt. Angel and asked for further improvement south of Mt. Angel to aid the economy of the city and the rural area surrounding it. Carl Mucken pointed out the large number of farm roads intersecting the highway and the comparatively large volume of traffic which used it. Mr. Schwab read a letter from the Mt. Angel Fire Chief pointing out the hazards involved in using the present narrow, slippery road. Mr. Gores, who operates four gas trucks in this area, stated that it would be an aid to all haulers if the road is improved. Mr. Kirsch stated that Marion County has improved their roads while the state secondary has had no major improvement for a number of years. Chairman Chandler stated that the Commission would consider their request carefully. He pointed out that considerable funds have been expended in Mt. Angel and on the highway between Mt. Angel and Woodburn and that there are no funds available at this time for the requested improvement. He also stated that the Commission can give no assurance when the

work would be performed.

The Hon. Robert R. Walker, Mayor, and Mr. L. E. Stewart, Councilman of the City of Merrill, appeared before the Commission to urge improvement of the Klamath Falls-Malin and Hatfield Highways in the vicinity of Merrill and Hatfield. Mr. Walker stated that the section they are particularly concerned in starts at the Henry Semon place and extends from Merrill to Lost River Junction. He pointed out that the highway is very narrow and at harvest time there is a large amount of traffic. Mr. Stewart stated that he understood it was the original intent to improve this section when the adjoining section had been reconstructed several years ago, but for some reason or other the work was stopped at Lost River. He emphasized the great amount of farm produce hauled to Merrill and that a wider road was urgently needed. Mr. Walker stated that he felt it would be a relatively inexpensive job to perform, but would like to know when the Commission planned to do the work so that the city could prepare plans for improvement within the city. Chairman Chandler advised that there is nothing in the present program for this improvement, and he explained that the construction work on the Klamath Lake Secondary Highway is costing a great deal more than was anticipated. However, he said, the Commission will ask the Engineer to investigate the project and submit a report.

Mr. Darwin H. Dodds, Manager of the Lake County Chamber of Commerce, appeared before the Commission to request improvements to US Route 395 in the Crooked Creek area about eighteen miles north of Lakeview. He stated that the road north from Lakeview to Chandler State Park is in good condition, but the section north of that along Crooked Creek is badly in need of improvement. It was his impression that improvement of this section had been contemplated about ten or twelve years ago. He presented to the Commission several pictures of the existing roadway. Chairman Chandler stated that improvement of this section is not in the current construction program, and the Commission has no information on what it would cost to improve the road or when money would be available to do it. However, the Engineer will be asked to investigate the request and report at a later date.

A delegation representing the City of Ashland appeared before the Commission concerning improvements on the Pacific Highway through and around Ashland. The following people were present: Philip Stansburry, Mayor; Elmer C. Biegel, City Superintendent; Ralph Koozier, Harry Morris, Arthur Kreisman, Richard Neil and Mark Hamaker, Councilmen. Mayor Stansburry, who acted as spokesman, presented a resolution adopted by the Ashland City Council which was read by the Assistant Secretary. The resolution in brief rejected the proposed plan for providing four-lane traffic along the existing route of the Pacific Highway through Ashland and for no parking along the highway route. The resolution also recommended that North Main Street be widened from the existing underpass to Helman Street, that the center strip on Siskiyou Boulevard be cut down and reduced in width, and that adequate repairs be made to existing curbs along the highway route. It was also recommended that funds be provided for the construction of a two-lane alternate route by-passing the City of Ashland. Mr. Stansburry stated that in addition to these recommendations as stated in the resolution, the city would like to get rid of the truck nuisance and

felt that this could be accomplished by construction of the by-pass route. Mr. Koozier and Mr. Neil emphasized the need of a by-pass route. Mr. Hamaker pointed out that the present route through Ashland acts as a bottleneck, but parking cannot be elimninated on the highway street as there is no other parking space available. He expressed the hope that the by-pass route would be built in the near future. Mr. Morri and Mr. Kreisman urged improvement at the underpass at the north edge of the town. The Engineer pointed out that all available funds had been allocated in the five-year program and unless additional funds became available, it did not appear that the by-pass construction could be started until after the five-year program had been completed. Chairman Chandler stated that there appeared to be only two feasible solutions, one being the use of the existing route by elimination of parking and the other being the construction of a by-pass route. The Commission, he stated, cannot undertake improvement of the existing highway route through the city unless the city will eliminate parking, and it does not know when construction of the by-pass can be started. However, widening of the underpass at the north edge of Ashland is on the construction program and is contemplated at an early date. Mayor Stansburry thanked the Commission for preparing the survey for the City of Ashland and expressed his regrets that the city could not accept the proposed plan for improvement along the existing route.

The following persons appeared before the Commission in response to the Commission s formal notice given the City of Myrtle Creek on August 18, 1953, that the Commission would conduct a public hearing at its meeting on September 25, 1953, in conformity with Federal requirements, with respect to the plans of the Commission to relocate the Pacific Highway so as to by-pass the City of Myrtle Creek: Mr. J. B. Nelson. Mayor of Myrtle Creek; Mr. W. A. Hudelson and Mr. and Mrs. Hal W. Schiltz, members of the Myrtle Creek Chamber of Commerce. Mr. Nelson stated that the people of Myrtle Creek have no particular objection to the proposed realignment, but they want assurance that adequate access to the city is provided when the new highway is built. He also inquired as to where the cloverleaf interchange is to be located in the Riddle area. The Engineer stated that plans for the interchange have not been completed, but it probably will be placed at the Riddle Road. Mr. Nelson then stated that their principal concern is the type of connection to be provided and that if a proper interchange is constructed, the people will be satisfied. He also asked for traffic lights at one or two intersections within the town.

Mr. Hudelson expressed appreciation for the cooperation received from Mr. Tom Edwards, Division Engineer. He also asked for adequate signs along the new highway pointing out the location of the town of Myrtle Creek, and he requested development of a wayside park near Myrtle Creek similar to the one at Catherine Creek. Mr. Schiltz stated that there is no landing field for planes near Myrtle Creek, and he inquired if it would be possible for the Commisssion to acquire right of way for an emergency landing field.

Chairman Chandler stated that the Commission is pleased that the delegation had not opposed the proposed by-pass route, and concerning a traffic light in the city, he stated that if the city would make a written request for such, the Commission would authorize an investigation. and if approved, the city would be asked to pay one half the cost. Concerning signs advertising the City of Myrtle Creek, he ad-

vised that the law prohibits any advertising signs on the highway right of way and only approved signs can be put up. The Commission, he stated, is following a policy of developing wayside areas as fast as money is available for them. Concerning air strips, he stated, the Commission has nothing to do with them. In response to an inquiry from Mr. Nelson as to when construction work is planned on the new highway relocation, Chairman Chandler stated that it is planned to start work in July, 1954, but it may be later depending upon the progress of right of way acquisition and preparation of plans.

A delegation representing the Visitors' Service Committee of the Portland Chamber of Commerce appeared before the Commission to request State cooperation in providing sewage disposal facilities at Government Camp, and also concerning signs on highways at entrances to cities. The following people were present: Mrs. Ray Hughes, representing Government Camp Sanitary District; Mrs. Charles L. Hill, property owner, Government Camp; V. A. McNeil, member of the Portland Chamber of Commerce; and James A. Mount, Chairman of Visitors' Service Committee, Portland Chamber of Commerce. Mr. Mount explained that the State Sanitary Authority has threatened to close business establishments in Government Camp unless that area complies with sanitary requirements concerning sewage disposal. An appeal, he stated, has been made to the U. S. Forest Service for relief through Congress but as it might take a considerable length of time for help to come from the source, he urged the Highway Commission to participate in the problem inasmuch as the State Highway Department has property in the area.

Concerning signs at the entrances of each city, Mr. Mount stated that a survey had been conducted of all cities having a chamber of commerce, and they indicated a strong preference for a sign at each entrance to the city showing the population and the industry or feature for which each city is particularly noted.

Mrs. Hughes stated that help was urgently needed in the matter of sewage disposal, and that the community was doing everything it could to take care of the matter. Mr. Mount added that it would be of help if the Commission would direct a letter to the Sanitary Authority stating that the Commission is participating in plans for improvement. Chairman Chandler informed the group that in the matter of cooperation in the sewage disposal problem, it would be necessary to secure a legal opinion from the Chief Counsel as to the obligation of the Highway Commission. As to installation of the signs requested, this matter, he stated, will be studied.

The Engineer stated that he had received a request from Kermit W. Linstedt, Acting Regional Forester, in which he asks the Commission to designate as a state highway the Belknap Springs Forest Highway extending from a junction with the McKenzie Highway near Belknap Springs in Lane County, northerly past Clear Lake to a junction with the Santiam Highway in Linn County. It appears that the Linn County Court has refused to cooperate in development of the road as a Forest Highway, however, he explained that if the highway is adopted as a secondary highway it will still have to be approved by the County Court. He requested authority to contact the County Court and report to the Commission later.

He also requested authority to contact the County Courts of Union and Umatilla Counties concerning the Starkey-Ukiah Road to see what plans they have for this road. The Commission granted the Engineer's requests.

The Engineer stated that he had received a request to use the Fred Meyer Warehouse, which lies in the route of the Banfield Expressway, for an auto show in January or February, 1954. He pointed out that it is planned to receive bids in October covering construction on this section, and if use of the warehouse is granted for the auto show, it will probably mean that the building cannot be moved until about the first of March. It was his thought that this might delay construction of the highway. Commissioner McIver stated that he felt if the request is granted, it would probably delay construction by about three or four months. The Commission denied the request.

Mrs. Gertrude Jensen, Chairman of "Save the Gorge" Committee; Mrs. George P. Turner, President of the Portland Women's Forum; State Senator Pat Lonergan; and Dr. Morgan O'Dell of Lewis and Clark College, appeared before the Commission to urge acquisition of property in the Columbia Gorge for preservation of scenic values. Mrs. Jensen inquired as to whether any action had been taken concerning a proposed exchange of land with Mr. Fred Luscher in which he had agreed to exchange six acres of timbered land for twelve acres of pasture land owned by the State. Chairman Chandler informed her that the Parks Superintendent had been instructed to investigate this matter. Mrs. Jensen stated that the Bennett property near Latourell Falls could now be obtained for $45,000--a reduction of $10,000 from the price the Bennetts had originally asked. Chairman Chandler stated that there had been no change in the policy of the Commission concerning acquisition of lands in the Gorge since the last meeting; however, if it would be of assistance to the "Save the Gorge" Committee in exchanging pieces of land, he offered the loan of the State right of way agents. Mrs. Turner spoke briefly, stating that she represents 75 women's clubs and that they dislike seeing the beauty of the Gorge marred by logging operations. She pointed out that for many years, the Gorge has been advertised as a tourist attraction and its beauty should be preserved. She urged that the Bennett property be purchased or condemned. Dr. Morgan O'Dell urged the development of park areas in the Gorge to preserve the scenic values. Senator Pat Lonergan stated that he sympathized with the objectives of the Gorge Committee and urged the Commission to do all that they could. He stated also that he felt there should be a separate park commission to work specifically on park problems. Mrs. Jensen read a letter from Rufus C. Holman endorsing the efforts of the "Save the Gorge" Committee and expressing astonishment at the lack of public officials' interest in the Gorge.

After the departure of the delegation, the Commission discussed with the Chief Counsel as to what authority the Commission has to expend gas tax funds for the acquisition of property as requested by the delegation. The Commission instructed the Chief Counsel to frame a letter to Governor Patterson outlining the Commission's policy in regard to the Columbia River Gorge and submit it to the Commission for approval.

The Commission discussed with the Engineer the following items of unfinished business as shown on the Secretary's Summary as of August 7, 1953:

1. Use of local counsel in trial of condemnation cases: The Commission ordered this item deleted from the list of unfinished business. If the matter again arises, it is to be considered as new business.

2. Proposed extension of the highway from Havana south to a connection with the Oregon-Washington Highway east of Pendleton: The Engineer's report on this matter was considered on the previous day but action thereon was deferred for the future. The Commission ordered the item retained on the list of unfinished business.

3. Request for construction of a retaining wall along the city park in Condon where the park adjoins the highway: Action was taken on this matter on the previous day, and the Commission ordered the item deleted from the list.

4. Proposed location of the highway at the north entrance to Ontario and whether an underpass or an overpass is to be constructed: The Engineer reported that the survey is not yet complete on this section. The Commission ordered the item deleted from the list of unfinished business. The matter is to be considered as new business if it comes up again.

5. Request for access to The Dalles-California Highway in Lapine: Action on this matter was taken by the Commission on the previous day. The item was ordered deleted from the list of unfinished business.

6. Development of Robert W. Sawyer Forest Wayside north of Bend: Action was taken on this matter by the Commission on the previous day so the Commission ordered the item deleted from the list.

7. Proposed addition for a park site on the Bend-Sisters Highway at Tumalo. Action was taken on this matter by the Commission the previous day and the item was ordered deleted from the list.

8. Controversy over charges for swimming facilities at Honeyman State Park: The Parks Superintendent stated that his report is not yet ready. The Commission ordered this item retained on the list of unfinished business.

9. Request for improvement of the Pacific Highway West and the Amity-Dayton Secondary Highway: The Engineer stated that his report on this matter is not yet complete. The item is to be retained on the list of unfinished business.

10. Engineer's letter of July 31 regarding shifting of funds in the five-year program affecting projects on the Banfield Expressway and the Oregon Coast Highway: This matter was considered and action taken by the Commission on the previous day. The item is to be deleted from the list of unfinished business.

11. Request of County Judge Effenberger, Tillamook County, for improvement of the Netarts Secondary Highway at Tillamook River Crossing

necessitated by high tides resulting from a break in the sand spit at Bay Ocean: The Engineer's report was considered and action taken by the Commission on the previous day. The item is to be deleted from the list of unfinished business.

12. Proposed widening of Coos River Secondary Highway through Eastside: The Commission took action on this matter the previous day. The item was ordered deleted from the list of unfinished business.

13. Establishment of a state park in the northern part of the city of Ocean Lake: The Commission on the preceding day reaffirmed its previous denial. The item is to be deleted from the list of unfinished business.

The Commission confirmed Thursday and Friday, October 29 and 30, as the date for its next regular Commission meeting to be held in Portland. The Commission also tentatively approved the dates of December 10 and 11 for its next following meeting to be held in Portland. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel for both meetings.

The Engineer reported that Natt McDougall Company which holds Contract No. 3754 for construction of the Low Pass Section on the Siuslaw Highway in Lane County has stated that it will probably lose about $100,000 on this contract. He explained that the job is composed largely of a cut 200 feet deep across the top of a mountain ridge and that the material in the cut contains a larger percentage of rock than was anticipated. In line with the usual practice, he said, a number of borings were made in the cut area, but these borings did not indicate that the excavation would be as difficult as it has developed; however, he pointed out borings are made purely on prospect basis and no assurance is given that actual excavation will be as indicated by the boring samples. There is no clause in the contract, he added, by which the Commission can legally pay the company an additional amount. He requested and the Commission granted authority to write to the contractor and advise him that no additional compensation can be made for the extra work.

Chairman Chandler asked the Engineer to submit a report on the progress of center striping operations. He also pointed out that in driving over the new section of highway between Winchester Bay and Newport the surface had appeared to be unduly rough. The Engineer stated that in this case, he attributed much of the roughness to minor subsidence of the base after the paving had been laid.

Commissioner Reynolds brought up the matter of fire insurance on state properties. He recalled that the last session of the Legislature had required all state departments to participate in the restoration fund up to 20 percent of the value of the property, and it was understood that the restoration fund would pay 20 percent of any loss incurred. So that there might be no question in this matter, he had written to Mr. Harry S. Dorman, Director of the Department of Finance and Administration, and had received a letter from which is quoted below the portion which pertains to the participation of the restoration fund in losses up to 20 percent of the property value:

September 18, 1953

"Mr. Charles H. Reynolds
Commissioner

***

Dear Mr. Reynolds:

" * * * You are correct in your assumption that the Restoration Fund would contribute up to 20 percent of the loss on parts and equipment which have been covered by private insurance, but in no case on an amount exceeding the amount reported to the Restoration Fund. * * *"

The Commission ordered that the substance of Mr. Dorman's letter be placed in the minutes.

The Commission discussed with the Engineer the status of plans for construction on the Oregon Coast Highway between Wedderburn and Giesel Monument. The Engineer stated that it is planned to present a survey to the Commission at the October meeting for adoption. This job, he said, is a Bureau of Public Roads job and the Bureau Engineers have indicated that they will be able to provide descriptions for right of way acquisition in about two weeks' time.

Commissioner Reynolds inquired as to when there may be new work at The Dalles Dam. Mr. Williams, Assistant Engineer, replied that there probably will be no new work until Congress acts on necessary funds. Commissioner Reynolds also remarked that December 10, which is being considered as the next Commission meeting date, has also been considered as the date for dedication of The Dalles Bridge. No action was taken pending ascertaining of the actual date for the dedication.

Commissioner Reynolds also made inquiry as to what benefits have been derived from the recent correspondence with Union Pacific officials relative to the expediting of agreements through their offices. The Engineer stated that in order to arrive at an understanding on a number of matters a meeting had been held in Portland with state highway officials and railroad officials present to determine what information is needed. The meeting, he stated, was on a very amicable and cooperative basis, and the railroad officials indicated that they could provide necessary clearance regarding their right of way so that bids could be called on a section of the T. H. Banfield Expressway at the October meeting of the Commission. He added the comment that he doubted if this evidence of cooperation would have been apparent had highway department officials not complained of the unusually long delays in negotiations with the railroad company.

The Hood River Chamber of Commerce, Commissioner Reynolds stated, has requested improvement of the Hood River Loop. Mr. Williams, Assistant Highway Engineer, commented that this will be a very expensive job, about $3,000,000, and he also pointed out that the east end of the highway is

closed during several winter months. No action was taken on this matter.

The Commission discussed with the Engineer bids received at the morning session and at 5:00 p.m. Commissioner Reynolds publicly announced the awards of contracts as follows:

"Construction of a reinforced concrete and steel girder bridge, known as the Red Bridge, over Pudding River in Clackamas and Marion Counties: P. S. Lord Mechanical Contractors, Portland, in the amount of $46,036.00 was the low bidder on this project. The Commission referred all bids to Clackamas and Marion Counties inasmuch as this is a county project.

"Grading and paving the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County: The Commission elects to accept the bid of Peter Kiewit Sons' Company, Longview, Washington, the low bidder, in the sum of $862,226.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and gravel topping the Powell Butte Junction-Deschutes County Line Section of the Powell Butte Road in Crook County: The low bidder was Babler Brothers, Inc., Portland, at $48,806.00. The Commission electes to accept the bid of Babler Brothers, Inc. in the sum of $48,806.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Crook County is received, and the sum of $11,000.00 is deposited by the County.

"Grading and paving the Crooked River-Terrebonne Section of The Dalles-California Highway north from Terrebonne in Deschutes County: The Commission elects to accept the bid of Rigers Construction Company, Portland, the low bidder, in the sum of $250,212.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of a sand storage shed at Lapine in Deschutes County: The Commission has awarded the contract to the low bidder, George E. Berry, Beaverton, at his bid price of $7,720.00.

"Grading and base on the Winchester-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County: The low bidder was Babler Brothers, Inc., Portland, at $498,345.00. The Commission elects to accept the bid of Babler Brothers, Inc., in the sum of $498,345.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading the Fairgrounds-Shady Unit, Deady-Shady Section of the Pacific Highway in Douglas County: The Commission elects to accept the bid of Parker-Schram Company, Portland, the low bidder, in the sum of $479,406.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of an addition to the Roseburg Office Building in Douglas County: All bids were rejected as being too high.

"Light grading, cinder base and oiling on the Crescent Lake Secondary Highway in Klamath County: The low bidder, Central Heating Company & F. L. Somers, Eugene, was awarded the contract at their bid price of $37,270.00.

"Grading and pavement widening on the Harrisburg-Junction City Section of the Pacific Highway East in Lane County: The contract has been awarded to the low bidder, Lebanon & Harrisburg Sand & Gravel Company, Lebanon, at their bid price of $121,096.80.

"Construction of an overnight camping area in Honeyman State Park near Florence in Lane County: The Commission has awarded the contract to Fodge & Collins, Waldport, the low bidder at their bid price of $36,329.75.

"Construction of nine seven-pile dolphins across the mouth of the "D" River at Delake in Lincoln County: The Commission elects to accept the low bid of C. J. Eldon, Portland, in the amount of $5,220.00 and directs the Engineer to award a contract to said low bidder if the City of Delake executes a proper contract obligating the city to keep the channel of "D" River clear of sand and gravel.

"Grading, paving, and construction of a reinforced concrete structure on Barbur Boulevard Junction Unit, Barbur Boulevard-White School Section of the West Portland-Hubbard Highway (Portland-Salem Expressway) in Multnomah County. The Commission elects to accept the bid of Parker-Schram Company, Portland, the low bidder, in the sum of $292,527.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of the Moro Undercrossing in Sherman County: The low bidder was George E. Berry, Beaverton, at $71,443.80. The Commission elects to accept the bid of George E. Berry in the sum of $71,443.80 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of the Wilkesboro Overcrossing in Washington County: Lee Hoffman, Beaverton, was the low bidder at $99,550.00. The Commission elects to accept the bid of Lee Hoffman in the sum of $99,550.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received."

The Right of Way Engineer brought up the matter of granting a permit for a sewer pipe line to the City of North Bend across state property in Platt "B" Addition to North Bend. He explained that the city proposes to install a 12-inch sewer line nine feet below the top of the existing terrain; also, that the State's

property lies within the right of way of the Oregon Coast Highway on the waterfront section roughly across from the Mountain States Power Company plant. He recommended, and the Commission approved granting a permit to the city.

The Commission discussed with the Chief Counsel and the Right of Way Engineer the proposed condemnation of the Howard Cooper property which lies within the right of way of the T. H. Banfield Expressway in Portland. The Chief Counsel reported that negotiations had so far failed in acquiring this property and that it appears necessary to take the matter to court. He recommended that he be authorized to offer $325,000 for the property. Negotiations, he added, have been somewhat difficult due to the fact that the property owner has never made an outright statement of what he wanted for the property. After further discussion, the Commission authorized the Chief Counsel to offer $325,000 for the property and to proceed with condemnation if such offer is not accepted.

The Commission signed the following agreements and other papers:

"Application for Public Highway" with Bureau of Indian Affairs covering acquisition from Chemawa Indian School of 18.27 acres on Willamette River-Hayesville Section of Portland-Salem Expressway, Marion County.

"Indentures of Access" covering the following:

a. Blunt property on Medford-County Farm Section of Pacific Highway, Jackson County.

b. Bartell property on Salem-Hayesville School Section of Pacific Highway, Marion County.

c. Russell property on Stout Creek-Mehama Section of North Santiam Highway, Marion County.

d. Langdon property on West Portland-Hubbard Highway, Clackamas County.

e. Hervey property on U. S. 101 between Cedar Point and Coquille, Coos County.

"Lease for Land" with Sawyer Machine Works covering parcel of land on Seventh Avenue (US 99W) at its intersection with Garfield Street in Eugene, Lane County.

"Bargain and Sale Deed" with Pacific Power and Light Company covering parcel of land lying in Lot 7, Section 27, Township 2 North, Range 13 East, Wasco County.

"Bargain and Sale Deed" with Grover Keller covering property on Columbia River Highway in The Dalles, Wasco County.

"Bargain and Sale Deed" with John R. and Mildred A. Holmes for land on Clatskanie Section of the Columbia River Highway, Columbia County.

"Bargain and Sale Deed" with Gordon E. Teter for property on Gales Creek Section

of Wilson River Highway, Washington County.

"Bargain and Sale Deed" with Scotts Valley School District for property on Divide-Rice Hill Section of Pacific Highway, Douglas County.

"Bargain and Sale Deed" with U. S. Forest Service covering land on Cascade Locks-Viento Section of Columbia River Highway, Hood River County.

"Bargain and Sale Deed" with A. C. Suhre for property on Tumalo Section of McKenzie-Bend Highway, Deschutes County.

"Bargain and Sale Deed" with Oregon Fir Supply Company, Inc. for land on Redmond-Bend Section of The Dalles-California Highway, Deschutes County.

"Consent of Vacation" with Frank and Maude Wink, covering vacation of a portion of Kelsay Way lying westerly of Chenoweth-The Dalles Section of Columbia River Highway, Wasco County.

"Waiver and Relinquishment of Rights of Way and Easement" covering waiver of certain rights appurtenant to property owned by State in Eugene so as to remove encumbrance from Anna MacDonald property.

"Agreement" with City of Delake covering City's obligation and expense re removal of sand or gravel deposited within 50 feet of dolphins in "D" River in Lincoln County.

"Assignment and Release" re release of obligation of Glens Falls Indemnity Company, surety for Spada Brothers who defaulted on Contract No. 3439.

"Service Agreement" with Pacific Telephone and Telegraph Company for construction and installation of a telephone line to serve remote-controlled radio station southeast of John Day.

"Trust Agreement" with Bonneville Power Administrator covering work to be performed in moving three of their structures.

"Agreement" with City of Portland covering furnishing to them of certain data pertaining to accidents within Portland.

"Easement" wherein Highway Commission will grant to LeRoy Lumber Company the right to construct, operate, and maintain a private road across certain land owned by State to provide access from Company's land on Divide-Rice Hill Section of Pacific Highway.

"Agreement" with American Forest Products Corporation granting easement across its logging roads connecting US 395 with proposed remote-controlled radio installation on Black Cap.

"Agreement" with Douglas County providing for disposition of old right of way along Divide-Anlauf Section of Pacific Highway, Douglas County.

"Agreement" with Polk County Court re abandonment of Monmouth-Orr Corner Section of Pacific Highway West, Polk County.

"Finance Agreement and Maintenance Agreement" re Linn County Line-Coburg Section of Coburg-Harrisburg County Road, Lane County.

"Agreement" with City of Medford covering installation of traffic signals at intersection of McAndrews Road and Riverside Avenue.

"Agreement" with O. W. R. & N. covering Arlington Grade Crossing on Columbia River Highway.

"Agreement" with O. W. R. & N. covering Moro Undercrossing on Sherman Highway.

"Agreement" with Southern Pacific Railroad Company covering a roadway under Lakeside Overcrossing on Oregon Coast Highway, Coos County.

"Agreement" with State Forestry Department covering reciprocal use of quarry sites near Elsie in Clatsop County.

"Throughway Agreement" with Deschutes County covering the Crooked River-Terrebonne Section of the The Dalles-California Highway.

"Agreement" with City of Monmouth covering the Orr Corner-Monmouth Section of the Pacific Highway West.

"Permit" with the City of North Bend granting permission to construct, operate and maintain a sewer pipe line under six parcels of land in Plat "B" Addition to North Bend in Coos County.

There being no further business to come before the Commission, the meeting adjourned at 5:30 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

September 25, 1953

EXHIBITS "A" through "M"

Minutes of

September 24 and 25, 1953

EXHIBIT "A"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT NO. 3- T. H. BANFIELD EXPRESSWAY

20597 Thoming, Gene A. And Frances H. (Smith)
Right of Way and Easement (4718 N.E. Multnomah)
Option expires March 1, 1954

1065 sq. ft. at $0.30	$319.50
Damage to lawn, shrubs, fence, etc.	333.00
Property tax adjustment	10.00
Easement for Temp. Construction	200.00

Amount to be paid owners- chrg to

Right of Way $862.50

Easement for a period of two years. It may be renewed in one year periods for the sum of $100 per year of fraction

EXHIBIT "A" (cont)

UNIT No. 3 -T. H. BANFIELD EXPRESSWAY (cont)

thereof.

Access controlled-none allowed

UNIT NO. 4-T. H. BANFIELD EXPRESSWAY

20625 Sono, Alice Y., et al (Grant)
Right of Way (S. E. corner of N. E. 82nd and N. E. Broadway)
Option expires March 2, 1954

11875 sq. ft. at $0.42 $5,000.00

Amount to be paid owners-chrg to Right of Way $5,000.00

State to assume 1953-54 taxes. Estimate 50.00

GRAND TOTAL (Estimate) chrg to Right of Way $5,050.00

Takes all-

20927 P & M Investment Company (Smith)
Easement (Halsey & U. P. R/W at N. E. 67th)
Option expires February 27, 1954

2-year easement on 305+ sq. ft. 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Easement may be renewed for additional periods at $25 per year.

20631 Bitar, Robert A. et al (Grant)
Right of Way (N. E. 82nd)
Option expires March 2, 1954

2,375 sq. ft. at $0.42+ $1,000.00

Amount to be paid owners-chrg to Right of Way $1,000.00

UNIT NO. 4 - T.H. BANFIELD EXPRESSWAY (cont)

Foster & Klesier sign is cancellable on 30 days notice.

Takes all-

CITY LIMITS-BARBUR BOULEVARD SECTION-WEST PORTLAND EXPRESSWAY HIGHWAY

20654 Reynolds, Helen M. (Smith)
Right of Way (6006 S. W. Pomona)
Option expires February 2, 1954

20,300 sq. ft. at $0.07-	$1,400.00	
Unfinished house and building materials on hand	5,960.25	
Shrubs, trees etc.	150.00	
Kennel Building	220.00	
Amount to be paid owner- chrg to Right of Way		$7,730.25
Grantor agrees to vacate property within 5 days after receipt of payment. State to assume 1953-54 taxes. Estimate		80.00
GRAND TOTAL (Estimate) chrg to Right of Way		$7,810.25

Takes all

BARBUR BLVD. -TUALATIN RIVER SECTION-WEST PORTLAND-HUBBARD HIGHWAY

4819 Myers, Murray W. and Caroline E. (Grant)
Release of Access
Releases signed July 28, 1953 and August 14, 1953

Release of access at Sta. 176+60.	1.00

Access controlled-none allowed

MULTNOMAH COUNTY LINE-TIGARD SECTION-PACIFIC HIGHWAY WEST

20864 Goodell, E. S. and Mary A. (Johnson)
Right of Way

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-TIGARD SECTION-PACIFIC HIGHWAY WEST

Option expires February 21, 1954

0.15 acre at $2,000	$ 300.00	
Damages (odd taking)	2,450.00	
Amount to be paid owners- chrg to Right of Way		$2,750.00
THINGS TO BE DONE BY THE STATE		
Replace present existing driveway entrance. State to assume 1953-54 taxes. Estimate		28.00
GRAND TOTAL (Estimate) chrg to Right of Way		$2,778.00

Access controlled-none allowed

ZIG ZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

20610 Kunkel, Frederic, and Lois (Grant)
Right of Way (outer highway)
Option expires February 19, 1954

4800 sq. ft. lump sum	$ 100.00	
Amount to be paid owners- chrg to Right of Way		$ 100.00
State to assume 1953-54 taxes. Estimate		1.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 101.00

Access not controlled-

20613 Schermerhorn, Lula (Grant)
Right of Way
Option expires February 28, 1954

.003 acre, lump sum	$	25.00
Damage to cabin		25.00
Amount to be paid owner-chrg to Right of Way	$	50.00

Access not controlled-

EXHIBIT "A" (cont)

ZIG ZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY (cont)

20616 Hendricks, Leland L. (Grant)
Right of Way
Option expires March 3, 1954

2400 sq. ft. at $0.04+	$100.00	
Amount to be paid owner-chrg to Right of Way		$100.00
State to assume 1953-54 taxes. Estimate		1.00
GRAND TOTAL (Estimate) chrg to Right of Way		$101.00

Takes all-

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY

17113 Peters, Albert W. and Catherine F. (Smith)
Right of Way
Option expires January 30, 1954

0.37 acres, lump sum	$150.00	
45 rods fence at $4	180.00	
Damages due to bad angle	50.00	
Amount to be paid owners- chrg to Right of Way		$380.00

Access controlled-none allowed

19750 Shearer, Fay W. and Mae A. (Johnson)
Right of Way
Option expires January 30, 1954

16.8 acres at $50	$840.00	
126 rods fence at $2	252.00	
Amount to be paid owners- chrg to Right of Way		$1,092.00
State to assume 1953-54 taxes. Estimate		10.00
GRAND TOTAL (Estimate) chrg to Right of Way		$1,102.00

EXHIBIT "A" (cont)

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY (cont)

Access controlled-none allowed

19751 Shearer, Fay W. and Mae A. (Johnson)
Right of Way
Option expires January 30, 1954

1.5 acres at $200 (cultivated)	$ 300.00	
1.0 acre at $150 (pasture)	150.00	
13.98 acres at $50 (cut-over hillside)	699.00	
170 rods fence at $4	680.00	
Amount to be paid owners-chrg to Right of Way		$1,829.00

THINGS TO BE DONE BY THE STATE

Farm crossing at Station 2377+00. State to assume 1953-54 taxes. Estimate	18.00
GRAND TOTAL (Estimate) chrg to Right of Way	$1,847.00

Access controlled

19749 Johanson, Oliver J. and Mignon M. (Johnson)
Right of Way
Option expires February 4, 1954

0.4 acre, lump sum	$ 50.00	
Amount to be paid owners- chrg to Right of Way		$ 50.00
State to assume 1953-54 taxes. Estimate		1.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 51.00

Access controlled-none allowed

19752 Shearer, Wilbur Thomas and Tina Lee et al (Johnson)
Right of Way
Option expires February 2, 1954

3.62 acres at $150	$ 543.00
3.18 acres timber land $50	159.00
Timber, as per Parks Dept. cruise	459.40
160 rods fence at $4	640.00

EXHIBIT "A" (cont)

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY (cont)

Build roadway, lump sum	$200.00	
Release of leasehold interest by Johanson	100.00	
Amount to be paid Johanson-chrg to Right of Way		$ 100.00
Amount to be paid owners-chrg to Right of Way		2,001.40
THINGS TO BE DONE BY THE STATE		
Connect County road to highway on south and north sides at Sta. 2402+25. State to assume 1953-54 taxes. Estimate		20.00
GRAND TOTAL (Estimate) chrg to Right of Way		$2,121.40

Access controlled-none allowed

19820 Woodward, Horace D. and Marie L. (Johnson)
Right of Way
Option expires February 12, 1954

0.34 acre at $500	$170.00	
Damages due to irregular taking	280.00	
Amount to be paid owners- chrg to Right of Way		$ 450.00
State to assume 1953-54 taxes. Estimate		5.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 455.00

Access controlled-none allowed

19836 Vandehey, Henry J. and Lena (Smith)
Right of Way
Option expires February 13, 1954

3.41 acres at $699+	$2,370.00	
Crop damages	125.00	
Amount to be paid owners-chrg to Right of Way		$2,495.00
State to assume 1953-54 taxes. Estimate		25.00

EXHIBIT "A" (cont)

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY (cont)

GRAND TOTAL (Estimate) chrg to Right of Way $2,520.00

Access controlled-none allowed

20822 Herinckx, Nettie (Johnson)
Right of Way
Option expires February 25, 1953

0.14 acre at $1,000	$ 140.00
6 trees	135.00
Damages due to odd shaped remainder	900.00

Amount to be paid owner- chrg to Right of Way $1,175.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1028+50, East side, for residential, production and transportation to market of farm products.

Access controlled-

JORDAN CREEK-McNAMERS CAMP SECTION- WILSON RIVER HIGHWAY

20767 Crown Zellerbach Corp. (Chidsey)
Wayside Park
Deed signed August 18, 1953

1.86 acres Gratis

TILLAMOOK-GARIBALDI SECTION-OREGON COAST HIGHWAY

20221 Oceanside Lumber Co. Inc. et al (Black)
Right of Way
Option expires October 16, 1953

0.7 acre, lump sum $125.00

Amount to be paid owners- chrg to Right of Way $ 125.00

Access not controlled-

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY

20352 Copeland, Frank A. and Eva Pearl (Harrington)
Right of Way
Option expires February 4, 1954

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESS-WAY (cont)

20352- Copeland, Frank A. and Eva Pearl (cont)

0.37 acre at $300 (Berries)	$ 111.00	
5.0 acres at $275 (Pasture and Hay)	1,375.00	
3.06 acres at $150 (Wooded)	459.00	
Barn: 960 sq. ft. at $0.50	480.00	
52½ rods fence at $4	210.00	
17 fruit trees at $10	170.00	
Allowance to replace two springs	500.00	
Damages-reduction of area	1,280.00	
Amount to be paid owners-chrg to Right of Way		$4,585.00
State to assume 1953-54 taxes. Estimate		45.00
GRAND TOTAL (Estimate) chrg to Right of Way		$4,630.00

Access controlled-none allowed

20355 Aline, Clarence D. et al (Black)
Right of Way
Option expires February 3, 1954

3.92 acres at $300	$1,176.00	
80 rods fence at $4	320.00	
Damage due to odd shape	504.00	
Amount to be paid owners-chrg to Right of Way		$2,000.00

Access controlled-none allowed

20362 Butler, Iver and Grace (Black)
Right of Way
Option expires February 9, 1954

4.02 acres at $200	$ 804.00	
63 rods fence at $4	252.00	
Damage due to odd shape	100.00	
Amount to be paid owners-chrg to Right of Way		$1,156.00

Access controlled-none allowed

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20368 Sutherland, Bertie A. (Black)
Right of Way
Option expires February 10, 1954

.04 acre, lump sum	$ 10.00	
6 rods fence at $4	24.00	
Amount to be paid owner-chrg to Right of Way		$ 34.00

Access controlled-none allowed

20639 Racette, Ralph Victor and Ada Lenora (Benner)
Right of Way
Option expires February 3, 1954

37.0 acres at $125	$4,625.00	
Amount to be paid owners -chrg to Right of Way		$4,625.00
1953-54 taxes to be pro-rated from date of deed. Est.		35.00
GRAND TOTAL (Estimate) chrg to Right of Way		$4,660.00

Access controlled-none allowed

20278 Langdon, J. E. and Marie (Benner)
Right of Way
Option expires February 5, 1954

14.02 acres at $350	$4,907.00	
207 rods fence at $4	828.00	
Well with pump	300.00	
2 cabins and garage	100.00	
2 walnut trees	50.00	
Damage: odd shape	215.00	
Amount to be paid owners-chrg to Right of Way		$6,400.00

THINGS TO BE DONE BY THE STATE

Establish county road connection at Sta. 675, East side. Grantor allowed to remove 4 yew trees before Oct. 30, 1953.

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20278 Langdon, J. E. and Marie (cont)

State to assume 1953-54 taxes. Estimate		$ 64.00
GRAND TOTAL (Estimate) chrg to Right of Way		$6,464.00

Access controlled-none allowed

20692 Nehl, Lena (Executrix) (Black)
Right of Way
Option expires February 6, 1954

20 sq. ft. -lump sum	$ 10.00	
Amount to be paid owners-chrg to Right of Way		$ 10.00

Access controlled-none allowed

20285 Racette, Louis and Lena (Benner)
Right of Way
Option expires February 3, 1954

11.24 acres at $300	$3,372.00	
77.09 acres cultivated at $300	23,127.00	
10.0 acres unimproved at $125	1,250.00	
35 acres tiling at $100	3,500.00	
105 rods fence at $4	420.00	
Cabins: 2616 sq. ft. at $0.25	658.00	
Damage by reduction of area	1,048.00	
Amount to be paid owners-chrg to Right of Way		$33,375.00
1953-54 taxes to be pro-rated from date of deed. Est.		250.00
GRAND TOTAL (Estimate) chrg to Right of Way		$33,625.00

Access controlled-none allowed

20683 Whitney, Charles (Black)
Right of Way
Option expires February 10, 1954

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESS-WAY (cont)

20683 Whitney, Charles (cont)

14.80 acres at $175	$2,590.00	
2.52 acres at $75	182.00	
330 rods fence at $4	1,320.00	
Allowance for Stock water	938.00	
Damage due to cutting farm in half	2,000.00	
Amount to be paid owner-chrg to Right of Way		$7,030.00

Access controlled-none allowed

20657 Dreher, Will E. and Lillian L. (Benner)
Right of Way
Option expires February 3, 1954

0.89 acre at $325	$ 289.25	
30 rods fence at $4	120.00	
Depreciation damage	90.75	
Amount to be paid owners-chrg to Right of Way		$ 500.00

Access controlled-none allowed

20369 Leith, William (Black)
Right of Way
Option expires February 12, 1954

16.08 acres at $195+	$3,140.00	
80 rods at $4	320.00	
Damage due to odd shape	540.00	
Amount to be paid owner-chrg to Right of Way		$4,000.00

Access controlled-none allowed

20367 Weisz, John and Mabel (Black)
Right of Way
Option expires February 19, 1954

1.19 acres at $200	$ 238.00	
28 rods fence at $4	112.00	

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20367 Weisz, John and Mabel (cont)

Damage due to loss of stock water	$ 50.00
Amount to be paid owners-chrg to Right of Way	$ 400.00

Access controlled-none allowed

20646 Kraus, John R. and Frances C. (Harrington)
Right of Way
Option expires February 18, 1954

0.11 acre, lump sum	$ 65.00
Amount to be paid owners-chrg to Right of Way	$ 65.00

Access controlled-none allowed

20344 Taylor, George E. and Mary S. (Benner)
Right of Way
Option expires February 11, 1954

2 acres at $250	$ 500.00
8.7 acres at $125	1,087.50
204 rods fence at $4	816.00
Severance damage	532.00
Amount to be paid owners-chrg to Right of Way	$2,936.00

Access controlled-none allowed

20342 Yergen, Norman L. and Helen D. (Black)
Right of Way
Option expires February 14, 1954

7.29 acres at $250	$1,822.50
1.90 acres at $100	190.00
202 rods fence at $4	808.00
Hop house, lump sum	242.00
Well, brick lined	200.00
Severance damage	3,237.50
Amount to be paid owners-chrg to Right of Way	$6,500.00

Access controlled-none allowed

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20363 Jones, William J. and Blodwin (Black)
Right of Way
Option expires March 1, 1954

1.66 acres at $250.00	$ 415.00
Well and septic tank, lump sum	1,170.00
Trees and Berries, lump sum	395.00
Move House, lump sum	1,420.00

Amount to be paid owners-chrg to Right of Way $3,400.00

Grantor to clear all buildings from R/W by Nov. 1, 1953.

Access controlled-none allowed

20281 Gooding, Paul and Helen W. (Benner)
Right of Way
Option expires March 7, 1954

8.04 acres at $325+	$2,614.00
179 rods at $4 fence	716.00
900 sq. ft. lawn at $0.10	90.00
Hedges, shrubs and 4 cherry trees	180.00
8 acres permanent pasture at $50	400.00
Allowance for damage to out buildings	2,500.00
Severance damage	1,500.00

Amount to be paid owners- chrg to Right of Way $8,000.00

THINGS TO BE DONE BY THE STATE

Re-establish driveway and connect same with county road at Sta. 2+25, North. Establish farm crossing at Sta. 706+50. Install 8" sleeve through road bed, North, Sta. 707+00. Grantor to move buildings by Oct. 15, 1953. State to assume 1953-54 taxes. Est. 80.00

GRAND TOTAL (Estimate) chrg to Right of Way $8,080.00

Access controlled-none allowed

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20349 Penner, Peter W. (Harrington)
Right of Way
Option expires February 18, 1954

3.15 acres, cultivated, at $250-	$ 787.00	
9.15 acres pasture at $100	915.00	
237 rods fence at $4	948.00	
Damage-reduction of area and severance	2,850.00	
Allowance to build roadway and bridge	500.00	
Amount to be paid owner-chrg to Right of Way		$6,000.00
State to assume 1953-54 taxes. Estimate		60.00
GRAND TOTAL (Estimate) chrg to Right of Way		$6,060.00

Access controlled-none allowed

20287 Yergen, Lucile M. (Benner)
Right of Way
Option expires March 1, 1954

7.2 acres at $300	$2,160.00	
9.43 acres, timber & wooded pasture, $135	1,273.05	
0.77 acre, lane, $250-	189.75	
254 rods fence at $4	1,016.00	
Orchard, approx. one acre	500.00	
Severance damage	5,570.00	
Amount to be paid owner-chrg to Right of Way		$10,708.80

THINGS TO BE DONE BY THE STATE

Grantor has until Oct. 31, 1953 to remove timber. Re-establish lane from Sta. E 8+00 to Sta. 813+00 to Sta. 821+00, South and East. West side at Sta. W 5+10. Place 12 inch conduit at Sta. 822+00. State to assume 1953-54 taxes. Estimate	107.00
GRAND TOTAL (Estimate) chrg to Right of Way	$10,815.80

Access controlled-none allowed

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20691 Slover, J. C. and Verda May (Black)
Right of Way
Option expires February 25, 1954

0.58 acres at $225	$ 130.00	
Berries	80.00	
Land crop loss	35.00	
20 rods fence at $4	80.00	
Damage due to odd shape	125.00	
Amount to be paid owners-chrg to Right of Way		$ 450.00

Access controlled-none allowed

20347 Koebel, George (Harrington)
Right of Way
Option expires March 7, 1954

1 acre pasture at $250.	$ 250.00	
32.33 acres cut over timber at $100-	3,232.00	
144 rods fence at $4	578.00	
Damage due to reduction of area	1,640.00	
Amount to be paid owner-chrg to Right of Way		$5,700.00
State to assume 1953-54 taxes. Estimate		57.00
GRAND TOTAL (Estimate) chrg to Right of Way		$5,757.00

Access controlled-none allowed

20867 Baker, Grover C. and Emma F. (Benner)
Right of Way
Option expires February 2, 1954

.96 acre at $300	$ 288.00	
53 rods fence at $4	212.00	
Allowance to clear buildings from R/W	600.00	
4 shade trees	100.00	
Amount to be paid owners-chrg to Right of Way		$1,200.00

THINGS TO BE DONE BY THE STATE

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

Buildings to be moved by Oct. 15, 1953. Re-establish driveway on North side at Sta. 4+50. State to assume 1953-54 taxes.

Est.		$ 12.00
GRAND TOTAL (Estimate) chrg to Right of Way		$1,212.00

Access controlled-none allowed

20356 Cushing, W. A. and Blanche (Black)
Right of Way
Option expires February 20, 1954

0.88 acre at $200	$ 176.00
24 rods fence at $4	96.00
Damage due to odd shape	1,228.00
Amount to be paid owners-chrg to Right of Way	$1,500.00

THINGS TO BE DONE BY THE STATE

Build approach to county road at Sta. 5+50, South side.
Build driveway and new approach to county road.

Access controlled-none allowed

20642 Kraus, Orletta and Kraus, Georgia L. (Harrington)
Right of Way
Option expires February 19, 1954

0.02 acre, lump sum	$ 35.00
Amount to be paid owners-chrg to Right of Way	$ 35.00

Access controlled-none allowed

20282 Ray, Earl and Marie E. (Benner)
Right of Way
Option expires March 7, 1954

12.31 acres at $325	$4,000.00
318 rods fence at $4	1,272.00
House 1,008 sq. ft.	11,078.00
Garage	650.00
Well	900.00
Pump house and tank storage	1,100.00
Trees and shrubs	1,000.00

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20282 Ray, Earl and Marie E. (cont)

Severance damage	$1,000.00	
Compromise settlement to avoid litigation	2,000.00	
Amount to be paid owners-chrg to Right of Way		$23,000.00
Grantor allowed to remove pump and well connections. First opportunity to repurchase garage when offered for sale. State to have possession of buildings by Nov. 1, 1953.		
State to assume 1953-54 taxes. Estimate		230.00
GRAND TOTAL (Estimate) chrg to Right of Way		$23,230.00

Access controlled-none allowed

20364 Luffman, Gordon H. and Frances E. (Benner)
Right of Way
Option expires February 23, 1954

2 acres berries at $450	$ 900.00	
10.77 acres at $225+	2,425.25	
House: 1216 sq. ft. at $5.50	6,688.00	
Barn and implement shed	580.00	
Pump and fruit houses	455.00	
Two wells (irrigation and domestic)	1,100.00	
Out buildings	80.00	
50 fruit trees at $10	500.00	
Grape arbor, shade trees, shrubs, etc.	271.75	
Amount to be paid owners-chrg to Right of Way		$13,000.00
Grantor allowed to remove pump from irrig. well. Has until October 31, 1953 to remove crops. 1953-54 taxes to be pro-rated from date of deed. Est.		100.00
GRAND TOTAL (Estimate) chrg to Right of Way		$13,100.00

Takes all

ORR CORNER-MONMOUTH SECTION-PACIFIC HIGHWAY WEST

19305 Ward, Buel J. and Gentle, J. W. (Witt)
Right of Way

ORR CORNER-MONMOUTH SECTION-PACIFIC HIGHWAY WEST (cont)

19305 Ward, Buel J. and Gentle, J. W. (cont)
Option expires February 19, 1954

6.71 acres at $250	$1,677.50	
251 rods fence at $4	1,004.00	
2 gates at $40	80.00	
Leveling roadway under bridge	50.00	
Severance Damages	3,125.00	
Amount to be paid owners-chrg to Right of Way		$5,936.50

THINGS TO BE DONE BY THE STATE

State to protect drainage tile. Grantor has until October 1, 1953 to harvest crops. State to assume 1953-54 taxes. Estimate. Access allowed at Sta. 1001+00, East and West, for residential, production and transportation of farm products to market.	60.00
GRAND TOTAL (Estimate) chrg to Right of Way	$5,996.50

Access controlled

19292 Kellog, O. W., et ux and Haworth, Vincent (Witt)
Right of Way
Option expires February 3, 1954

1.65 acres at $200	$ 330.00	
Four oak trees, front lawn and filled ground	250.00	
60 rods fence at $4	240.00	
Construction of new fruit house	500.00	
Moving of frame house, low bid, C. B. Burt	2,195.00	
Amount to be paid owners-chrg to Right of Way		$3,515.00

THINGS TO BE DONE BY THE STATE

Access allowed at Sta. 792+50, East, residential use, production and transportation to market of farm products. State to assume 1953-54 taxes. Estimate	36.00
GRAND TOTAL (Estimate) chrg to Right of Way	$3,551.00

Access controlled-Renegotiation of 1.08 acre, $583.00, approved April 8, 1953.

EXHIBIT "A" (cont)

ORR CORNER-MONMOUTH SECTION-PACIFIC HIGHWAY WEST (cont)

20288 Gentle, J. W. (Witt)
Right of Way
Option expires February 12, 1954

0.05 acre, lump sum	$ 50.00	
Amount to be paid owner-chrg to Right of Way		$ 50.00

Access controlled-none allowed

19304 Crippen, John F. (Witt)
Right of Way
Option expires February 11, 1954

14.43 acres at $250+	$3,610.00	
528 rods fence at $4	2,112.00	
4 gates at $40	160.00	
Severance damages	3,000.00	
Amount to be paid owner-chrg to Right of Way		$8,882.00

THINGS TO BE DONE BY THE STATE

Grantor has until October 1, to harvest crop. State to protect drainage tile. Grantor has right to place fence along sides of creek to use as cattle pass. State to assume 1953-54 taxes. Estimate	89.00
Access allowed at Stations 948+13 and 970+00, East and West, for residential and transportation to market of goods.	
GRAND TOTAL (Estimate) chrg to Right of Way	$8,971.00

Access controlled

19297 Larkin Brothers et al (Witt)
Right of Way
Option expires February 6, 1954

5.24 acres at $250	$1,310.00	
180 rods fence at $4	720.00	
2 gates at $40	80.00	
Severance damages	$2,065.00	
Amount to be paid owners-chrg to Right of Way		$4,175.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

ORR CORNER-MONMOUTH SECTION-PACIFIC HIGHWAY WEST (cont)

19297 Larkin Brothers et al (cont)

Protect drainage tile. Entrance granted at Station 897+90, East and West sides.

Access controlled-

19299 Lane, William H. and Thelma (Witt)
Right of Way
Option expires February 17, 1954

10.78 acres at $250	$2,695.00
390 rods fence at $5	1,950.00
2 gates at $40	80.00
Severance Damages	4,150.00

Amount to be paid owners-chrg to Right of Way $8,875.00

THINGS TO BE DONE BY THE STATE

Grantor has until Oct. 1 to harvest crop. Place 12" tile under right of way to enable grantor to thread irrigation line from east half to west half of farm. Tile to be placed near Station 923+50. State to assume 1953-54 taxes. Est. 89.00
Access at Sta. 922+80, East and West, private and for farm products.

GRAND TOTAL (Estimate) chrg to Right of Way $8,964.00

Access controlled-

20932 Eldridge & Davidson (Witt)
Road Easement Permanent
Option expires February 20, 1954

Road Easement from Co. Rd. to Kentucky Gravel Bar	$ 50.00

Amount to be paid owners-chrg to Gravel Pit $ 50.00

Access not controlled-

NOON BRIDGE SECTION-CORVALLIS-NEWPORT HIGHWAY

20958 Bayless, John W. and Doris (Black)
Right of Way
Option expires March 8, 1954

EXHIBIT "A" (cont)

NOON BRIDGE SECTION-CORVALLIS-NEWPORT HIGHWAY (cont)

20958 Bayless, John W. and Doris (cont)

.06 acre, lump sum	$ 5.00
15 rods fence at $4	60.00

Amount to be paid owners-chrg to Right of Way $ 65.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 203+93, North, for residential, production and transportation of farm products.

Access controlled-

20961 Dingus, Carroll E. (Black)
Right of Way
Option expires March 9, 1954

0.4 acre at $250	$100.00
Damage (takes garden area)	100.00

Amount to be paid owner-chrg to Right of Way $200.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 205+50, South, residential, farm access, and operation of rock quarry. Stas. 204+25 and 203+25, South, for residential use, only. Sta. 193+24, South, operation of saw mill, production and transportation to market of farm products.

Access controlled-

20962 Albertson, A. E. and Alice O. (Black)
Right of Way
Option expires March 9, 1954

0.27 acre at $150	$ 40.00
36 rods fence at $4	144.00

Amount to be paid owners-chrg to Right of Way $184.00

Access controlled-none allowed

EXHIBIT "A" (cont)

NEWPORT-TOLEDO SECTION-CORVALLIS-NEWPORT HIGHWAY

19342 Chipman, Laura (Black)
Right of Way
Option expires February 16, 1954

0.12 acre, lump sum	$ 75.00
Amount to be paid owner-chrg to Right of Way	$75.00

THINGS TO BE DONE BY THE STATE

Establish connection of County Road to Highway at Sta. 126+00.

Access controlled-none allowed

PRAIRIE ROAD-JUNCTION 6th-7th STREET SECTION. PACIFIC HIGHWAY

20873 Jacobs, Shelby G. and Laura (Jones)
Right of Way
Option expires March 2, 1954

2410 sq. ft. at $0.38-	$900.00
Remove and replace electrical wiring	100.00
Move advertising sign	10.00
Move pile of gravel	10.00
Amount to be paid owners-chrg to Right of Way	$1,020.00

THINGS TO BE DONE BY THE STATE

Move two 20' power poles. Dispose of oak tree at Sta. 548+10. Reconstruct driveways on West side at Stas. 547+60, 548+30 and 549+35.

Access not controlled-

20874 Rikhoff, Charles C., Jr. et al (Jones)
Right of Way
Option expires March 3, 1954

2075 sq. ft. at $0.35-	$725.00
Damages to walnut trees	175.00
Amount to be paid owners-chrg to Right of Way	$ 900.00

THINGS TO BE DONE BY THE STATE
Reconstruct access on West side at Sta. 560+80.

Access not controlled-

EXHIBIT "A" (cont)

SPRINGFIELD-JASPER SECTION-SPRINGFIELD-CRESWELL HIGHWAY

16310 Keever, Clyde A. and Marian A. (Reeder)
Gravel pit
Option expires January 26, 1954

15.07 acres at $325	$4,897.75	
Chicken house and 30 rods chicken fencing (moving allowance)	360.00	
210 rods fence at $3.50	735.00	
Severance damage	2,277.25	
Amount to be paid owners-chrg to Right of Way		$8,270.00

THINGS TO BE DONE BY THE STATE

Grantor has right to remove timber. State to sprinkle road with oil or water during dry periods.

Access not controlled-

JUDKINS POINT-GOSHEN SECTION-PACIFIC HIGHWAY

20210 Church, Earl T. & Zelda F. (Reeder)
Right of Way
Option expires February 3, 1954

5706 sq. ft. at $0.15	$ 856.00
Move & re-establish house & water system	$4,644.00
Amount to be paid owners-chrg to Right of Way	$5,500.00

Grantors to remove buildings within 60 days after approval of option. If rainy season begins before moving operations, operations may be extended to July 1, 1954, without rent.

Access controlled-none allowed

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

20522 Prechtel, Elmer G. & Jane (Holt)
Right of Way
Option expires March 1, 1954

.05 acre, lump sum	$ 350.00	
Amount to be paid owners-chrg to Right of Way		$350.00

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

20522 Prechtel, Elmer G. & Jane (cont)

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach to Co. Rd. 637.

Access not controlled

(Holt)

20488 Melton, Katherine
Right of Way
Option expires February 28, 1954

9.06 acres at $194-	$1,752.00
212 rods at $4	848.00
Severance damage	$1,050.00
Amount to be paid owner-chrg to Right of Way	$3,650.00

THINGS TO BE DONE BY THE STATE

Access to property on East side of highway via frontage road connected to roadway on the North and by Co. Rd. 230 on the South.

Access controlled-none allowed

(Gemmell)

20496 Runyan, Robert B. & Ethel
Right of Way
Option expires February 28, 1954

30.10 acres at $300	$9,030.00
63 rods fence at $4	252.00
Amount to be paid owners-chrg to Right of Way	$9,282.00

Access controlled-none allowed

(Holt)

20538 Gray, Clarence G. and Lola Mae
Right of Way and Gravel Pit
Option expires February 4, 1954

31.99 acres at $210-	$6,708.00
44 rods fence at $4	176.00
Amount to be paid to owners	$6,884.00

EXHIBIT "A" (cont)

GOSHEN-COAST FORK-WILLAMETTE RIVER GOSHEN-DIVIDE SECTION-

PACIFIC HIGHWAY (cont)

20538 Gray, Clarence G. and Lola Mae (cont)

Amount to be charged to Right of Way 5.39 acres and fencing (estimate)	$1,307.90
Amount to be charged to Gravel Pit 26.60 acres (Estimate)	5,576.10
GRAND TOTAL	$6,884.00

Access controlled-none allowed

20508 Reck, Max O. and Johanna M. (Gemmell)
Right of Way
Option expires February 3, 1954

1.76 acres, lump sum	$ 842.00
House: 1296 sq. ft. at $4.50	5,832.00
Garage: 384 sq. ft. at $1	384.00
Chicken House: 384 sq. ft. at $0.50	192.00
Amount to be paid owners-chrg to Right of Way	$7,250.00
State to assume 1953-54 taxes. Estimate	72.00
GRAND TOTAL (Estimate) chrg to Right of Way	$7,322.00

Takes all-

20518 Ross, George W. and Vivian O. (Holt)
Right of Way
Option expires February 3, 1954

4.9 acres at $1,200	$5,880.00	
Damage (.5 acres orchard lost to cultivation)	600.00	
Amount to be paid owners-chrg to Right of Way		$6,480.00

THINGS TO BE DONE BY THE STATE

Install 12' x 7' box culvert at Sta. 317+75.

Access controlled-none allowed

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT GOSHEN-DIVIDE-SECTION-PACIFIC HIGHWAY (cont)

20523 Pratt, Kenneth E. and Lois M. (Gemmell)
Right of Way
Option expires January 4, 1954

7.32 acre at $300	$2,196.00
42 rods fence at $4	168.00
Well	186.00
Allowance for moving barn	200.00
Damage, reduction of area	500.00

Amount to be paid owners - chrg to Right of Way $3,250.00

THINGS TO BE DONE BY THE STATE

Grantors to vacate not later than 30 days from payment. Grantors have permission to salvage barn, pump, pipe and any fencing they already own.

Access controlled-none allowed

20515 Crabb, W. G. et al (Holt)
Right of Way
Option expires February 11, 1954

.35 acres, lump sum	$ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

Access controlled-none allowed

20499 Johnson, Keith and Ada (Holt)
Right of Way
Option expires February 11, 1954

.06 acre, lump sum	$ 50.00
Allowance to move cabin	200.00

Amount to be paid owners-chrg to Right of Way $ 250.00

Access controlled-none allowed

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT GOSHEN-DIVIDE SECTION

PACIFIC HIGHWAY (cont)

20536 Overholser, Frank D. and Ellen G. (Holt)
Right of Way
Option expires February 10, 1954

1.47 acres, lump sum	$ 500.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

Unrestricted access to county road No. 349.

Access controlled-none allowed

20505 Crites, George H. and Bertha (Gemmell)
Right of Way
Option expires February 14, 1954

1.82 acres at $500	$ 910.00	
Barn & out buildings	700.00	
Damage to buildings	1,300.00	
Replacement of septic system	200.00	
30 rods fence at $4	120.00	
Amount to be paid owners-chrg to Right of Way		$3,230.00

Access controlled-none allowed

20491 Scott, J. L. and Thelma J. (Gemmell)
Right of Way
Option expires February 16, 1954

8.17 acres at $300	$2,451.00	
38 rods fence at $4	152.00	
Amount to be paid owners-chrg to Right of Way		$2,603.00

Access controlled-none allowed

20535 Adams, William C. and Glenna B. (Holt)
Right of Way
Option expires February 19, 1954

.05 acres, lump sum	$ 300.00	
Amount to be paid owners-chrg to Right of Way		$ 300.00

(Grantor has unrestricted access to county road)
Access controlled-none allowed

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT - GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

20533 Zerangue, Frank & Jersie (Holt)
Right of Way
Option expires February 26, 1954

0.51 acre at $1,200	$ 612.00
Amount to be paid owners-chrg to Right of Way	$ 612.00

Access controlled-none allowed

20537 Sly, Frank J. (Holt)
Right of Way
Option expires February 26, 1954

3.0 acres at $500	$1,500.00
13.11 acres at $200	2,622.00
117 rods fence at $4	468.00
Amount to be paid owner-chrg to Right of Way	$4,590.00

Grantor to have unrestricted access to county road.

Access controlled-none allowed

18455 Winter, Tillie R. CORRECTED REPORT (Reeder)
Right of Way
Option expires January 22, 1954

0.65 acre, lumpsum	$ 363.00
12 rods fence at $3.50	42.00
Amount to be paid owner-chrg to Right of Way	$ 405.00

Access controlled-none allowed
This cancels and supersedes option approved at August 6-7, 1953 Commission meeting.

20513 Grousbeck, Earl L. and Francile (Holt)
Right of Way
Option expires February 16, 1954

2.33 acres at $1,000	$2,330.00
2 acres at $500	1,000.00

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE-SECTION -PACIFIC HIGHWAY (cont)

20513 Crousbeck, Earl L. and Francile (cont)

1.48 acres at $200 $ 296.00

Amount to be paid owners-chrg to Right of Way $3,626.00
Grantor has permission to irrigate from creek channel so long as it does not interfere with State operations.

Access controlled-none allowed

20521 Kelley, Jack C. and Mable F. (Gemmell)
Right of Way
Option expires February 17, 1954

0.06 acre, lump sum $ 500.00
Damages to house $3,000.00

Amount to be paid owners-chrg to Right of Way $3,500.00

THINGS TO BE DONE BY THE STATE

Construct road approach close to east boundary of grantor's property. Hard surface approach road and county road in front of grantor's property.

Access controlled-none allowed

20511 Pacific Mill Company Inc. (Gemmell)
Right of Way (Creswell Interchange)
Option expires February 28, 1954

0.16 acre, lump sum $ 200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

Optionor has privilege to use roadway and right of building access to roadway on South side.

Access controlled-none allowed

20520 Bear, Logan and Agnes (Gemmell)
Right of Way
Option expires February 23, 1954

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE

SECTION -PACIFIC HIGHWAY (cont)

20520 Bear, Logan and Agnes (cont)

1.63 acre walnut orchard at $1165-	$1,896.00	
6 acres at $350	2,100.00	
House-576 sq. ft. at $4.50+ -Allowance to move buildings	2,614.00	
House-360 sq. ft. at $4 Allowance to move buildings	1,440.00	
Two garages, lump sum Allowance to move buildings	200.00	
Amount to be paid owners-chrg to Right of Way		$8,250.00

Grantee has right to enter property to remove buildings.
Grantor to vacate premises by November 1, 1953

Access controlled-none allowed

20503 Keahey, Vernard A. & Fina M. (Holt)
Right of Way
Option expires March 1, 1954

.48 acre, lump sum	$ 100.00	
31 rods at $4 Fence	124.00	
Amount to be paid owners-chrg to Right of Way		$ 224.00

Access controlled-none allowed

20504 Steinhauer, Victor C. and Edna J. (Holt)
Right of Way
Option expires March 1, 1954

.37 acre, lump sum	$ 100.00	
10 rods fence at $4	40.00	
Amount to be paid owners-chrg to Right of Way		$ 140.00

Access controlled-none allowed

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY

SECTION-PACIFIC HIGHWAY

19367 Wells, Rolla D. and Erma L. (Stuntz)
Right of Way

EXHIBIT "A" (cont)

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY

SECTION-PACIFIC HIGHWAY (cont)

19367 Wells, Rolla D. and Erma L. (cont)
Option expires February 18, 1954

0.14 acre, lump sum	$ 500.00	
Damages to rental unit	1,300.00	
Amount to be paid owners-chrg to Right of Way		$1,800.00

THINGS TO BE DONE BY THE STATE

Construct road approach at existing driveway location.

Access controlled-none allowed except to frontage road

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY

20781 McKay, Reed and Nannie Mae (Stuntz)
Right of Way
Option expires February 11, 1954

0.52 acres at $240	$ 125.00	
Damages due to irregular shape	125.00	
Amount to be paid owners-chrg to Right of Way		$ 250.00

THINGS TO BE DONE BY THE STATE

Construct road approach approx. at Sta. 246+45.66PC, Foley Lane.

Access controlled-

20782 Barto, Howard L. and Vivian (Stuntz)
Right of Way
Option expires February 11, 1954

0.64 acres at $742+	$ 475.00	
2.49 acres at $250-	625.00	
House: 576 sq. ft. at $6.08	3,500.00	
Moving 6 fruit trees at $25	150.00	
Damage (cuts access)	250.00	
Amount to be paid owners-chrg to Right of Way		$5,000.00

THINGS TO BE DONE BY THE STATE

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

20782 Barto, Howard L. and Vivian (cont)

Reconstruct road approach at Sta. 282+55 to existing highway. Property to be vacated by Nov. 15, 1953.

Takes all parcels 1-2* Access controlled parcel 3-none allowed to relocated highway.

20788 Dykes, Fred and Emma (Stuntz)
Right of Way
Option expires February 13, 1954

1.34 acres at $500	$ 670.00
Damages (move existing fence)	80.00
Amount to be paid owners-chrg to Right of Way	$ 750.00

Access controlled-none allowed

21082 Pentecost, Robert F. and Alura Dean (Stuntz)
Right of Way
Option expires February 9, 1954

2.4 acres at $500	$1,200.00
Cowbarn, chicken house	150.00
Well, Elect. pump & tank	300.00
House: 692 sq. ft. at $3.68	2,550.00
Amount to be paid owners-chrg to Right of Way	$4,200.00

Grantor agrees to vacate within 60 days after notified option accepted by SHC.

Takes all-

20793 Jenks, Chester A. and Leona M. (Stuntz)
Right of Way
Option expires February 19, 1954

7.9 acres at $592+	$4,680.00
House: 440 sq. ft. at $3	1,320.00
Amount to be paid owners-chrg to Right of Way	$6,000.00

Grantor agrees to vacate within 60 days after notified option accepted by SHC.

Takes all-

EXHIBIT "A" (cont)

BLACKWELL HILL-SEVEN OAKS-PACIFIC HIGHWAY (cont)

20791 Bradford, Harry C. and Letha E. (Stuntz)
Right of Way
Option expires February 18, 1954

4.78 acres at $390-	$1,860.00	
Damage (useless buildings)	890.00	
Amount to be paid owners-chrg to Right of Way		$2,750.00

Access controlled-none allowed

20792 Robertson, Joe Everett and Betty Jean (Stuntz)
Right of Way
Option expires February 19, 1954

1.54 acre at $308	$ 475.00	
Removal of barn	25.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

Grantor to move barn within 60 days after notified of option acceptance.

Access controlled-none allowed

20794 Blythe, Carl and Magdalene (Stuntz)
Right of Way
Option expires February 24, 1954

2.01 acres at $300-	$ 600.00	
40 rods fence at $3.75	150.00	
Amount to be paid owners-chrg to Right of Way		$ 750.00

Access controlled-none allowed

20795 Voss, William L. and Carrie M. (Stuntz)
Right of Way
Option expires February 24, 1954

1.46 acres, lump sum	$ 400.00	
House 24x24	600.00	
Amount to be paid owners-chrg to Right of Way		$1,000.00

Access controlled-none allowed

EXHIBIT "A" (cont)

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

20796 Lindley, M. B. and Ruth V. (Stuntz)
Right of Way
Option expires February 24, 1954

0.74 acre at $100	$ 74.00	
Allowance for fencing	50.00	
Amount to be paid owners-chrg to Right of Way		$ 124.00

Access controlled-none allowed

20797 Chastain, Dora (Stuntz)
Right of Way
Option expires February 25, 1954

0.11 acre, lump sum	$ 50.00	
Amount to be paid owner-chrg to Right of Way		$ 50.00

Access controlled-none allowed

20787 Stone, George W. and Madge A. (Stuntz)
Right of Way
Option expires February 18, 1954

6.0 acres at $283+	$1,700.00	
Amount to be paid owner-chrg to Right of Way		$1,700.00

Buildings will be removed within 60 days from date notified option accepted by SHC.

Access controlled-none allowed to relocated highway

20784 Jones, Calvin and Bertha (Stuntz)
Right of Way
Option expires February 9, 1954

0.90 acre at $505	$ 465.00	
House: 893 sq. ft. at $4.37-	3,899.00	
Out buildings	536.00	
Well, electric pump and tank	350.00	
Amount to be paid owners-chrg to Right of Way		$5,250.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

20784 Jones, Calvin and Bertha (cont) (Stuntz)

Construct road approach at Sta. 259+50. Grantor agrees to vacate within 60 days from date of notification option accepted by SHC.

Access controlled

20807 Ronne, Olaf B. and Mable H. (Stuntz)
Right of Way
Option expires February 26, 1954

10 acres at $300	$3,000.00
House: 416 sq. ft. at $5	2,080.00
Garage and barn	756.00
Outhouses	264.00
Well, motor and tank	400.00

Amount to be paid owners-chrg to Right of Way $6,500.00

Grantor agrees to vacate within 60 days from date of notification option accepted by SHC.

Takes all-

20808 Johnson, John P. and Margaret (Stuntz)
Right of Way
Option expires March 2, 1954

1.09 acres at $500-	$ 500.00
House: 640 sq. ft. at $3.50	2,240.00
Outbuildings	160.00
Well, electric motor, tank	600.00

Amount to be paid owners-chrg to Right of Way $3,500.00

Grantor to vacate within 60 days from date notified option accepted by SHC.

Access controlled-none allowed to relocated highway

20804 McCall, E. B. and Edna (Stuntz)
Right of Way
Option expires March 7, 1954

0.02 acre, lump sum	$ 10.00

Amount to be paid owners-chrg to Right of Way $ 10.00

Access controlled-none allowed

BLACKWELL HILL-SEVEN OAKS-PACIFIC HIGHWAY (cont)

20783 Hauber, George (Stuntz)
Right of Way
Option expires February 10, 1954

.36 acres at $416+	$ 150.00
House: 440 sq. ft. at $1.36	600.00

Amount to be paid owner-chrg to Right of Way $ 750.00

THINGS TO BE DONE BY THE STATE

Grantor to vacate within 60 days from date notified option accepted by SHC. Construct road approach at Sta. 258+30, South.

Access controlled-none allowed except to frontage road.

20806 Daley, Arthur (Stuntz)
Right of Way
Option expires March 1, 1954

0.71 acre, lump sum	$ 100.00

Amount to be paid owner-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

State will execute easement for road purposes across adjacent acquisition.

Access controlled-None allowed to relocated highway

20814 Vincent, V. P. and G. V. (Stuntz)
Right of Way
Option expires March 8, 1954

6 acres at $1000	$6,000.00
House: 1920 sq. ft. at $2	3,840.00
Outbuildings	620.00
Well, electric pump and tank	300.00
97 rods fence at $3.50	340.00
Severance damage	2,000.00

Amount to be paid owners-chrg to Right of Way $13,100.00

Grantor agrees to vacate within 60 days from date notified option accepted by SHC.

Access controlled-none allowed

EXHIBIT "A" (cont)

ASHLAND UNDERCROSSING SECTION-PACIFIC HIGHWAY

20679 City of Ashland (Jones)
Right of Way
Option expires February 10, 1954

0.60 acre, lump sum	$ 1.00

Takes all-

20680 Amberg, John W. and Lillian L. (Jones)
Right of Way
Option expires February 11, 1954

0.10 acre, lump sum	$ 775.00	
Garage and chicken house	550.00	
Replace 80' drain field from septic tank	400.00	
15½ rods fence at $4	62.00	
Encroachment damage	1,275.00	
Amount to be paid owners-chrg to Right of Way		$3,062.00
State to assume 1953-54 taxes. Estimate		31.00
GRAND TOTAL (Estimate) chrg to Right of Way		$3,093.00

Access controlled-none allowed

GRANTS PASS-MURPHY SECTION-WILLIAMS SECONDARY HIGHWAY

19873 Fifer, Harold D. and Emma R. (Jones)
Gravel bar
Option expires November 9, 1953

9.46 acres at $360-	$3,400.00	
Damages, takes all river frontage	600.00	
Amount to be paid owners-chrg to Gravel Pit		$4,000.00
State to assume 1953-54 taxes. Estimate		40.00
GRAND TOTAL (Estimate) chrg to Gravel Pit		$4,040.00

Access not controlled

EXHIBIT "A" (cont)

TILLER-DEAD HORSE CREEK SECTION-TILLER-TRAIL HIGHWAY

20860 Reed, Rose (Jones)
Quarry Site
Option expires February 27, 1954

0.92 acre at $200	$ 184.00	
Amount to be paid owner-chrg to Quarry Site		$ 184.00

Access not controlled-

WINCHESTER BAY-FOREST BOUNDARY SECTION-OREGON COAST HIGHWAY

20252 Menasha Woodenware Company (Norlin)
Borrow Area
Agreement

Agreement to remove borrow material, Lump Sum	$ 200.00	
Amount to be paid to owners-chrg to Borrow Pit		$ 200.00

State shall not go below existing highway and agreement shall terminate by December 31, 1953.

CROOKED RIVER-TERREBONNE SECTION-THE DALLES-CALIFORNIA HIGHWAY

10465 Davidson, William R. (Cozad)
Right of Way
Option expires March 1, 1954

1.29 acres at $300	$ 387.00	
2000 sq. ft. lawn destroyed at $0.05	100.00	
10 shade trees at $20	200.00	
3 apple trees at $25	75.00	
Shrubbery	25.00	
160 rods fence at $3	480.00	
1800 ft. ditch at $0.25	450.00	
Rock Wall, Est. by neighbors	300.00	
Amount to be paid owner-chrg to Right of Way (Estimate)		$2,017.00

THINGS TO BE DONE BY THE STATE

CROOKED RIVER-TERREBONNE SECTION-THE DALLES-CALIFORNIA

HIGHWAY (cont)

10465 Davidson, William R. (cont)
Clear R/W of old rock fence between Sta. 1096 and 1107+50. Access allowed at Stats. 1118+50, 1115+70, 1114+80, 1110 and 1109. all on East side, and all for residential, farm and stockraising activity.

Access controlled

20713 Felstet, Milton (Cozad)
Right of Way
Option expires February 28, 1954

937.5 sq. ft. at $0.05+	$ 50.00	
Amount to be paid owner-chrg to Right of Way		$ 50.00

Access controlled-none allowed

20712 Felstet, Milton T. (Cozad)
Right of Way
Option expires February 28, 1954

187.5 sq. ft., lump sum	$ 25.00	
Amount to be paid owner-chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1084+53, West, residential use, only.

Access controlled-

20705 Coleman, Mark A. (Cozad)
Right of Way
Option expires February 26, 1954

4.33 acres at $300	$1,299.00	
1 acre at $100	100.00	
6000 sq. ft. lawn at $0.05	300.00	
5 shade trees at $15	75.00	
160 rods fence at $3	480.00	
2600+ feet new ditch at $0.25	660.00	
Blasting for ditch	200.00	
Damage by reduction of area	2,225.00	
Allowance (for removing house or damages)	2,650.00	
Amount to be paid owners-chrg to Right of Way		$7,989.00

CROOKED RIVER-TERREBONNE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

20705 Coleman, Mark A. (cont)

THINGS TO BE DONE BY THE STATE

Connect cistern pipes near Sta. 1017, East side. Access Sta. 1016 East for residential, farm, stockraising activity. Access Sta. 1008 East for farming and stockraising activity.

Access controlled

10463 Booth, J. E. (Cozad)
Right of Way
Option expires February 27, 1954

10,282 sq. ft. at $0.05	$ 514.10
Clearing R/W of improvements (barn and outbuildings)	1,195.00
Rebuilding of 30 rods of fence at $3	90.00
Rebuilding of 300 ft. corral fence at $0.05	150.00
Amount to be paid owners-chrg to Right of Way	$1,949.10

THINGS TO BE DONE BY THE STATE

Protect Grantors underground water pipes. Access at Stats. 1092+40 East side, 1092+25, West side and 1094, West side, all for private residential use.

Access controlled-

20709 Hirsh, Walter G. (Cozad)
Right of Way
Option expires February 4, 1954

258 sq. ft. at $0.05	$ 12.90
Re-establishment of fence and some rock wall	50.00
Amount to be paid owner-chrg to Right of Way	$ 62.90

THINGS TO BE DONE BY THE STATE

Build access to property line. Access on East side at Sta. 1088+75 for private residential use.

Access controlled-

EXHIBIT "A" (cont)

CROOKED RIVER-TERREBONNE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

20708 Hirsh, Walter G. (Cozad)
Right of Way
Option expires February 4, 1954

1062 sq. ft. at $0.05	$ 53.10	
Re-establishment of fence and considerable rock wall	50.00	
Amount to be paid owner-chrg to Right of Way		$ 103.10

THINGS TO BE DONE BY THE STATE

Build access road to property line. Access on East side at Sta. 1087 for private residential use.

Access controlled-

10456 Spreen, E. W. (Cozad)
Right of Way
Option expires February 4, 1954

1125 sq. ft. at $0.05	$ 56.25	
Amount to be paid owner-chrg to Right of Way		$ 56.25

THINGS TO BE DONE BY THE STATE

Construct access road to property line. Access on East side at Station 1085+80, 30', for existing blacksmith and welding shop operation.

Access controlled-

10462 Eaton, Sarah Alverda (Cozad)
Right of Way
Option expires February 18, 1954

6000 sq. ft. at $0.05	$ 300.00	
Allowance for moving and building fence	100.00	
Amount to be paid owner-chrg to Right of Way		$ 400.00

THINGS TO BE DONE BY THE STATE

CROOKED RIVER-TERREBONE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

10462 - Eaton, Sarah Alverda (cont)

Protect septic tank near Sta. 1087+50, West side. Access at Sta. 1090+50 and 1088+50 West side for private residential use.

Access controlled-

10464 Hall, W. J. and Mae Elliott (Cozad)
Right of Way
Option expires February 11, 1954

1.47 acres at $300	$ 441.00	
115 rods fence at $3	345.00	
1250 sq. ft. lawn at $0.05	61.50	
5 apple trees at $20	100.00	
3 shade trees at $40	120.00	
2 shade trees at $15	30.00	
Amount to be paid owners-chrg to Right of Way		$1,097.50

THINGS TO BE DONE BY THE STATE

Install two 12" irrigation pipes from Sta. 1113+86 to Sta. 1113+14. Estimate cost for pipe. 350.00

Re-install siphon near Station 1112 west side. Access west side at Sta. 1113+50 and 1112+83 for farm, stock-raising and residential use. West side at Station 1105+50 for farm and stockraising activity.

GRAND TOTAL (Estimate) chrg to Right of Way $1,447.50

Access controlled

10458 Rommel, H. G. (Cozad)
Right of Way
Option expires February 2, 1954

1500 sq. ft. at $0.05	$ 75.00	
Re-establishment of fences	25.00	
Amount to be paid owner-chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE

CROOKED RIVER-TERREBONE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

10458 Rommel, H. G. (cont)

Access on East side at Sta. 1085+20, for private residential use.

Access controlled-

10460 Hammer, Ralph (Cozad)
Right of Way
Option expires February 3, 1954

1875 sq. ft. at $0.05	$ 93.75
Re-establishment of fences	30.00

Amount to be paid owner-chrg to Right of Way $ 123.75

THINGS TO BE DONE BY THE STATE

Build private access road to property line. Access on East side at Sta. 1089+80 for private residential use.

Access controlled-

20707 Deschutes County (Cozad)
Right of Way
Option expires January 3, 1954

3901 sq. ft. Gratis

Takes all-

10459 Hickok, Walter (Cozad)
Right of Way
Option expires February 9, 1954

1125 sq. ft. at $0.05 $ 56.25

Amount to be paid owner-chrg to Right of Way $ 56.25

Access controlled-none allowed

20711 Terrebone Domestic Water District (Cozad)
Right of Way
Option expires February 5, 1954

EXHIBIT "A" (cont)

CROOKED RIVER-TERREBONE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

20711 Terrebone Domestic Water District (cont)

375 sq. ft., lump sum	$ 25.00	
Amount to be paid owners-chrg to Right of Way		$ 25.00

Access controlled-none allowed

10451 School Dist. No. 5 (Cozad)
Right of Way
Option expires February 12, 1954

750 sq. ft. at $0.05	$ 37.50	
Amount to be paid owners-chrg to Right of Way		$ 37.50

THINGS TO BE DONE BY THE STATE

State to build access road to property line. Private access on East side at Sta. 1085+50.

Access controlled-

10452 Williams, J. F. and Lucille (Cozad)
Right of Way
Option expires February 17, 1954

2437.5 sq. ft. at $0.05	$ 121.85	
12 sq. ft. lawn at $0.05	60.00	
3 shade trees at $15	45.00	
Shrubbery	25.00	
162+ft. ornamental fence at $0.50	81.25	
Amount to be paid owners-chrg to Right of Way		$ 333.10

THINGS TO BE DONE BY THE STATE

Build access road to property line. Accesses on west side at Stations 1088+90, 1088+10 and 1087+60 for residential use.

Access controlled-

EXHIBIT "A" (cont)

CROOKED RIVER-TERREBONE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

20706 Ovens, Herbert J. (Cozad)
Right of Way
Option expires February 19, 1954

3.28 acres at $300	$ 984.00
Re-establishment of stock water pond	150.00
160 rods fence at $3	480.00
Amount to be paid owner-chrg to Right of Way	$1,614.00

THINGS TO BE DONE BY THE STATE

Access at Station 1038 East side for operation of existing stockraising and farming activity.

Access controlled-

20710 Drew, Iva Irene (Cozad)
Right of Way
Option expires March 1, 1954

1500 sq. ft. at $0.05	$ 100.00
Fencing allowance	25.00
Amount to be paid owners-chrg to Right of Way	$ 125.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1090+90, East side, residential use, only

Access controlled-

10455 Booth, J. E. (Cozad)
Right of Way
Option expires February 27, 1954

1125 sq. ft. at $0.05	$ 56.25
Shrubbery	25.00
Amount to be paid owners-chrg to Right of Way	$ 81.25

THINGS TO BE DONE BY THE STATE

Access at Sta. 1090+75, East side, residential use.

Access controlled-

CROOKED RIVER-TERREBONE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

10454 Eskew, Marshall C. (Cozad)
Right of Way
Option expires March 1, 1954

750 sq. ft. at $0.05	$	37.50
750 sq. ft. lawn at $0.05		37.50
Three shade trees		70.00

Amount to be paid owner-chrg to Right of Way $ 145.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1086+20, West side, residential use, only.

Access controlled-

20701 McFadden, Lyle (Cozad)
Right of Way
Option expires February 23, 1954

7 acres at $300	$2,100.00
2.66 acres at $50	133.00
Building of new ditch	600.00
115 rods fence at $3	345.00
Damage (reduction in area)	1,000.00

Amount to be paid owner-chrg to Right of Way $4,178.00

THINGS TO BE DONE BY THE STATE

Grantor has possession until crops harvested. Install culvert for irrigation ditch near Sta. 984. No access other than county road.

Access controlled-

20703 Payne, George Victor (Cozad)
Right of Way
Option expires March 1, 1954

0.50 acre at $300, irrigated land.	$150.00
3.11 acres at $50, grazing land	155.50
57+ rods fence at $3	172.00
Stock guard	150.00

Amount to be paid owner-chrg to Right of Way $ 627.50

CROOKED RIVER-TERREBONE SECTION-THE DALLES-CALIFORNIA (cont)

20703 Payne, George Victor,(cont)

THINGS TO BE DONE BY THE STATE

Access at Stat. 991, East side. Landing room on grade to be provided. Access for residential, farming & stock-raising.

Access controlled-

10453 Hollinshead, Russell A. (Cozad)
Right of Way
Option expires March 7, 1954

1312.5 sq. ft. at $0.05	$ 65.62	
1500 sq. ft. lawn at $0.05	75.00	
Allowance for fencing	50.00	
Damage (takes all front yard)	500.00	
Amount to be paid owner-chrg to Right of Way		$ 690.62

THINGS TO BE DONE BY THE STATE

25' access West side Station 1085+30, residential use.

Access controlled-

20700 McCoin, W. H. (Cozad)
Right of Way
Option expires March 7, 1954

2.1 acres at $300	$ 630.00	
10.35 acres at $50	517.50	
115 rods fence at $3	345.00	
Allowance for water hole	150.00	
TOTAL		$1,642.50
Grantor purchasing 5 acres State Park at $100		500.00
Amount to be paid owner-chrg to Right of Way		$1,142.50

THINGS TO BE DONE BY THE STATE

Option signed under assumption existing access at Sta.

CROOKED RIVER-TERREBONE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

20700 McCoin, W. H. (cont)

935, East side, will be provided. Access used for residential, farming and stockraising. Access not located on Grantors property.

Access controlled

10450 Sherry, John W. and Eugenie (Cozad)
Right of Way
Option expires March 9, 1954

50094 sq. ft. at $0.05	$2,504.70
80 rods fence at $3	240.00
Allowance to move outbuildings and stock yard	752.65
Damages due to reduction in area	602.65

Amount to be paid owners-chrg to Right of Way $4,100.00

THINGS TO BE DONE BY THE STATE

Protect irrigation system. Install two 2" pipes under roadway at Stas. 1078+50 and 1085. Buildings to be moved by Dec. 15, 1953.

Access controlled-none allowed

BEND-LAPINE SECTION-THE DALLES-CALIFORNIA HIGHWAY

19598 Lechner, Anna B. (Cozad)
Right of Way
Option expires February 27, 1954

22.17 acres at $25	$ 554.25
Allowance for foundation (Sta. 1097 west side)	72.00

Amount to be paid to owner-chrg to Right of Way $626.25

THINGS TO BE DONE BY THE STATE

Provide roads to property line. 25' access Stats. 1065 and 1080, both East and West, for harvesting, develop-

EXHIBIT "A" (cont)

BEND-LAPINE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

19598 Lechner, Anna B. (cont)

ment and transportation of forest products. 35' access, West side, Stats. 1092+50 and 1097 for operation of service station and residential.

Access controlled-

19608 Eaton, Maude E. (Cozad)
Right of Way
Option expires March 7, 1954

6970 sq. ft. at $0.05+ (includes fence)	$ 350.00
Allowance to clear R/W of gas pumps, tanks, marque	2,500.00
Amount to be paid owner-chrg to Right of Way	$2,850.00

THINGS TO BE DONE BY THE STATE

40' access West side, Stas. 1486+80 and 1487+80, for residential, grocery store, gas station and motel activity.

Access controlled-
Corrected from $2,848.50 to option amount 9-21-53.

BROTHERS SECTION-CENTRAL OREGON HIGHWAY

20768 Deschutes County (Cozad)
Easement (roadway to cinder pit)
Easement signed August 19, 1953

5 acres Gratis

Access not controlled

EAST UNIT-PENDLETON-DEADMANS PASS SECTION-OLD OREGON TRAIL HIGHWAY

20113 Hascall, Richard J. et al (Landon)
Right of Way
Option expires February 6, 1954

17.40 acres at $25	$ 435.00
2.50 acres at $100	250.00
18 acres at $25 (severed tract)	450.00

EXHIBIT "A" (cont)

EAST UNIT-PENDLETON-DEADMANS PASS SECTION-OLD OREGON TRAIL HIGHWAY(cont)

20113 Hascall, Richard J. et al (cont)

40 rods fence at $3.50 $ 140.00

Amount to be paid owners-chrg to Right of Way $1,275.00

THINGS TO BE DONE BY THE STATE

Re-establish water pipe if disturbed. Construct fence, North side, between Stas. 891+00 and 893+50. Reconstruct road approach to relocated county road

Access controlled-none allowed

21153 Vogler, Henry C. Jr. and Pearl E. (Brainerd)
Right of Way
Option expires February 26, 1954

8.03 acres at $25 $ 200.75

Amount to be paid owners-chrg to Right of Way $ 200.75

THINGS TO BE DONE BY THE STATE

Access at Sta. 925+30, North & South, for existing stock raising activity. 170 rods fence $6. Est. $1,020.00
GRAND TOTAL (Estimate) chrg to Right of Way $1,220.75

Access controlled

21152 Storie, Glen E. and Edna Z. (Brainerd)
Right of Way
Option expires February 23, 1954

1.54 acres at $25 $ 38.50

Amount to be paid owners-chrg to Right of Way $ 38.50
14 rods fence at $6 Estimate 84.00

GRAND TOTAL (Estimate) chrg to Right of Way 122.50

Access controlled-none allowed

EXHIBIT "A" (cont)

EAST UNIT PENDLETON-DEADMAN'S PASS SECTION-OLD OREGON TRAIL HIGHWAY (cont)

21155 Curl, C. C. Jr. (Brainerd)
Right of Way
Option expires March 1, 1954

0.35 acre, lump sum $ 25.00

Amount to be paid owner-chrg to Right of Way $ 25.00

State to fence R/W. 18 rods at $3.50 Estimate 63.00

GRAND TOTAL (Estimate) chrg to Right of Way 88.00

Access controlled-none allowed

HARP'S RANCH-PENDLETON SECTION-PENDLETON-COLD SPRINGS HIGHWAY (cont)

20835 Mumm, Herman (Brainerd)
Right of Way
Option expires February 18, 1954

1,000 sq. ft., lump sum $ 25.00

Amount to be paid owner-chrg to Right of Way $ 25.00

Access controlled-none allowed

20836 Calfee, Herbert W. and Marie E. (Brainerd)
Right of Way
Option expires February 23, 1954

1,000 sq. ft., lump sum $ 25.00

Amount to be paid owner-chrg to Right of Way $ 25.00

Access controlled-none allowed

LADD CANYON SECTION-OLD OREGON TRAIL HIGHWAY

20641 McEwen, L. R. and Edna Stella (Brainerd)
Right of Way
Option expires December 28, 1953

EXHIBIT "A" (cont)

LADD CANYON SECTION-OLD OREGON TRAIL HIGHWAY (cont)

20641 McEwen, L. R. and Edna Stella (cont)

13.1 acres, lump sum	$1,155.00
Allowance for fencing	372.00
Amount to be paid owners-chrg to Right of Way	$1,527.00

Access controlled-none allowed

CROOKED RIVER-TERREBONNE SECTION-THE DALLES-CALIFORNIA HIGHWAY

20702 Van Tassell, M. W. (Cozad)
Right of Way
Option expires March 10, 1954

4.39 acres at $50	$ 219.50
Amount to be paid owner-chrg to Right of Way	$ 219.50

Takes all-

10448 View, Irene A. L. (Cozad)
Right of Way and Haul Road
Option expires March 14, 1954

5.21 acre at $50	$ 260.50
Amount to be paid owner-chrg to Right of Way	$ 260.50

THINGS TO BE DONE BY THE STATE
Vacate to Grantor all existing highway between Sta. 1053 and 1058+50, West side, that is not needed for highway purposes. Access at Sta. 1051+50, East, and 1052, West, for residential, farming and stockraising activity, also Sta. 1062 East.

Access controlled-

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY

20813 Vincent, George L. and Cecile L. (Stuntz)
Right of Way
Option expires March 9, 1954

0.5 acre at $1,500.00	$ 750.00
House: 600 sq. ft. at $6	3,600.00

EXHIBIT "A" (cont)

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

20813 Vincent, George L. and Cecile L.(cont)

Well, pump and tank	$ 300.00	
Breezeway and garage	850.00	
Amount to be paid owners-chrg to Right of Way		$5,500.00

Grantor to vacate within 60 days from date notified option accepted by SHC.

Takes all-

PRAIRIE RD. -JUNCTION 6th-7th STREETS SECTION-PACIFIC HIGHWAY

20880 Hafner, Frank L., et al (Jones)
Easement for pipe line
Option expires March 2, 1954

0.13 acre, lump sum	$ 150.00	
Amount to be paid owners-chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE

Connect grantors 4" basement drain pipe to storm sewer pipe. Fill easement area with dirt. Remove and dispose of all trees within easement area.

Access not controlled-

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY

19835 Vanderzanden, Victor J. and Agnes C. (Smith)
Right of Way
Option expires March 8, 1954

2.03 acres at $666+	$1,352.00	
70 rods fence at $4	280.00	
Damage to trees and odd shaped remainder	425.00	
Tax allowance on 1953-54 taxes	23.00	
Amount to be paid owners-chrg to Right of Way		$2,080.00

Grantor reserved right of passageway for farm purposes under structure over railroad at Sta. 2611+00.

Access controlled-

TIGARD-ONION FLAT UNIT OF TIGARD-NEWBERG SECTION-

PACIFIC HIGHWAY WEST

18627 Tidwell, Eldon G. and Viola (Mayhew)
Right of Way and Easement
Option expires March 1, 1954

1205 sq. ft., lump sum	$ 100.00
Damage (reduces parking area)	890.00

Amount to be paid owners-chrg to Right of Way $990.00

THINGS TO BE DONE BY THE STATE

Re-establish two 25' driveway entrances and reslope to conform with grade at Sta. 138+10 and 138+90. Access at Sta. 138+10, West, and Sta. 138+90, West, unrestricted.

Access controlled-

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM

EXPRESSWAY

20284 Welty, Theodore F. (Benner)
Right of Way
Option expires March 14, 1954

75.44 acres at $300	$22,632.00
231 rods fence at $4	924.00
Allowance to move barn	500.00
Damage due to odd shaped remainder	1,944.00

Amount to be paid owner-chrg to Right of Way $26,000.00
Grantor has until June 30, 1954 to remove barn.
Taxes to be pro-rated from date of deed.
Estimate 195.00

GRAND TOTAL (Estimate) chrg to Right of Way $26,195.00

Access controlled-none allowed

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

18461 Points, Elmer J. and Aneta M. (Reeder)
Right of Way
Option expires February 5, 1954

0.97 acre at $400	$ 388.00
19.2 rods fence at $3.50	67.20
Severance Damage	87.00
Amount to be paid owners-chrg to Right of Way	$ 542.20

THINGS TO BE DONE BY THE STATE

Construct road approach on Frontage road at Sta. 38+25, West side.

Access controlled-none allowed except to frontage road

20517 Ziniker, L. E. & Mary (Gemmell)
Right of Way
Option expires March 9, 1954

3.0 acres wheat land at $300	$ 900.00
1.0 acre pasture at $200	200.00
.50 acre walnut orchard at $1,200	600.00
1.39 acre wood lot, lump sum	700.00
Severance Damage	500.00
Allowance for maintaining roadway	700.00
100 rods fence at $4	400.00
Amount to be paid owners-chrg to Right of Way	$4,000.00

THINGS TO BE DONE BY THE STATE

State to construct roadway from R/W line opposite Sta. 312+80 to North property line to South line opposite Sta. 302 to county road.

Access controlled-none allowed

CROOKED RIVER-TERREBONE SECTION-THE DALLES-CALIFORNIA HIGHWAY

20778 Bonneville Power Administration (Mayhew)
Movement of Structure

CROOKED RIVER -TERREBONE SECTION-THE DALLES-CALIFORNIA HIGHWAY

20778 Bonneville Power Administration (cont)

Move structure MR-60/4 at Sta. 951+88.09
Estimate $2,400.00

Amount to be paid owners-chrg to Right of Way
Estimate $2,400.00

10444 Zetterberg, Forrest and Helen (Benner)
Right of Way
Option expires March 16, 1954

5.08 acres at $75 $ 381.00

Amount to be paid owners-chrg to Right of Way $ 381.00

Access controlled-none allowed

SHOGREN-ROWENA UNIT-MOSIER -THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18497 O.W.R. & N. Company (Chidsey)
Quarry Site and Right of Way

6.35 acres, lump sum $ 300.00

Amount to be paid owners-chrg to Right of Way $ 300.00

NORTH CORVALLIS SECTION-ALBANY-CORVALLIS HIGHWAY

20339 Pankalla, Allen F. and L. Virginia (Benner)
Gravel Pit
Option expires March 17, 1954

4.17 acres at $300- $1,250.00
Damage, encroachment nuisance 750.00

Amount to be paid owners-chrg to Gravel Site $2,000.00

Access not controlled

BARBUR BLVD. -MARION COUNTY LINE SECTION-WEST PORTLAND-HUBBARD HIGHWAY

20861 Wagner, Frederick W. and Margaret (Smith)
Gravel Pit
Option expires March 14, 1954

EXHIBIT "A" (cont)

BARBUR BLVD. -MARION COUNTY LINE SECTION-WEST PORTLAND-HUBBARD HIGHWAY (cont)

20861 Wagner, Frederick W. and Margaret (cont)

0.78 acre at $1,500	$1,170.00	
52 rods fence at $7.50	390.00	
Amount to be paid owners-chrg to Gravel Site		$1,560.00
State to assume 1953-54 taxes. Estimate		16.00
GRAND TOTAL (Estimate) chrg to Gravel Site		$1,576.00

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21065 Bailey, W. E. and Essie (Witt)
Right of Way
Option expires March 16, 1954

0.01 acre, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access controlled-none allowed

20838 Coates, Frank and Ethel (Black)
Right of Way
Option expires March 17, 1954

0.33 acres at $150	$ 50.00	
15 rods fence at $4	60.00	
Allowance to relocate ditch, lump sum	15.00	
Amount to be paid owners-chrg to Right of Way		$ 125.00

Access controlled-none allowed

20845 Muth, Rose (Black)
Right of Way
Option expires March 20, 1954

0.57 acre at $125	$ 71.25	
17 rods fence at $4	68.00	
Amount to be paid owner-chrg to Right of Way		$ 139.25

Access controlled-none allowed

EXHIBIT "A" (cont)

GERVAIS-HAYSVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20842 McKinney, Russell E. and Clay Ella (Black)
Right of Way
Option expires March 21, 1954

2.40 acres at $125	$ 300.00
40 rods fence at $4	160.00
Damage due to odd shape	90.00
Amount to be paid owners-chrg to Right of Way	$ 550.00

Access controlled-none allowed

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

20492 Packer, James W. and Pearl (Gemmell)
Right of Way
Option expires February 20, 1954

9.2 acres at $300	$2,760.00
Severance damage	540.00
Amount to be paid owners-chrg to Right of Way	$3,300.00

Access controlled-none allowed

20524 Cosner, Noah S. and Zelda (Holt)
Right of Way
Option expires March 14, 1954

2.0 acres at $750	$1,500.00
1.53 acres at $250	382.50
Damage, reduction in area	500.00
36 rods fence at $4	144.00
Amount to be paid owners-chrg to Right of Way	$2,526.50

Access controlled-none allowed

20494 Clack, Frank A. and Frances H. (Gemmell)
Right of Way
Option expires March 14, 1954

8.61 acres at $300	$2,583.00
Severance damage to buildings and irrigation system	7,417.00

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

20494 Clack, Frank A. and Frances H. (cont)

Amount to be paid owners-chrg to Right of Way $10,000.00

THINGS TO BE DONE BY THE STATE

Install a 12" sleeve at Sta. 229+75.

Access controlled-none allowed

ZIG ZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

21127 Kersh, W. E. and Edith R. (Grant)
Easement for Haul Road and Permission to take Material

Easement for haul road and permission to take material Gratis

Material not to exceed 900 cubic yards. Material to be removed in horizontal manner without leaving a pit. No trees to be removed without permission of owner. Road to be left in smooth condition. Closure for road must be provided. Easement ends one year from date of signing.

20611 George, Otto and Virginia (Grant)
Right of Way
Option expires February 28, 1954

2 lots at $100 $ 200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

State to assume 1953-54 taxes. Estimate 2.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 202.00

Takes all

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

18462 Scharen, W. J. and Edna B. (Reeder)
Right of Way
Option expires February 6, 1954

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

18462 Scharen, W. J. and Edna B. (cont)

2.12 acres at $400	$ 848.00	
Severance damage	212.00	
42 rods fence at $3.50	147.00	
Amount to be paid owners-chrg to Right of Way		$1,207.00

THINGS TO BE DONE BY THE STATE

Construct road approach on frontage road at Sta. 40+50. State to pay 1953-54 taxes. Estimate	$ 13.00
GRAND TOTAL (Estimate) chrg to Right of Way	$1,220.00

Access controlled-none allowed to highway

20585 Anderson, William and Daisy (Reeder)
Right of Way
Option expires February 17, 1954

0.01 acre, lump sum	$ 25.00	
Amount to be paid owners-chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach at Sta. 22+15 West and Sta. 23+60 West.

Access controlled-none allowed except to frontage road.

20581 Waske, George and Lena (Reeder)
Right of Way
Option expires February 24, 1954

0.48 acre at $510	$ 245.00	
Amount to be paid owners-chrg to Right of Way		$ 245.00

THINGS TO BE DONE BY THE STATE

Construct road approach at Sta. 7+50 and 16+45, West.

Access controlled-none allowed except to frontage road

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

20528 Henglebrook, Elwood J. (Gemmell)
Right of Way
Option expires March 14, 1954

8.67 acres at $350	$3,034.00
Two wells	250.00
Damage to buildings and irrigation system	2,400.00
29 rods fence at $4	116.00
Amount to be paid owners-chrg to Right of Way	$5,800.00

THINGS TO BE DONE BY THE STATE

State to give grantor right to run irrigation line through culvert at Sta. 389+00.

Access controlled-none allowed

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY

20282 Ray, Earl and Marie E. (Benner)
Drainage Easement
Option expires March 20, 1954

0.23 acre easement for laying of drain pipe Gratis

Access controlled-none allowed

UNIT 3- T.H. BANFIELD EXPRESSWAY

20601 Dunlap, W. J., Jr. and Jessie M. (Smith)
Right of Way
Option expires March 16, 1954

3180 sq. ft. at $0.50	$1,590.00
Allowance on 1953-54 taxes	10.00
Amount to be paid owners-chrg to Right of Way	$1,600.00

Access not controlled-Railroad R/W

CITY LIMITS-BARBUR BOULEVARD SECTION-WEST PORTLAND EXPRESSWAY

21097 Johnson, Grace (Smith)
Right of Way
Option expires March 13, 1954

Land.	$ 454.20
Allowance on 1953-54 taxes	20.00
Amount to be paid owner-chrg to Right of Way	$ 474.20

Access controlled-none allowed

CROW-LANE COUNTY LINE SECTION-TERRITORIAL HIGHWAY

20057 Wittemyer, George et al (Reeder)
Quarry Site
Option expires March 3, 1954

12.64 acres at $225	$2,844.00
Allowance for easement of haul road	128.00
277 rods fence at $4.50	1,246.50
Severance damage	281.50
Amount to be paid owners-chrg to Quarry Site	$4,500.00

Access not controlled-

NOON BRIDGE SECTION-CORVALLIS-NEWPORT HIGHWAY

20960 Ellison, Sam (Black)
Right of Way
Option expires March 20, 1954

0.22 acre at $200	$ 44.00
Amount to be paid owner-chrg to Right of Way	$ 44.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 210+84, North, for residential, production and transportation of farm products and operation of saw mill.

Access controlled

EXHIBIT "A" (cont)

EAST UNIT PENDLETON-DEADMAN's PASS SECTION-OLD OREGON TRAIL

20250 Curl, C. C., Jr. (Brainerd)
E-48 Right of Way
Option expires March 15, 1954

7.65 acres, leasehold interest, lump sum $ 10.00

Amount to be paid Lessee-chrg to Right of Way $ 10.00

Access not controlled

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY

20809 Gulf Red Cedar Co., Inc. (Stuntz)
Right of Way
Option expires March 10, 1954

240 sq. ft. Gratis

Access controlled-none allowed to relocated highway

20817- Puget Timber Company (Stuntz)
Right of Way
Option expires March 23, 1954

0.08 acre. $ 250.00

Amount to be paid owner-chrg to Right of Way $ 250.00

THINGS TO BE DONE BY THE STATE:

Construct approach to county road at Station 453+50.

Takes all-

ROCKY POINT-BRUSH CREEK SECTION-OREGON COAST HIGHWAY

21057 Briggs, George A. and Nettie L. (Stuntz)
Right of Way
Cption expires March 15, 1954

0.03 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Construct road approach for access at Sta. 365+90, East,

ROCKY POINT-BRUSH CREEK SECTION-OREGON COAST HIGHWAY

21057 Briggs, George A. and Nettie L. (cont)

residential use.
Place culvert under highway in creek bed for Grantors' Domestic water.

Access controlled-

PRAIRIE RD.-JUNCTION 6th and 7th STREETS SECTION-PACIFIC HIGHWAY

20882 Brown, Mary Ann et al (Jones)
Slope Easement
Option expires March 16, 1954

500 sq. ft. at $0.15 $ 75.00

Amount to be paid owners-chrg to Right of Way $ 75.00

Access not controlled-

20882 Miller, Irving O. and Murl Jay (lessee) (Jones)
Slope Easement
Option expires March 17, 1954

500 sq. ft., lump sum, $ 1.00

Amount to be paid lessee-chrg to Right of Way $ 1.00

Access not controlled-
This option subject to approval by commission of option shown above.

20877 Lunn, C. A., et al (Jones)
Storm Sewer Easement
Option expires March 13, 1954

1280 sq. ft. at $0.15 $ 200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

State to level ground and gravel easement area.

Access not controlled

EXHIBIT "A" (cont)

PRAIRIE RD. -JUNCTION 6th and 7th STREETS SECTION-PACIFIC HIGHWAY

20884 Gick, Royal and Virginia (Jones)
Right of Way and Storm Sewer Easement
Option expires March 17, 1954

90 sq. ft. at $0.50+	$ 50.00	
1770 sq. ft. at $0.15	265.50	
1500 sq. ft., lump sum	25.00	
Half cost of construction of catch basin	125.00	
Amount to be paid owners-chrg to Right of Way		$ 465.50

THINGS TO BE DONE BY THE STATE

Reconstruct access, West, at Sta. 604+60.

Access not controlled-

20879 Industrial Building Co. (Jones)
Right of Way
Option expires March 16, 1954

90 sq. ft. at $0.50+ (pay to owner)	$ 50.00	
Moving sign-Estimated.	85.00	
GRAND TOTAL (Estimated) chrg to Right of Way		$ 135.00

Access not controlled-

20873 Martin Bros. (Chidsey)
20883 Move signs
20872

Moving three signs	$ 440.00	
Amount to be paid owners-chrg to Right of Way		$ 440.00

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

20582 Merrian, Howard S. and Theresa M. (Reeder)
Right of Way
Option expires February 26, 1954

0.88 acres at $500	$ 440.00
105 cherry trees at $31	3,255.00

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

20582 Merrian, Howard S. and Theresa M. (cont)

Allowance for removal of shed	$ 50.00
119 rods fence at $3.50	416.50

Amount to be paid owners-chrg to Right of Way $4,161.50

THINGS TO BE DONE BY THE STATE

Remove trees and level land. Construct 20' road approach at Sta. 10+00.

Access controlled-None allowed except to Goshen frontage road.

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

21121 Doran, John O. and Jennie (Harrington)
Right of Way
Option expires March 21, 1954

0.25 acre for slide area, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access controlled-none allowed except at Sta. 1809+30 per previous acquisition.

EAST UNIT-PENDLETON-DEADMAN'S PASS SECTION-OLD OREGON TRAIL HIGHWAY

20250D-31 Warnstorm, Norman Lessee (Brainerd)
Right of Way Leasehold interest
Option expires March 16, 1954

6.15 acres at $15.00 per acre. $ 92.25

Amount to be paid Lessee-chrg to Right of Way $ 92.25

Access not controlled-

EXHIBIT "A" (cont)

EAST UNIT-PENDLETON-DEADMAN'S PASS SECTION-OLD OREGON TRAIL HIGHWAY (cont)

20250 C-31 Warnstorm, Norman (Brainerd)
Right of Way
Option expires March 16, 1954

Lessee
Leasehold interest

9.28 acres. Leasehold interest $ 60.00

Amount to be paid Lessee-chrg to Right of Way $ 60.00

Access not controlled

PRAIRIE ROAD JUNCTION-6th & 7th STREET-EUGENE SECTION-PACIFIC HIGHWAY

20871- Allison, Arthur F. and Minnie M. (Jones)
Roy and Grace Swenson
Right of Way and Borrow Pit
Option expires March 14, 1954

8 acres at $850. per acre. (Borrow Pit)	$6,800.00	
7,840 sq. ft. at $0.32 per sq. ft. (R/W)	2,525.00	
1.44 acres for Haul Road (2 yr. Easement)	300.00	
Damages.	375.00	
Amount to be paid owner		$10,000.00
Amount to be charged to Borrow Pit		7,475.00
Amount to be charged to Right of Way		2,525.00

THINGS TO BE DONE BY THE STATE:

State to install 24" concrete pipe and fill low area to hi ghway level.
State to construct 416' of board fence.
Reconstruct existing approach at Station 544+30.

Access not controlled-

Grantor to have right to pump water from borrow pit.

UNIT #5 -T.H. BANFIELD EXPRESSWAY

20635 Hannan, Ralph and Anna H. (Mayhew)
Right of Way
Option expires March 18, 1954

0.43 acre, lump sum $ 650.00

Amount to be paid owner-chrg to Right of Way $ 650.00
State to assume taxes, if any.

Takes all-

PRAIRIE ROAD-JUNCTION6th-7th STREETS, EUGENE, OREGON
SECTION-PACIFIC HIGHWAY

20881 Beck, A. P., et al (Jones)
Slope Easement
Option expires March 16, 1954

975 sq. ft., lump sum $ 150.00

Amount to be paid owners-chrg to Right of Way $ 150.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach on West side at Sta. 596+60.

Access not controlled-

CITY LIMITS-BARBUR BOULEVARD SECTION-WEST PORTLAND
EXPRESSWAY

20655 Scherrer, Eugene and Odilie (Smith)
Right of Way
Option expires March 16, 1954

.208 acre at $3,000+	$ 625.00
Allowance for moving building	$2,000.00
37 rods fence at $4	148.00
Allowance for 1953-54 taxes	27.00
Damage (miscellaneous)	5,800.00

Amount to be paid owners-chrg to Right of Way $8,600.00
Grantor to have until April 1, 1954 to remove building.

Access controlled- none allowed

EXHIBIT "A" (cont)

ZIG ZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

20615 Bisbee, W. A. and Della M. (Grant)
Outer Highway
Option expires March 20, 1954

2400 sq. ft., lump sum	$ 100.00
Amount to be paid owners-chrg to Right of Way	$ 100.00

Takes all

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY

19840 Van Domelen, John, et al (Smith)
Right of Way
Option expires March 8, 1954

0.74 acre, lump sum	$ 1,000.00
Amount to be paid owners-chrg to Right of Way	$ 1,000.00

Entire taking-all, except right of way, to be conveyed to Bernard D. and Mary H. Meeuwsen. See 19839 below.

19839 Meeuwsen, Bernard D. and Mary H. (Smith)
Right of Way
Option expires March 14, 1954

0.57 acre, lump sum	$ 1,125.00	
Allowance for moving buildings, new well, septic tank	5,487.00	
Allowance for moving shrubs and tile	328.40	
TOTAL		$ 6,940.40
Less amount of option 19840 for South half of Lot 18 and Lot 1, Block 8, Wilkesboro. To be conveyed to optionors, less portion lying within right of way.		1,000.00
Amount to be paid owners-chrg to Right of Way		$ 5,940.40

THINGS TO BE DONE BY THE STATE

Convey to the optioners that portion of land outside right of way (0.73 acre) acquired on File 19840 for which a deduction has been made above as an exchange part of the settlement,

19839 **Meeuwsen, Bernard D. and Mary H. (cont)**

upon the grounds and for the reason that the said property in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled-none allowed

EXHIBIT "B"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes; and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section	Highway
BENTON	
Noon Bridge Map 4B-23-2 Station 206-220	Corvallis-Newport

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this resolution be entered in the minutes and records of the Commission as of September 24, 1953, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed hereinabove.

EXHIBIT "C"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, under the provisions of Section 15, Chapter 405, Oregon Laws 1951, as amended by Section 9, Chapter 691, Oregon Laws 1953, the State Highway Commission, with respect to state highways, is authorized to prohibit the operation thereon of any or all vehicles of any class or kind, and may impose limits as to any gross weight or any dimension of any vehicle or combination of vehicles, and may reduce speeds of vehicles and impose any other restrictions that in the judgment of the State Highway Commission are necessary to protect any highway or section thereof from being unduly damaged; and

WHEREAS, many state highways and sections thereof, including bridges, become impaired and in a weakened condition when subjected to periods of excessive rainfall, periods of flood or periods of freezing and thawing, or when adversely affected by fire, wind, landslides, subsidence, or structural instability, and said highways and sections thereof during such periods or when so adversely affected have been and are damaged due to the movement of motor vehicles at speeds which are lawful; and

WHEREAS, during the course of constructing, maintaining, improving or repairing state highways, or sections thereof, including bridges, the surface thereof is placed in such condition as to be subject to damage by vehicles moving at a speed which is lawful, and such highways and sections thereof during such work have been and are damaged due to the movement of motor vehicles moving at a speed which is lawful; and

WHEREAS, said state highways and sections thereof subject to such condition can only be preserved and protected by the immediate reduction of speed limits to a rate of speed which will not cause damage to said highways or sections thereof; and

WHEREAS, among the other powers and duties of the State Highway Engineer, he is required under the provision of Section 100-126, O. C. L. A., to collect and compile information and statistics relative to the mileage, character and condition of highways and bridges in the different counties in the state, both with respect to state and county highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all its members being present and voting affirmatively as follows:

1. It is the judgment and opinion of this Commission that those things hereinafter set forth and ordered in this resolution are necessary to protect state highways and sections thereof, including bridges, from

being unduly damaged.

2. It is hereby directed that whenever information and statistics collected and compiled by the State Highway Engineer relative to the character and condition of state highways reveal that any state highway or section thereof, including bridges, is undergoing construction, maintenance, improvement or repair, or is being subjected to a period of excessive rainfall, flood, or freezing and thawing, or has been or is being adversely affected by fire, wind, landslides, subsidence, or structural instability, and by reason thereof is in a weakened condition and is being damaged by the movement thereon of any motor vehicles or combination of motor vehicles, the State Highway Engineer or either Assistant State Highway Engineer shall determine from such information and statistics the maximum speed at which any vehicle or combination of vehicles can move upon such state highway or section thereof without unduly damaging the same.

3. It is further directed that upon determination of the maximum speed at which any vehicle or combination of vehicles can move upon such state highway or section thereof without unduly damaging the same, the State Highway Engineer, or either Assistant State Highway Engineer, or any Division Engineer upon the approval of the State Highway Engineer or either Assistant State Highway Engineer, shall cause to be posted conspicuous signs at each end of the highway or section of the highway affected and at such other places as may be necessary to inform the public, giving notice that all vehicles or combination of vehicles are prohibited from moving upon said highway or section thereof at a speed in excess of said reduced speed limit.

4. It is hereby directed and ordered that from and during the time such signs are posted as set forth hereinabove, the movement upon any highway or section thereof so posted of any vehicle or combination of vehicles at a speed in excess of the speed limit specified on such signs is prohibited and no person shall operate any vehicle or combination of vehicles at a speed in excess thereof upon such highway or section thereof.

5. Whenever the information and statistics collected and compiled by the State Highway Engineer reveal that any highway or section thereof which has been posted as set forth hereinabove is in such condition that said highway or section thereof will not be unduly damaged by the unrestricted movement of vehicles or combination of vehicles at lawful speeds, the signs giving notice of reduced speed limits shall be immediately removed.

6. A complete report of all action taken pursuant to this resolution shall be submitted to the State Highway Commission by the State Highway Engineer or either Assistant State Highway Engineer at the meeting of the Commission next following such action.

7. Nothing herein shall be deemed to modify any action or actions

of the Commission heretofore or hereafter taken based upon peculiar facts or circumstances applying to any particular section or sections of any state highway.

8. The Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by resolution or order entered in the minutes and records of this Commission.

9. That this resolution and order be entered in the minutes of the Commission as of the 24th day of September, 1953, and that the original of this resolution be filed in the records of the Secretary of the Highway Commission, and that a duly certified copy thereof be filed with the Secretary of State and the Superintendent of State Police.

EXHIBIT "D-1"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Mosier	$651.25
Richland	561.86
Weston	1,734.10

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of September, 1953.

EXHIBIT "D-2"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Weston.....$2,131.63

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of September, 1953.

EXHIBIT "D-3"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Weston.....$1,837.87

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of September, 1953.

EXHIBIT "D-4"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Amity	$2,227.90
Cave Junction	938.24
Dayton	2,383.72
Detroit	908.40
Dundee	1,021.12
Harrisburg	2,857.81
Hines	3,043.47
Lostine	590.13
Oakland	2,748.40
Richland	729.37
Stanfield	2,801.45
St. Paul	749.26
Talent	2,450.02
Tualatin	822.20
Weston	2,251.10

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive

and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of September, 1953.

EXHIBIT "D-5"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Aurora	$ 698.89
Bay City	2,197.76
Canyonville	2,486.55
Creswell	1,911.85
DeLake	1,859.86
Hines	2,651.17
Long Creek	831.74
Lostine	514.06
Nehalem	779.76
Troutdale	1,484.42
Waterloo	519.84
Yamhill	1,556.62
Yoncalla	1,807.88

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper of-

ficer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of September , 1953.

EXHIBIT "E"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3424, with Roy L. Houck & Son for grading, paving and structure on the Canyonville Section of the Pacific Highway in Douglas County, completed March 10, 1953.

"Contract No. 3488, with Bechtel Bros. for constructing maintenance building at Flora in Wallowa County, completed August 15, 1953.

"Contract No. 3529, with Bechtel Bros. for constructing dwelling house at Flora Junction in Wallowa County, completed August 15, 1953.

"Contract No. 3582, with K. F. Jacobson & Co., Inc. for grading, paving and structure on the Fairview-Sundial Section of the T. H. Banfield Expressway in Multnomah County, completed July 31, 1953.

"Contract No. 3600, with C. R. O'Neil for grading and paving on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County, completed August 5, 1953.

"Contract No. 3603, with the Gibbons & Reed Co. for grading and paving on the Warren Creek-Viento Section of the Columbia River Highway in Hood River County, completed August 28, 1953.

"Contract No. 3616, with Durbin Bros. for grading and oil mat surfacing on the Austin Squaw Creek Unit, Austin-Unity Junction Section and Austin Spur on the John Day Highway in Grant County, completed July 8, 1953.

"Contract No. 3620, with Porter W. Yett for paving on the Quartz Creek Unit, Necanicum Junction-North Plains Section of the Sunset Highway in Washington, Clatsop, Tillamook and Columbia Counties, completed June 19, 1953.

"Contract No. 3666, with McNutt Bros. for grading and paving on the Chenoweth Park-Oakland Junction Unit, Chenoweth Park-Deady Section, in Douglas County, completed August 17, 1953.

"Contract No. 3669, with Gunderson Bros. Engineering Corp. for placing steel on the Hood River Bridge on the Columbia River Highway in

EXHIBIT "E" (cont)

Hood River County, completed July 6, 1953.

"Contract No. 3702, with Bechtel Bros. for constructing Emigrant Springs Park Camping Area in Umatilla County, completed August 15, 1953.

"Contract No. 3715, with Lindstrom Bros., Inc. for construction of Fields Bridge over Tualatin River in Clackamas County, completed August 18, 1953.

"Contract No. 3718, with Warren Northwest Inc. for paving on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, completed August 17, 1953.

"Contract No. 3725, with Edwin C. Gerber for grading and oil mat surfacing on the Bakeoven Grade Section of the Shaniko Road in Wasco County, completed June 30, 1953.

"Contract No. 3737, with H. J. & H. W. Miller for grading and paving on the Enterprise (River Street) City Street Section in Wallowa County, completed December 8, 1952.

"Contract No. 3752, with Fred H. Slate Co., Oreg. Ltd. for grading and oil mat surfacing on the Middle Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County, completed August 10, 1953.

"Contract No. 3760, with Kenneth C. Dack for grading and oil mat surfacing on the Pocahontas-Baker Section of the Baker-Pine Creek-Wingville Roads in Baker County, completed August 8, 1953.

"Contract No. 3788, with B. M. Emery Co. for grading and bituminous macadam surfacing on the Whiskey Creek Section of the Mt. Hood Highway in Hood River County, completed August 10, 1953.

"Contract No. 3790, with Central Paving Co. for bridges, grading and paving on the Fern Corner-Burns Corner Section of the Kings Valley Highway in Polk County, completed August 6, 1953.

"Contract No. 3794, with John R. Saxton for grading and oil mat surfacing on the Beaver Ammunition Storage Point Access Road in Columbia County, completed August 19, 1953.

"Contract No. 3800, with Teller Construction Co. for constructing Spencer Creek Park facilities in Lincoln County, completed August 28, 1953.

"Contract No. 3828, with Western Golf Course Supply Co. for installing irrigation system and seeding on the Tillamook Street-Steel Bridge Unit, Harbor Drive Section, Pacific Highway West in Multnomah County, completed August 2, 1953.

"Contract No. 3833, with C. E. Leseberg for furnishing crushed material in stockpiles on the Jordan Valley Section of the I. O. N. and Jordan Valley Highways in Malheur County, completed August 18, 1953.

"Contract No. 3837, with Frank P. Sargent for constructing culverts on the Lena-Nye Section of the Heppner Highway in Umatilla County, completed June 30, 1953.

"Contract No. 3860, with Rogers Construction, Inc., for furnishing crushed rock in stockpile on the Mt. Hood Section of the Mt. Hood and Wapinitia Highways in Clackamas, Hood River and Wasco Counties, completed August 31, 1953.

"Contract No. 3891, with Babler Bros., Inc. for reoiling in Division No. 4 on seven State Highways, completed July 31, 1953.

"Contract No. 3897, with Babler Bros., Inc. for reoiling on the Juntura-Vale Reoiling Project in Malheur County, completed August 18, 1953.

"Contract No. 3910, with J. C. Compton Co. for pavement widening on the Mackin Gulch-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County, completed August 26, 1953.

"Contract No. 3912, with Baker Paving Co. for reoiling and shoulder oiling in Division No. 3 on four State Highways, completed September 8, 1953.

"Contract No. 3913, with Steinmuller & Lee for constructing Armitage State Park Latrine, in Lane County, completed August 12, 1953.

"Contract No. 3928, with M. C. Lininger & Sons for furnishing crushed material in stockpiles on the Tiller-Dead Horse Creek Section of the Tiller-Trail Highway in Douglas and Jackson Counties, completed September 8, 1953.

"Contract No. 3930, with J. C. Compton Co. for grading and paving on the Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County, completed August 15, 1953.

"Contract No. 3937 with W. G. Wright for grading and paving on the Sheridan (Monroe Street) City Street Section in Yamhill County, completed August 18, 1953.

"Contract No. 3944, with The Central Heating Co., Oreg. Ltd. & F. L. Somers for grading and paving on the Gold Hill (4th Ave. North and 7th St. West) City Street Section in Jackson County, completed August 3, 1953.

EXHIBIT "E" (cont)

"Contract No. 3946, with Warren Northwest, Inc. for grading and paving on the Troutdale Section of the Crown Point Highway in Multnomah County, completed August 15, 1953.

"Contract No. 3949, with Peter Kiewit Sons' Co. for oil mat surfacing on the Maddock Corner-West Side Section of the Cottonwood Creek and West Side County Roads in Lake County, completed August 31, 1953.

"Contract No. 3950, with Babler and Rogers for grading and paving on the Damascus-Boring Section of the Clackamas-Boring County Road in Clackamas County, completed August 6, 1953.

"Contract No. 3955, with Parker-Schram Co. for grading and paving on the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections of Multnomah County Roads, completed August 31, 1953.

"Contract No 3961, with Porter W. Yett for paving on the Myrtle Point (Ash. 2nd and 3rd Streets) City Street Section in Coos County, completed September 10, 1953.

"Contract No. 3989, with J. N. Conley for grading and oil mat surfacing on the Friend-Dufur Section of the Friend County Road in Wasco County, completed September 11, 1953.

"Contract No. 3990, with Russell Olson Construction Co. for oil mat surfacing on the Mikkalo-Olex Junction and Condon Junction-Lost Valley County Roads Section in Gilliam County, completed July 21, 1953.

"Contract No. 3991, with Warren Northwest Inc. for grading and oil mat surfacing on the Hood River County Roads Section, completed August 15, 1953."

THEREFORE BE IT RESOLVED that the work covered by State highway contracts for the construction of said State highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F-1"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Nyssa-Adrian Highway, State Secondary Highway No. 450, known as the Nyssa-Adrian Section in Malheur County, the northerly terminus of which is at Highway Engineer's Station 24+11. 7 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 661+21. 44 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Malheur County and the Highway Commission entered into an agreement under date of August 21, 1951, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provides that after the said relocated section was completed and opened to public travel, the eliminated portions or units, therein and herein referred to as Units "A", "B" and "C", would be abandoned as part of the said highway and would be maintained thereafter by Malheur County as county roads under the jurisdiction and control of said county; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Nyssa-Adrian Highway, State Secondary Highway No. 450, located in Malheur County and known as the Nyssa-Adrian Section, the northerly terminus of which is at Highway Engineer's Station 24+11 .7 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 661+21. 44 on the relocated highway, is completed and now open to public travel.

2 That the portions or units of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way and which are identified herein as Units "A", "B" and "C" are shown colored in red on the map attached hereto, marked EXHIBIT "A" and by this reference made a part hereof. Units "A", "B" and "C" are more particularly described as follows:

EXHIBIT "F-1" (cont)

Unit "A"

Beginning at State Highway Engineer's Station 92+00 of the Nyssa-Adrian Secondary Highway in the southwest quarter of the northwest quarter (SW¼ NW¼) of Section 31, Township 19 South, Range 47 East, W. M.; thence via the former route of the Nyssa-Adrian Secondary Highway to State Highway Engineer's Station 98+70 of the relocated Nyssa-Adrian Secondary Highway in the Northwest quarter of the southwest quarter (NW¼ SW¼) of Section 31, Township 19 South, Range 47 East, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 186+40 of the relocated Nyssa-Adrian Secondary Highway in the southwest quarter of the southwest quarter (SW¼ SW¼) of Section 6, Township 20 South, Range 47 East, W. M.; thence via the former route of the Nyssa-Adrian Secondary Highway to State Highway Engineer's Station 194+10 of the relocated Nyssa-Adrian Secondary Highway in the northeast quarter of the northeast quarter (NE¼ NE¼) of Section 12, Township 20 South, Range 46 East, W. M.

Unit "C"

Beginning at State Highway Engineer's Station 336+75 of the relocated Nyssa-Adrian Secondary Highway in the southwest quarter of the southwest quarter (SW¼ SW¼) of Section 13, Township 20 South, Range 46 East, W. M.; thence via the former route of the Nyssa-Adrian Secondary Highway to State Highway Engineer's Station 344+15 of the relocated Nyssa-Adrian Secondary Highway in the northeast quarter of the northeast quarter (NE¼ NE¼) of Section 23, Township 20 South, Range 46 East, W. M. *

3. That, pursuant to the aforesaid agreement, Units "A", "B" and "C" are hereby duly abandoned as part of the Nyssa-Adrian Highway, State Secondary Highway No. 450, to Malheur County, and that all right, title and interest which the State has in the right of way of Units "A", "B" and "C" hereby pass to and vest in the said County.

4. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

5. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the

ground by the State Highway Engineer or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

6. That this resolution shall be entered in the minutes and records of the Commission on this 24th day of September, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Malheur County.

FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 241, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-2"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Oregon Coast Highway in Curry County known as the Port Orford-Rocky Point Section, the northerly terminus of which is at Highway Engineer's Station 15+19 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 140+73 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Curry County and the Highway Commission entered into an agreement under date of June 28, 1949, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, two of the eliminated portions or units, therein and herein referred to as Units "A" and "B" would be abandoned as part of the said highway, and would be maintained thereafter by Curry County as county roads under the jurisdiction and control of the said County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Oregon Coast Highway, State Primary Highway No. 9, located in Curry County and known as the Port Orford-Rocky Point Section, the northerly terminus of which is at Highway Engineer's Station 15+19 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 140+73 on the relocated highway has been completed and is now open to public travel.

2. That the portions or units of the old right of way which by reason of the relocation of the said section are no longer within the boundaries of the new right of way and which are identified as Units "A" and "B" are shown colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. The location of Units "A" and "B" are more particularly described as follows:

EXHIBIT "F-2" (cont)

Unit "A"

Beginning at State Highway Engineer's Station 22+10 of the relocated Oregon Coast Highway in Lot 1 of Section 4, Township 33 South, Range 15 West, W. M.; thence southeast via the former route of the Oregon Coast Highway to State Highway Engineer's Station 68+15 of the relocated Oregon Coast Highway in Lot 2 of Section 9, Township 33 South, Range 15 West, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 81+15 on the relocated Oregon Coast Highway in the northwest quarter (NW$\frac{1}{4}$) of the northwest quarter (NW$\frac{1}{4}$) of Section 10, Township 33 South, Range 15 West, W. M.; thence southeast via the former route of the Oregon Coast Highway to State Highway Engineer's Station 125+25 of the relocated Oregon Coast Highway in Lot 1 of Section 15, Township 33 South, Range 15 West, W. M.*

3. That Units "A" and "B" shall be and hereby are abandoned as part of the Oregon Coast Highway, and that all right, title and interest which the State has in the right of way of Units "A" and "B" hereby pass to and vest in Curry County and shall be maintained as a county road under the jurisdiction and control of said county.

4. That the portion or unit of the old right of way which by reason of the relocation of said section of highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "C" is shown colored in brown on the said Exhibit "A". The location of Unit "C" is more particularly described as follows:

Unit "C"

Beginning at State Highway Engineer's Station 127+25 of the relocated Oregon Coast Highway in Lot 1 of Section 15, Township 33 South, Range 15 West, W. M.; thence southerly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 130+85 of the relocated Oregon Coast Highway in Lot 1 of Section 15, Township 33 South, Range 15 West, W. M.*

5. That said Unit "C" is no longer needed by the State for right of way purposes or other public uses, but is needed and valuable for public use by Curry County, and all right, title and interest which the State has in said Unit "C" is hereby relinquished to and shall pass to and vest in Curry County. Curry County shall retain Unit "C" so long as it is needed or valuable for public use.

6. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now

EXHIBIT "F-2" (cont)

incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.*

7. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer, or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

8. That this resolution shall be entered in the minutes and records of the Commission on this 24th day of September, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Curry County.

FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 206, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-3"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Elkton-Sutherlin Highway, State Secondary Highway No. 231, known as Calapooya Creek-Sutherlin Section in Douglas County, the westerly terminus of which is at Highway Engineer's Station 1078+00 on the relocated highway and the easterly terminus of which is at Highway Engineer's Station 1285+00 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Douglas County and the Highway Commission entered into an agreement under date of May 19, 1952, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, the eliminated portions or units, therein and herein referred to as Units "A" and "B", would be abandoned as part of the said highway and would be maintained thereafter by Douglas County as county roads under the jurisdiction and control of said county; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Elkton-Sutherlin Highway, State Secondary Highway No. 231, located in Douglas County and known as the Calapooya Creek-Sutherlin Section, the westerly terminus of which is at Highway Engineer's Station 1078+00 on the relocated highway and the easterly terminus of which is at Highway Engineer's Station 1285+00 on the relocated highway, is completed and now open to public travel.

2. That the portions or units of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way and which are identified herein as Units "A" and "B" are shown colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. The

EXHIBIT "F-3" (cont)

location of Units "A" and "B" are more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 1124+30 of the relocated Elkton-Sutherlin Highway in the Southwest quarter of the Southwest Quarter ($SW\frac{1}{4}$ $SW\frac{1}{4}$) of Section 11, Township 25 South, Range 6 West, W. M.; thence easterly and southerly via the former route of the Elkton-Sutherlin Highway to State Highway Engineer's Station 1197+50 of the relocated Elkton-Sutherlin Highway in the northeast quarter of the southwest quarter ($NE\frac{1}{4}$ $SW\frac{1}{4}$) of Section 13, Township 25 South, Range 6 West, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 1197+40 of the relocated Elkton-Sutherlin Highway in the Northeast quarter of the Southwest quarter ($NE\frac{1}{4}$ $SW\frac{1}{4}$) of Section 13, Township 25 South, Range 6 West, W. M.; thence southerly and easterly via the former route of the Elkton-Sutherlin Highway to State Highway Engineer's Station 1253+00 of the relocated Elkton-Sutherlin Highway in the Northwest quarter of the Northwest quarter ($NW\frac{1}{4}$ $NW\frac{1}{4}$) of Section 19, Township 25 South, Range 5 West, W. M. *

3. That, pursuant to the aforesaid agreement, Units "A" and "B" hereby are duly abandoned as part of the Elkton-Sutherlin Highway, State Secondary Highway No. 231, to Douglas County, and that all right, title and interest which the State has in the right of way of Units "A" and "B" hereby pass to and vest in the said County.

4. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

5. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

EXHIBIT "F-3" (cont)

6. That this resolution shall be entered in the minutes and records of the Commission on this 24th day of September, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Douglas County.

FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 252, under the heading, "Abandonment and Retention Resolutions" and the said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-4"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Springfield-Creswell Highway in Lane County known as the Jasper Bridge Section, the northerly terminus of which is at Highway Engineer's Station YN 2+50 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 12+50 on the relocated Highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Lane County and the Highway Commission entered into an agreement under date of December 19, 1950, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, one of the eliminated portions or units, therein and herein referred to as Unit "A", would be abandoned as part of the said highway, and would be maintained thereafter by Lane County as a county road under the jurisdiction and control of the said county; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Springfield-Creswell Highway, State Secondary Highway No. 222, located in Lane County and known as the Jasper Bridge Section, the northerly terminus of which is at Highway Engineer's Station YN 2+50 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 12+50 on the relocated highway, is completed and now open to public travel.

2. That the portion or unit of the old right of way which by reason of the relocation of the said section of highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station Y 1+97 of the relocated Springfield-Creswell Secondary Highway No. 222 in the southwest quarter of the southwest quarter (SW$\frac{1}{4}$ SW$\frac{1}{4}$) of Section 14, Township 18 South, Range 2 West, W. M.; thence southeasterly via the former route of the Springfield-Creswell Highway No. 222 to the beginning of the county road running from Jasper to Lowell in the southwest quarter of the southwest quarter (SW$\frac{1}{4}$ SW$\frac{1}{4}$) of Section 14, Township 18 South, Range 2 West, W.M.*

3. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of the Springfield-Creswell Highway to Lane County, and that all right, title and interest which the State had in the right of way of Unit "A" hereby passes to and vests in Lane County and shall be maintained as a county road under the jurisdiction and control of said county.

4. That the portion or unit of the old right of way which by reason of the relocation of said section of highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "B" is shown colored in brown on the said Exhibit "A". The location of Unit "B" is more particularly described as follows:

Unit "B"

Beginning at the beginning point of the county road running between Jasper and Lowell in the southwest quarter of the southwest quarter (SW$\frac{1}{4}$ SW$\frac{1}{4}$) of Section 14, Township 18 South, Range 2 West, W. M.; thence westerly via the former route of the Springfield-Creswell Secondary Highway No. 222 to a point opposite State Highway Engineer's Station 10+00 in the southeast quarter of the southeast quarter (SE$\frac{1}{4}$ SE$\frac{1}{4}$) of Section 15, Township 18 South, Range 2 West, W. M.*

5. That said Unit "B" is no longer needed by the State for right of way purposes or other public uses, but is needed and valuable for public use by Lane County, and all right, title and interest which the State has in said Unit "B" is hereby relinquished to and shall pass to and vest in Lane County. Lane County shall retain Unit "B" so long as it is needed or valuable for public use.

6. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by

the State. *

7 That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer, or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

8. That this resolution shall be entered in the minutes and records of the Commission of this 24th day of September, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Lane County.

FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 222, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Pacific Highway in Douglas County known as the Lane County Line-Anlauf Section, the northerly terminus of which is at Highway Engineer's Station 0+00 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station AN32+60 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for the right of way of the said Pacific Highway; and

WHEREAS, Douglas County and the Highway Commission entered into an agreement under date of August 16, 1953, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, one of the eliminated portions or units, therein and herein referred to as Unit "A", would be abandoned as part of the said highway, and would be maintained thereafter by Douglas County as a county road under the jurisdiction and control of the said county; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, one of the eliminated portions or units, therein and herein referred to as Unit "B" would remain under the jurisdiction and control of the State and would be maintained by the State as a Secondary Highway; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Pacific Highway, State Primary Highway No. 1, located in Douglas County and known as the Lane County Line-Anlauf Section, the northerly terminus of which is at Highway Engineer's Station 0+00 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station AN32+60 on the relocated highway, has been completed and is now open to public travel.

EXHIBIT "G" (cont)

2. That the portion or unit of the old right of way which by reason of the relocation of the said section of highway is no longer within the boundaries of the new right of way and which is identified as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:

Unit "A"

Beginning at a point on the northerly railroad right of way line opposite State Highway Engineer's Station 179+00 of the relocated Pacific Highway in the northwest quarter of the northeast ($NW\frac{1}{4}$ $NE\frac{1}{4}$) of Section 20, Township 21, Range 4 West, W.M.; thence southwesterly via the former route of the Pacific Highway to State Highway Engineer's Station 290+50 of the former route of the Pacific Highway in the southeast quarter of the northwest quarter ($SE\frac{1}{4}$ $NW\frac{1}{4}$) of Section 30, Township 21 South, Range 4 West, W.M.*

3. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of the Pacific Highway, and all right, title and interest which the State had in the right of way of Unit "A" hereby passes to and vests in Douglas County.

4. That the portion or unit of the old right of way which by reason of the relocation of said section of highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "B" is shown colored in yellow on the said Exhibit "A". The location of Unit "B" is more particularly described as follows:

Unit "B"

Beginning at State Highway Engineer's Station 290+50 on the former route of the Pacific Highway in the southeast quarter of the northwest quarter ($SE\frac{1}{4}$ $NW\frac{1}{4}$) of Section 30, Township 21 South, Range 4 West, W.M.; thence southwesterly via the former route of the Pacific Highway to State Highway Engineer's Station AN 27+60 of the relocated route of the Pacific Highway in the northwest quarter of the southwest quarter ($NW\frac{1}{4}$ $SW\frac{1}{4}$) of Section 30, Township 21 South, Range 4 West W.M.*

5. That the said Unit "B" shall remain under the jurisdiction and control of the State, and is hereby reclassified as a State Secondary Highway, and shall henceforth be maintained as an extension or part of the Territorial Secondary Highway, State Highway No. 200.

6. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and

includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

7. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer, or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

8. That this resolution shall be entered in the minutes and records of the Commission of this 24th day of September, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Douglas County.

FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 280 , under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "H-1"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws, 1953, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway (Frontage Road only)

Highway number 9 Route number US 101

Location of Termini		Established speed	
M. P. 27.86 (north connection to US 101 at Cannon Beach)	to M. P. 29.00 (100 ft. south of Adams Street)	20	M. P. H.
M. P. 29.00 (100 ft. south of Adams Street)	to M. P. 32.50 (south connection to US 101 at Cannon Beach)	35	M. P. H.

EXHIBIT "H-1" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that the reduced speed zone resolution No. 5 dated 6-27-46 designating reduced speeds between mile point 24.00 and mile point 36.00, and reduced speed zone resolution No. 57, dated 1-23-51 designating reduced speeds between mile point 27.86 and mile point 36.00 hereby are vacated and annulled to the effect that the new section of highway between the milepoints mentioned shall be free of speed restrictions as imposed by previous Commission order.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 24th day of September, 1953.

EXHIBIT "H-2"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws, 1953, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Old Oregon Trail

Highway number 6 Route number US 20, US 26

Location of Termini		Established Speed
M. P. 428.81 (north of Columbia Avenue)	to M. P. 429.77 (Locust Avenue at north city limits of Nyssa)	50 M. P. H.

EXHIBIT "H-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 24th day of September, 1953.

EXHIBIT "H-3"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws, 1953, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Netarts Secondary Highway

Highway number 131 Route number _____

Location of Termini		Established Speed
M. P. 6.22 (450 feet east of Monty's Tavern in Netarts)	to M. P. 6.87 (300 feet west of road leading to Netarts postoffice)	35 M. P. H.

EXHIBIT "H-3" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 24 th day of September, 1953.

EXHIBIT "H-4"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws 1953, has caused an engineering and traffic investigation to be made with respect to certaim state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a venicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of Highway: OREGON COAST HIGHWAY

Highway number: 9 Route number US 101

Location of Termini		Established Speed
M. P. 10.90 (Intersection with county road north of Camp Clatsop Station)	to M. P. 11.57 (entrance to Camp Clatsop)	45 MPH
M. P. 138.55 (most southerly entrance to Boiler Bay State Park)	to M. P. 139.40 (south of Boiler Bay Park)	45 MPH

(cont.)

EXHIBIT "H-4" (cont.)

M. P. 139.40	to M. P. 140.04 (0.07 mile south of Hawkins Street in Depoe Bay)	35 MPH
M. P. 205.05 (north of Cleawox Lake)	to M. P. 205.81 (north of Cleawox Lake)	45 MPH
M. P. 222.67 (0.53 mile north of Commercial Street in Gardiner)	to M. P. 223.43 (0.23 mile south of Commercial St.	35 MPH

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 24th day of September, 1953.

EXHIBIT "H-5"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws 1953, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: REDWOOD HIGHWAY

Highway number 25 Route number US 199

Location of Termini		Established Speed
M. P. 14.84 (250 feet south of Holton Creek)	to M. P. 15.54 (0.21 mile north of the Kerby postoffice)	40 MPH

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

(cont.)

EXHIBIT "H-5" (cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 24th day of September, 1953.

EXHIBIT "I"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Oregon Coast Highway is one of the major highways of the State and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 9; and

WHEREAS, it appears that on said highway in the village of Cutler City, Lincoln County, there is located on property adjacent to the said highway a building housing three business establishments and a postoffice, said building being only 20 feet removed from the edge of the pavement, and that vehicles parking in front of said building do so at an angle, thereby making it impossible for a vehicle to leave the parking space without backing across both lanes of highway traffic; and

WHEREAS, because said highway throughout its entire length carries a large volume of traffic, and the angle parking of vehicles in front of said building creates a hazard not only to through traffic on the highway but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public safety requires that angle parking of vehicles be prohibited and parallel parking substituted therefor.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations made by and under the supervision of the State Highway Engineer, that angle parking of vehicles on the west side of the Oregon Coast Highway in the village of Cutler City between Engineer's Station 1117+05 and Engineer's Station 1120+55 creates a hazard not only to through traffic but to vehicles parked in this area.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles at an angle to the highway pavement and at the same time provide the degree of safety and convenience which in the opinion of this Commission should be provided the traveling public.

3. That this Commission does further find and declare that the parking of vehicles at an angle and on the west side of the highway pavement between Engineer's Stations 1117+05 and 1120+55 should be and hereby is prohibited, and parallel parking substituted therefor.

4. That the State Highway Engineer be and he hereby is instructed to erect "PARALLEL PARKING ONLY" signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes

(cont.)

EXHIBIT "I" (cont.)

of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of September, 1953.

EXHIBIT "J-1"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Oregon Coast Highway is one of the major state primary highways and is likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, investigation has revealed that a hazardous condition is created at five separate points on the four-lane section of the Oregon Coast Highway between Coquille and Coos Bay by reason of the parking of vehicles on the shoulders and in the median area of said highway; and

WHEREAS, such parking of vehicles on the highway right of way tends to restrict and impair the use of the traveled portion of the highway to the extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the parking of vehicles should be prohibited on the shoulders and median areas of said section of highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along the highway shoulders and in median area of the Oregon Coast Highway between Coquille and Coos Bay creates a hazard not only to through traffic but to persons owning and using said parked vehicles and therefore said parking should be prohibited at all times as hereinafter set forth:

a. On the east shoulder and in the median area between M. P. 258.18 (Engineer's Station 111+70) and M. P. 258.38 (Engineer's Station 121+70), in the vicinity of the lumber docks at M. P. 258.28.

b. On all highway shoulders between M. P. 259.89 (Engineer's Station 201+99), in the vicinity of the Porter Yett batch plant, and M. P. 260.41 (Engineer's Station 228+88), in the vicinity of the Harbor Lumber Company.

c. On all highway shoulders and in the median area between M. P. 260.84 (Engineer's Station 250+00)and M. P. 261.31 (Engineer's Station 275+00), in the vicinity of the Pierce Lumber Company.

EXHIBIT "J-1" (cont)

d. On all highway shoulders and in the median area between M. P. 261.48 (Engineer's Station 286+00) and M. P. 261.68 (Engineer's Station 296+00) in the vicinity of the Powrie Lumber dock.

2. That in the opinion of this Commission the right of way of said highway at said locations is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING AT ANY TIME" and "NO PARKING ON HIGHWAY SHOULDERS" for placement on the median strip and highway shoulders, respectively.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of September, 1953.

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EXHIBIT "J-2"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Pacific Highway West is one of the major state primary highways and is likewise a Federal Aid Highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, considerable traffic congestion exists on that portion of the Pacific Highway West immediately south of Corvallis; and

WHEREAS, the width of this highway between M. P. 86.36 and M. P. 87.07 is sufficient for four lanes of traffic, provided parking of vehicles is prohibited between curbs; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the parking of vehicles between curbs on said highway should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along the Pacific Highway West between M. P. 86.36 and M. P. 87.07 immediately south of the city of Corvallis creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING AT ANY TIME."

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of September, 1953.

EXHIBIT "J-3"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Pacific Highway is one of the major state primary highways and is likewisea Federal Aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that in the vicinity of Savage Rapids Dam near the Josephine-Jackson County line, vehicles are parked for extended periods of time on the shoulders of said highway; and

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles on either side of the Pacific Highway between M. P. 284.62 (Engineer's Station 307+70) and M. P. 284.82 (Engineer's Station 317+60) in the vicinity of Savage Rapids Dam creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

EXHIBIT "J-3" (cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of September, 1953.

EXHIBIT "J-4"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Oregon Coast Highway is one of the major state primary highways and is likewise a Federal Aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that the parking of vehicles on the shoulders of said highway in the vicinity of the Neahkahnie High School, north of Manhattan Beach in Tillamook County, produces a traffic hazard, and

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles and to the students attending said school; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along either side of the Oregon Coast Highway between M. P. 58.85 (Engineer's Station 886+50) and M. P. 59.18 (Engineer's Station 869+00), creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs should be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

EXHIBIT "J-4" (cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of September, 1953.

EXHIBIT "J-5"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Wilson River Highway is one of the major state primary highways and is likewise a Federal Aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that at the intersection of Pacific Avenue (ORE 6) and County Road No. 335 just west of Forest Grove, certain minor traffic control improvements have been made and to protect the traveling public and to provide for two lanes of traffic, parking should be prohibited along the north side of said Pacific Avenue for a distance of 300 feet at said intersection; and

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulder on the north side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along the north side of Pacific Avenue (present route of the Wilson River Highway,(ORE6) for a distance of 300 feet between Engineer Stations 32+00 and 35+00 creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the north side of the right of way of said highway within said termini should be prohibited in order to provide for two moving lanes of traffic.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and

EXHIBIT "J-5" (cont)

the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING AT ANY TIME".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of September, 1953.

EXHIBIT "K"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Vale-Cairo Junction Section of the Central Oregon Highway in Malheur County and of the Airport Road Junction-Stout Creek Section of the North Santiam Secondary Highway in Marion County, and of the Monroe Section of the Pacific Highway West in Benton County, and in connection therewith to prepare maps showing the route and location of each of said highway sections and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Vale-Cairo Junction Section of the Central Oregon Highway and connections thereto, beginning at Highway Engineer's Station 862+00 in the City of Vale and extending easterly via Washington Street in Vale, a distance of approximately 12½ miles to Highway Engineer's Station 615+91.21 near the town of Cairo, together with the map, which for identification purposes bears Map File No. 7B-20-9, 10, 11, and the date of June, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

2. That the survey of the Airport Road Junction-Stout Creek Section of the North Santiam Secondary Highway, beginning at Highway Engineer's Station 117+00 at the Airport Road junction east of Salem and extending in an easterly direction to Highway Engineer's Station 326+50 at Stout Creek west of Mehama, together with the map, which for identification purposes bears survey approval Map File No. 57 and the date of September, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

3. That the survey of the Monroe Section of the Pacific Highway

EXHIBIT "K" (cont)

West, beginning at Highway Engineer's Station 7+00 in the town of Monroe and extending southerly and easterly to Highway Engineer's Station 8+00, together with the map, which for identification purposes bears Map File No. 7B-24-4 and the date of September, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

That the approval and adoption of said survey of the Monroe Section of the Pacific Highway West shall cancel and rescind in its entirety that certain survey adopted by the Highway Commission at a meeting held on May 18, 1953, included as EXHIBIT "M" in the minutes of said meeting and identified as the Monroe Section of the Pacific Highway West in Benton County.

4. That when said highway sections are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

5. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way purusant to the normal and approved method.

6. That the surveys of said sections of the Central Oregon Highway, from the easterly city limits of the City of Vale to the end of the project at Station 615+91 near Cairo, together with the easterly connection between the relocated Vale-Cairo Junction Section of the Central Oregon Highway and the John Day Highway in the City of Vale, the North Santiam Secondary Highway, and the Pacific Highway West have been made within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the "Throughway Law"; and, therefore, the construction of the above-named sections of said highways shall be accomplished pursuant to and within the meaning and scope of said law.

7. That this resolution be entered in the minutes and records of the Commission as of the 24th day of September, 1953.

EXHIBIT "L"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to provisions of Subsection 28 of O. C. L. A., Section 100-115, as amended by Chapter 252, Oregon Laws 1953, has entered into a contract for the construction of the relocated Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway, State Highway No. 350, and said Section of said highway as presently under construction; and

WHEREAS, the data, facts, information and statistics compiled by the Highway Engineer pursuant to provisions of Subsection 1 of O. C. L. A., Section 100-126, are on file in the office of the State Highway Commission at Salem, Oregon, and reveal that the said section of the said highway which is presently under construction is being unduly damaged by vehicular traffic operating at speeds which are lawful.

WHEREAS, under the provisions of Subsection 15 of Chapter 405, Oregon Laws 1951 as amended by Chapter 691, Oregon Laws 1953, the Highway Commission is given authority to reduce speed limits and to impose other restrictions when such action is necessary to prevent highways from being unduly damaged.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the State Highway Commission, all members being present and voting affirmatively as follows:

1. Having duly considered the facts and statistics compiled by the State Highway Engineer, the State Highway Commission hereby finds that by reason of excessive speeds of vehicular traffic, between Mile Point 00 and Mile Point 5.07 of the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway, State Highway No. 350, which is presently being constructed, said section of the said highway is being unduly damaged.

2. Pursuant to and in accordance with the provisions of Chapter 405, Oregon Laws 1951, as amended by Chapter 691, Oregon Laws 1953, it is hereby ordered that the maximum speed limit for any vehicle operating on said Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway, State Highway No. 350, between Mile Point 00 and Mile Point 5.07 inclusive, shall be 25 miles per hour from the date of this resolution until construction work on said section of said highway is completed.

3. That the State Highway Engineer is hereby ordered to erect and maintain signs giving notice of the reduced speed limit in a conspicuous manner and place at each end of the said section of the said highway

affected hereby, and at such other places as may be necessary to inform the public of the reduced speed of 25 miles per hour on said section of said highway. Upon completion of the construction of the said section of said highway the State Highway Engineer is hereby ordered and directed to remove all such signs establishing a reduced speed, and from and after the time the said signs are removed, the reduced speed shall no longer be of any force or effect.

4. That this resolution shall be entered in the minutes of this Commission as of the 25th day of September, 1953, and that the original of this resolution be filed in the records of the Secretary of the Commission, and that a duly certified copy thereof be filed with the Secretary of State and the Superintendent of State Police.

EXHIBIT "M-1"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hauser-North Bend Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has adopted a survey of the said Hauser-North Bend Section of the Oregon Coast Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "M-1" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Hauser-North Bend Section of the Oregon Coast Highway as a throughway, the following described real property in fee simple, to wit:

R-21101
Owner: Carl F. Gregg, et al

A parcel of land lying in Tract 176 in Silver Point No. 1, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Tract 176 lying Easterly of a line which is parallel to and 140 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06'30" East 1219.29 feet to Station 192+00. The Westerly line of said parcel crossing the Northerly and South lines of said Tract 176 approximately opposite Station 187+70 and 190+92, respectively.

The parcel of land to which this description applies contains 0.78 acre.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners which abuts on the said relocated Oregon Coast Highway remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

4 That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

EXHIBIT "M-1" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953.

EXHIBIT "M-2"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and.

WHEREAS, the Highway Commission by a certain resolution made and entered in its records on the 6th day of January, 1953, declared the necessity for the acquisition of a parcel of land described therein for right of way purposes, for the relocation, construction, improvement and maintenance of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, and for the control of access to and from the said Oregon Coast Highway, and authorized the acquisition of the said parcel of land and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the said control of access should be changed in the manner provided herein, in order that additional access points be allowed the property owner concerned, and, therefore, the resolution of January 6, 1953, should be revised to conform with the said access control change; and,

EXHIBIT "M-2" (cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of January 6, 1953, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway as a throughway, the following described real property in fee simple, to wit:

L-1969
Owner: Vera H. Redenbaugh

A parcel of land lying in the Northeast quarter (NE$\frac{1}{4}$) of the Southwest quarter (SW$\frac{1}{4}$) and in Lots 6 and 7 of Section 6, Township 34 South, Range 14 West, W.M., Curry County, Oregon, the said parcel being that portion of said subdivisions of Section 6 included in a strip of land of variable width, said strip of land being 100 feet in width on the Easterly side and variable on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 431+23.97, said Station being 925.73 feet South and 593.31 feet East of the Northwest corner of said Section 6; thence on a spiral curve right (the long chord of which bears South 31° 18' East) 400 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 19° 04' 30" East) 2178.33 feet; thence on a spiral curve right (the long chord of which bears South 6° 51' East) 400 feet; thence South 6° 11' East 130.07 feet; thence on a spiral curve left (the long chord of which bears South 7° 31' East) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears South 13° 38' East) 345 feet; thence on a spiral curve left (the long chord of which bears South 19° 45' East) 400 feet; thence South 21° 05' East 711.43 feet to Station 480+88.80;

EXHIBIT "M-2" (cont)

said center line crosses the North and South lines of the Southwest quarter (SW$\frac{1}{4}$) of Section 6 approximately at Stations 450+85 and 478+10, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Westerly Side of Center Line
444+00	458+00	100 feet
458+00	480+88.80	To mean high tide of Pacific Ocean

The parcel of land to which this description applies contains 27.85 acres, of which 0.65 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 27.2 acres lie outside of the existing right of way.

3. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the relocated Oregon Coast Highway and all of the contiguous real property of the owner remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owner of the said remaining land, her heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of the said relocated highway, opposite Highway Engineer's center line Station 451+25, for the production and transportation to market of farm and forest products and for private residential use only.

b. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of the said relocated highway, opposite Highway Engineer's center line Station 452+75, for the production and transportation to market of farm and forest products and for private residential use only.

The above said accesses to the said relocated highway from the said remaining real property shall not be used by the owner, her heirs or assigns, or anyone holding under her , for any use not herein stated, and the State Highway Commission shall have the power to close said accesses for all purposes in the event of any violation.

c. Rights of access to that section of the existing Oregon Coast Highway extending from a point approximately opposite relocated High-

EXHIBIT "M-2" (cont)

way Engineer's center line Station 455+00, to the North boundary line of the owner's property remaining after the appropriation of the hereinabove described real property, and thence by the existing Oregon Coast Highway to the intersection of the existing and relocated Oregon Coast Highway approximately opposite relocated Highway Engineer's center line Station 446+50.

4. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

7. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953.

EXHIBIT "M-3"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Highway Commission by a certain resolution made and entered in its records on the 6th day of January, 1953, declared the necessity for the acquisition of certain parcels of land described therein for right of way purposes, for the relocation, construction, improvement and maintenance of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, and for a quarry site, for use in connection with the proper construction and maintenance of certain sections of the state highway system, and for the control of access to and from the said Oregon Coast Highway, and authorized the acquisition of the said parcels of land and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the said control of access should be changed in the manner provided herein, in order that additional access points be allowed to the property owners concerned; and further, it is the

determination of the Highway Commission that the said parcel of land required for right of way purposes, described in the said resolution, is inadequate for the purpose of relocating the said Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, and, therefore, the resolution of January 6, 1953, should be revised to conform with the present needs of the traveling public and to conform with the said access control change; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of January 6, 1953, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction improvement and maintenance of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, the following described real property in fee simple, to wit:

L-1970 (R-19453)
Owner: Stephen J. Spoerl

Parcel No. 1:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 7, and the Northeast quarter ($NE\frac{1}{4}$) and the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 18, Township 34 South, Range 14 West, W. M., Curry County, Oregon, the said parcel being that portion of said subdivisions included in a strip of land variable in width, lying on the Easterly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 524+06.16, said Station being 942.78 feet North and 2165.37 feet West of the Southeast corner of said Section 7; thence on a spiral curve

EXHIBIT "M-3" (cont)

right (the long chord of which bears South 32° 15' East) 400 feet; thence on a 4407.37 foot radius curve right (the long chord of which bears South 23° 51' 20" East) 1011.97 feet; thence on a spiral curve right (the long chord of which bears South 15° 32' 40" East) 400 feet; thence South 14° 40' 40" East 239.65 feet; thence on a spiral curve left (the long chord of which bears South 18° 14' East) 266.67 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 27° 45' 15" East) 60.24 feet; thence on a spiral curve left (the long chord of which bears South 37° 16' 30"East) 266.67 feet; thence South 40° 49' 50" East 84.35 feet; thence on a spiral curve right (the long chord of which bears South 34° 09' 50" East) 400 feet; thence on a 572.96 foot radius curve right (the long chord of which bears South 17° 12' 50" East) 72.33 feet; thence on a spiral curve right (the long chord of which bears South 0° 15' 50" East) 400 feet; thence South 6° 24' 10" West 88.78 feet; thence on a spiral curve left (the long chord of which bears South 1° 00' 10" West) 360 feet; thence on a 636.62 foot radius curve left (the long chord of which bears South 11° 40' 50" East) 41.85 feet; thence on a spiral curve left (the long chord of which bears South 24° 21' 50"East) 360 feet; thence South 29° 45' 50" East 168.05 feet; thence on an increasing spiral curve right through a spiral angle of 20° 00' (the long chord of which bears South 23° 05' 50" East) 400 feet; thence on a decreasing spiral curve right through a spiral angle of 20° 00' (the long chord of which bears South 3° 34' 10" West) 400 feet; thence South 10° 14' 10" West 119.59 feet to Station 579+46.31. Said center line intersects the Easterly line of that tract conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 24, Pages 218-219 of Curry County Record of Deeds, and intersects the South line of said Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 18 approximately at Stations 528+95 and 577+00, respectively.

Also that portion of said subdivisions lying Westerly of said center line and Easterly of said tract conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 24, Pages 218-219.

The widths in feet of the strip of land above referred to are as follows:

Station to	Station	Width on Easterly Side of Center Line
524+00	532+50	100 feet
532+50	537+00	230 feet
537+00	544+57.78	100 feet
544+57.78	547+24.45	100 feet to 550 feet (a straight line)
547+24.45	552+10	716.20 feet to 635 feet (a straight line)
552+10	559+10	Variable to existing Easterly right of way line

EXHIBIT "M-3" (cont)

Station to	Station	Width on Easterly Side of Center Line
559+10	569+70	270 feet to 250 feet (a straight line)
569+70	579+46.31	Variable to existing Easterly right of way line

The parcel of land to which this description applies contains 42.74 acres, outside of the existing right of way.

3. The Commission does further find and declare that the following described real property is necessary and required for a quarry site, for use in connection with the proper construction and maintenance of certain sections of the state highway system, to wit:

Parcel No. 2:

A parcel of land lying in the Northwest quarter (NW$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) of Section 7, Township 34 South, Range 14 West, W.M., Curry County, Oregon, the said parcel being described as follows:

Beginning at a point on the Easterly line of that tract of land conveyed to the State of Oregon, by deed recorded in Book 24, Pages 218-219 of Curry County Deed Records, said point being opposite and 100 feet Easterly from Engineer's center line Station 516+50 as said Station was established in said State deed, said point also being North 1484.67 feet and West 2234.74 feet from the Southeast corner of said Section 7; thence North 71° 10' East 400 feet; thence North 18° 50' West 538.15 feet; thence South 71° 10' West 342.14 feet to the Easterly line of said State tract; thence Southerly along said Easterly line to the point of beginning.

The parcel of land to which this description applies contains 4.701 acres.

4. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the real property of the owner remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owner, his heirs and assigns, as owner of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 523+00, for private residential use, for the production and transportation to market of farm products of the owner's remaining land, for the development and transportation

EXHIBIT "M-3" (cont)

to market of mineral products of the owner's remaining land, and for the development, harvesting and transportation to market of forest products only.

b. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated highway for private residential use, for the production and transportation to market of farm products of the owner's remaining land, for the development and transportation to market of mineral products of the owner's remaining land, and for the development, harvesting and transportation to market of forest products only. The location of this station will be determined by mutual agreement between the owner and the State Highway Commission after the completion of the said relocated highway.

c. Right of access to the existing Oregon Coast Highway between the owner's present homesite on said existing Oregon Coast Highway, said home being located approximately opposite relocated Oregon Coast Highway Engineer's center line Station 520+00, and where the said existing Oregon Coast Highway and the said relocated Oregon Coast Highway will intersect, said intersection being approximately opposite relocated Highway Engineer's center line Station 570+00.

The above said accesses to the relocated highway from the said remaining property shall not be used by the owner, his heirs or assigns, or anyone holding under him, for any use not herein stated, and the State Highway Commission shall have the power to barricade said accesses for all purposes in the event of any violation.

5. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

6. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons in interest of the said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

7. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

EXHIBIT "M-3" (cont)

8. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953.

EXHIBIT "M-4"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said sections of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Highway Commission by a certain resolution made and entered on its records on the 17th day of July, 1953, declared the necessity for the acquisition of two parcels of real property described therein for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the Oregon Coast Highway, and for the control of access to and from the said highway, and authorized the acquisition of said parcels of land and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the said parcels of land required for right of way purposes, described in the said resolution, are inadequate for the purpose of relocating the said Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the Oregon Coast Highway, and, therefore, the resolution of July 17, 1953,

EXHIBIT "M-4" (cont)

should be revised to conform with the present needs of the traveling public; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of July 17, 1953, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the Oregon Coast Highway as a throughway, the following described real property in fee simple, to wit:

L-2013 (R-20204)
Owner: Winston W. Chambers, et ux

Parcel No. 1:

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) and the West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 29, Lot 1 of Section 31, and Lots 2, 3 and 4 of Section 30, Township 34 South, Range 14 West, W.M., Curry County, Oregon, and being a portion of that property described in those deeds to Winston W. Chambers and Marjorie P. Chambers, recorded in Book 26, Page 540, and in Book 27, Page 197, of Curry County Records of Deeds, the said parcel being that portion of said subdivisions lying Northerly of that tract of land described in those deeds to Alexander Frank, recorded in Book 5, Page 524; Book 6, Page 80, and Book 6, Pages 566-567, Curry County Deed Records and included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station $L^{4}641+23.68$, said

Station being 235.3 feet North and 1491.8 feet East of the Northwest corner of said Section 29; thence on a decreasing spiral curve right (the long chord of which bears South 2° 58' 30" East) 500 feet; thence South 0° 21' 30" West 689.33 feet; thence on a spiral curve right (the long chord of which bears South 5° 38' 15" West) 487.5 feet; thence on an 881.47 foot radius curve right (the long chord of which bears South 30° 24' 40" West) 437.18 feet; thence on a spiral curve right (the long chord of which bears South 55° 11' 15" West) 487.5 feet; thence South 60° 28' West 64.94 feet; thence on a spiral curve left (the long chord of which bears South 55° 58' 10" West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 46° 01' West) 31.67 feet; thence on a spiral curve left (the long chord of which bears South 36° 03' 50" West) 450 feet; thence South 31° 34' West 585.69 feet; thence on a spiral curve left (the long chord of which bears South 27° 04' 10" West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 11° 31' West) 218.33 feet; thence on a spiral curve left (the long chord of which bears South 4° 02' 10" East) 450 feet; thence South 8° 32' East back equals South 8° 37' 13" ahead 18.45 feet; thence on a spiral curve right (the long chord of which bears South 6° 29' 13" East) 320 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears South 3° 08' 10" West) 267.82 feet; thence on a spiral curve right (the long chord of which bears South 12° 45' 33" West) 320 feet; thence South 14° 53' 33" West 3.9 feet; thence on a spiral curve left (the long chord of which bears South 8° 13' 58" West) 400 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 20° 22' 20" East) 305.3 feet; thence on a spiral curve left (the long chord of which bears South 48° 58' 38" East) 400 feet to Station 714+61.29 back equals 715+44.53 ahead; thence South 55° 38' 13" East 153.74 feet; thence on a spiral curve right (the long chord of which bears South 52° 18' 13" East) 500 feet to Station 721+98.27. The Westerly line of said strip of land crosses the Easterly line of said West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29 approximately opposite Station L^4 645+00 and said center line crosses the Northerly line of said Alexander Frank tract in said Lot 1 approximately at Station 711+95.

Also that part of said West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29 lying Westerly of said strip of land and Easterly of the existing highway and lying between lines at right angles to said relocated highway center line at Stations 660+00 and 664+00. Also that part of said West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 29 and that part of said Lot 3 of Section 30 lying Westerly of the existing highway and Easterly of said strip of land and lying between lines at right angles to said relocated highway center line at Stations 677+00 and 680+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
641+23.68	642+50	70 feet	120 feet
642+50	648+00	70 feet	100 feet
648+00	657+00	80 feet	100 feet
657+00	661+00	100 feet	100 feet
661+00	668+00	200 feet	100 feet
668+00	684+00	100 feet	100 feet
684+00	687+50	130 feet	100 feet
687+50	690+67	180 feet	100 feet
690+67	691+00	180 feet	To mean high tide of the Pacific Ocean
691+00	East line of said Section 31	To existing Easterly right of way line	To mean high tide of the Pacific Ocean

The parcel of land to which this description applies contains 54.18 acres, of which 8.68 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 45.5 acres lie outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the West half ($W\frac{1}{2}$) of Section 32, Township 34 South, Range 14 West, W.M., Lot 3 and Lot 5 of Section 5, Township 35 South, Range 14 West, W.M., Curry County, Oregon, and being a portion of that property described in that deed to W. W. Chambers, et ux, recorded in Book 26, Page 540, of Curry County Records of Deeds, the said parcel being that portion of said property lying Southerly of that tract of land conveyed by deed to Alexander Frank, recorded in Book 6, Pages 566-567, Curry County Deed Records, and included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station L^4 725+74.38, said Station being 1775.65 feet South and 355.12 feet East of the Northwest corner of said Section 32; thence on a spiral curve right (the long chord of which bears South 23° 55' 33" East) 500 feet; thence South 20° 35' 33" East 767.59 feet; thence on a spiral curve right (the long chord of which bears South 16° 19' 39" East) 320 feet; thence on a 716.20 foot radius curve right (the long chord of which bears South 4° 05' 13" East) 92.64 feet; thence on a spiral curve right (the long chord of which bears South 8° 09' 13" West) 320 feet; thence South 12° 25' 07" West 112.28 feet; thence on a spiral curve left (the long chord of which bears South 8° 09' 13" West) 320 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 4° 03' 02" East) 91.81 feet; thence on a spiral

curve left (the long chord of which bears South 16° 15' 16" East) 320 feet; thence South 20° 31'10" East 61.77 feet; thence on a spiral curve right (the long chord of which bears South 17° 01' 10" East) 350 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 8° 42' 11" East) 43.88 feet; thence on a spiral curve right (the long chord of which bears South 0° 23' 12" East) 350 feet; thence South 3° 06' 48" West 17.36 feet; thence on a spiral curve left (the long chord of which bears South 2° 42' 55" East) 350 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 18° 59' 34" East) 92.12 feet; thence on a spiral curve left (the long chord of which bears South 35° 16' 13" East) 350 feet; thence South 41° 05' 56" East 14.22 feet; thence on a spiral curve right (the long chord of which bears South 37° 06' 01" East) 400 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 21° 01' 38" East) 269.06 feet; thence on a spiral curve right (the long chord of which bears South 4° 57' 15" East) 400 feet to Station 781+17.11. Said center line crossing the Southerly line of said Frank tract and the Southerly line of said Chambers property approximately at Stations 731+80 and 778+20, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
730+00		739+00	100 feet	100 feet
739+00		741+61.97	140 feet	100 feet
741+61.97		745+00	100 feet	100 feet
745+00		750+06.89	150 feet	To mean tide line of Pacific Ocean
750+06.89		765+91.71	200 feet	To mean tide line of Pacific Ocean
765+91.71		781+17.11	150 feet	

The parcel of land to which this description applies contains 34.0 acres, more or less.

3. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the defendants, their heirs and assigns, as owners of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 651+60, for private res-

idential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

b. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the West side of the said highway, opposite Highway Engineer's center line Station 673+25, for private residential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

c. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 681+50, for private residential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

d. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 742+00, for private residential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

e. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said highway, opposite Highway Engineer's center line Station 777+00, for private residential use, for the production and transportation to market of farm products of the owners' remaining land, for the development and transportation to market of mineral products of the owners' remaining land, and for the development, harvesting and transportation to market of forest products only.

The above said accesses to the relocated Oregon Coast Highway from the said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to barricade said accesses for all purposes in the event of any violation.

EXHIBIT "M-4" (cont)

f. A right to cross the relocated Oregon Coast Highway for farm purposes only, said crossing not to exceed 25 feet in width, opposite Highway Engineer's center line Station 693+50, together with an easement 25 feet in width for roadway purposes on the most appropriate location across a portion of the real property hereinabove described as Parcel No. 1 and further described as lying between a portion of the owners' remaining real property in Lot 3 in Section 30, Township 34 South, Range 14 West, W.M., Curry County, Oregon, and Highway Engineer's center line Station 693+50; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Oregon Coast Highway, resulting in the severed portions of the said property being owned by different persons, this right of crossing and easement shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing or easement for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the rights hereby reserved to the owners will be automatically forfeited, and the State Highway Commission shall have the power to close and barricade said crossing for all purposes.

g. A right to cross the relocated Oregon Coast Highway for farm purposes only, said crossing not to exceed 25 feet in width, opposite Highway Engineer's center line Station 732+50; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Oregon Coast Highway, resulting in the severed portions of said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the State Highway Commission shall have the power to close and barricade said crossing for all purposes.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Highway Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

EXHIBIT "M-4" (cont)

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953.

22157

EXHIBIT "M-5"

Minutes of September 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "M-5" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted,highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement,betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nautre between the right of way of the said Goshen-Divide Section of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A.*

3. That the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

(cont.)

EXHIBIT "M-5" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 446.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 446, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-6"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture or roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway property; and

(cont.)

EXHIBIT "M-6" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights or access of any nature between the right of way of the said Pendleton-Deadmans Pass Section of the relocated Old Oregon Trail Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said

(cont.)

EXHIBIT "M-6" (cont.)

real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the St ate of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 447.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 447, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

22163

EXHIBIT "M-7"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Rocky Point-Brush Creek Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and mai

(cont.)

EXHIBIT "M-7" (cont.)

taining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Rocky Point-Brush Creek Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Rocky Point-Brush Creek Section of the relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Rocky Point-Brush Creek Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "M-7" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 448.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 448, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-8"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain Unit No. 4 of the T. H. Banfield Expressway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said unit of said highway shall be established, constructed, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "M-8" (cont.)

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgement of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of Unit No. 4 of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Unit No. 4 of the T. H. Banfield Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the establishment, construction and maintenance of the said Unit No. 4 of the T. H. Banfield Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests

(cont.)

of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 449.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 449, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

2263

EXHIBIT "M-9"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture or roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Winchester-Shady Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "M-9" (cont.)

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintance of the Winchester-Shady Point Section of the Pacific Highway as a throughway, certain interests in or fee simple title to a parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the relocation, construction, improvement and maintenance of the said Winchester-Shady Point Section of the Pacific Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of

EXHIBIT "M-9" (cont.)

the Commission this 24 th day of September, 1953, as Condemnation Resolution No. 450.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 450, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-10"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the constructing of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Junction City-Eugene Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though

(cont.)

EXHIBIT "M-10" (cont.)

said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Junction City-Eugene Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening, improvement and maintenance of the said Junction City-Eugene Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of

the Commission this 24th day of September, 1953, as Condemnation Resolution No. 451.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No 451, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

02475

EXHIBIT "M-11"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Shady Point-Booth Ranch Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "M-11" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system and the relocation, construction, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Shady Point-Booth Ranch Section of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property or interest therein.

EXHIBIT "M-11" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 452.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 452, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-12"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting road, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "M-12" (cont.)

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 453.

EXHIBIT "M-12" (cont.)

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 453, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

22881

EXHIBIT "M-13"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "M-13" (cont.)

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the establishment, construction and maintenance of the said Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

(cont.)

EXHIBIT "M-13" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 454

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 454, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-14"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Crooked River-Terrebonne Section of the The Dalles-California Highway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "M-14" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Crooked River-Terrebonne Section of the The Dalles-California Highway as a throughway, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Crooked River-Terrebonne Section of the relocated The Dalles-California Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to said parcel on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Crocked River-Terrebonne Section of the The Dalles-California Highway and the highway facilities for which the said parcel of property is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any

EXHIBIT "M-14" (cont.)

Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 455.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 455, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-15"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Washburn-North Plains Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "M-15" (cont.)

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the Washburn-North Plains Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Wilson River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the establishment, construction and maintenance of the said Washburn-North Plains Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

(cont)

EXHIBIT "M-15" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 456.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 456, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-16"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments there of or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire a quarry site, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said real property for the acquisition of a quarry site,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the highway facilities for which the said parcel of property,

(cont.)

EXHIBIT "M-16" (cont.)

or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 457.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 457, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-17"

Minutes of September 24 and 25, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to improve and better the Goshen-Pleasant Valley Section of the Willamette Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above pur-

(cont.)

EXHIBIT "M-17" (cont.)

poses, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the improvement and betterment of highways of the state highway system, and the improvement and betterment of the said Goshen-Pleasant Valley Section of the Willamette Highway as a throughway, certain interests in or fee simple title to certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the St ate and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Goshen-Pleasant Valley Section of the said Willamette Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted on the said attached list marked Exhibit A. *

3. That the improvement and betterment of the said Goshen-Pleasant Valley Section of the Willamette Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is neces sary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactor agreement can be reached, then the Chief Counsel is directed and authorized to co mence and prosecute to final determination such suit or action as may be necessar to acquire title to said parcel of real property, or interest therein.

(cont.)

EXHIBIT "M-17" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 458.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 458, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-18"

Minutes of September 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, and relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of widening in part, and relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

(cont.)

EXHIBIT "M-18" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, and the relocation in part, construction, improvement and maintenance of the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway as a throughway, the following described real property in fee simple, to wit:

R 20104
Owner: Robert E. Goad, et ux

Parcel No. 1:

A parcel of land lying in the Northeast quarter (NE$\frac{1}{4}$) of Section 12, Township 2 North, Range 32 East, W. M., Umatilla County, Oregon, the said parcel being that portion of said Northeast quarter (NE$\frac{1}{4}$) lying Southerly of the present Old Oregon Trail Highway and included in a strip of land extending from a line at right angles to the center line of the relocated Old Oregon Trail Highway at Station 72+00 to the East line of Section 12, said strip of land being variable in width, lying on each side of the center line of said Old Oregon Trail Highway, which center line is described as follows:

Beginning at Engineer's center line Station 60+13.2, said Station being 3726.8 feet West and 2089.2 feet North of the East quarter (E$\frac{1}{4}$) corner of said Section 12; thence on a 3819.72 foot radius curve right (the chord of which bears South 70° 23' 42" East) 2503.06 feet; thence on a 375 foot spiral curve right (the chord of which bears South 49° 44' 40" East); thence South 48° 48' 20" East a distance of 1708.74 feet to Engineer's Station 106+00. Said center line crosses the East line of said Northeast quarter (NE$\frac{1}{4}$) approximately at Station 103+85.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
72+00	85+16.26	100 feet	150 feet
85+16.26	91+00	100 feet	250 feet
91+00	106+00	100 feet	150 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone.

(cont.)

EXHIBIT "M-18" (cont.)

The parcel of land to which this description applies contains 12.55 acres outside of the existing right of way.

2. That it is necessary that there shall be no rights of access of any nature between the real property hereinabove described and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3 That the relocation in part, construction, improvement and maintenance and the widening in part of the said Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway and the highway facilities for which the said parcel of property is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4 That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire in the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1953, as Condemnation Resolution No. 459

Portland, Oregon
October 29, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Also present as interested spectators were Messrs. George B. Simpson and R. A. Moisio, members of the Washington State Highway Commission, and Mr. Lorenz Goetz, Secretary, Washington State Highway Commission.

At the request of the Commission, the Secretary publicly announced that it would be the Commission's policy hereafter to limit the reading of unit bids to the three low bids submitted for each project and to read the total amount only of each remaining bid. He further stated that a unit bid tabulation for a particular project will be furnished to each bidder for that project, and upon request, will be furnished any other contractor or other person who has a real interest in the project.

Bids as follows for highway construction were then opened and read aloud pursuant to previously published notice, at the conclusion of which it was announced that the award of contracts would be made at 4:30 p.m. in the same room:

CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY
NOON BRIDGE

W. H. Shields Construction Co., Eugene	$ 47,537.32
H. G. Carl Construction Co., Salem	48,907.86
Babler Brothers, Inc., Portland	50,048.00
Tom Lillebo, Reedsport	50,273.40
Wall, Bartram and Sandford Construction Co., Junction City	57,031.50
Young & Smith Construction Co., Grants Pass	57,735.00
John Kovtynovich, Eugene	65,140.00

CLACKAMAS COUNTY
CANBY TREE REMOVAL AND TRIMMING PROJECT

Mark Smith & Co., Klamath Falls	$ 930.80
Nap Rocque, Salem	1,050.00
John Brennan, Salem	1,175.00
Milwaukie Tree Service, Milwaukie	1,482.75
Beard Construction Co., Inc., Portland	1,690.00
T. J. Patzer, Salem	8,400.00

CLACKAMAS AND WASHINGTON COUNTIES
BARBUR BOULEVARD-BOONES FERRY ROAD UNIT STRUCTURES

United Builders, Inc., Beaverton	$ 176,366.00
Parker-Johnson Co., Portland	178,977.00
Birkeveier & Saremal, Portland	184,079.00
Lee Hoffman, Beaverton	185,300.00
Young & Smith Construction Co., Grants Pass	186,101.00
Valley Construction Co., Portland	187,377.50

PACIFIC HIGHWAY IN JACKSON COUNTY
BLACKWELL HILL-SEVEN OAKS UNIT & SEVEN OAKS-MEDFORD UNIT

Bidder	Blackwell Hill-Seven Oaks	Seven Oaks-Medford	Lump Sum Reduction	Total Combined Bids
R. A. Heintz Constr. Co., Portland (1) (2)	$531,698.00	$404,205.80	$10,000.00	$ 925,903.80
Acme Constr. Co. & Durbin Bros. Eugene (1) (3) (6)	521,315.50	442,474.50	6,000.00	957,790.00
J. N. Conley, Portland (1) (6)	563,553.00	425,641.00	------	989,194.00
Berke Bros., Portland (1)	571,291.50	438,300.00	------	1,009,591.50
Peter Kiewit Sons' Co., Longview, Wash. (1)	587,301.00	434,532.00	------	1,021,833.00
Central Heating Co. & F. L. Somers, Eugene (4)	593,728.00	430,046.00	1,000.00	1,022,774.00
J. M. Arenz, Portland (1)	593,067.00	430.093.00	------	1,023,160.00
T. W. Thomas, Portland	------	440,023.50	------	-------
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland (1) (6)	592,705.00	444,105.00	------	1,036,810.00
C. R. O'Neil, Creswell (1)	597,822.50	462,504.50	------	1,060,327.00
Babler Bros. Inc., Portland (1) (6)	631,190.00	486,970.00	------	1,118,160.00
F. C. Scott & Blaisdell & Soms, Portland (7)	634,942.90	------	------	-------

Blackwell Hill-Seven Oaks-Medford Unit (cont.)

J. G. Watts Constr. Co., Portland	$647,705.00	$ ------	$ ------	$ -------
White Bros. Co., Walla Walla, Wash. (8)	660,395.84	------	------	-------
Kuckenberg Constr. Co., Portland, (1) (5) (6)	681,705.00	512,525.00	2,000.00	1,192,230.00
Natt McDougall Co., Portland	721,396.50	------	------	-------
J. C. Compton Co., McMinnville	750,885.00	482,665.00	------	1,233,550.00
McNutt Bros., Eugene	815,100.50	659,870.00	------	1,474,970.50

(1) Bidder will accept award of Seven Oaks-Medford Project only in combination with Blackwell Hill-Seven Oaks Project.

(2) Lump sum reduction of $10,000 on Seven Oaks-Medford Project if also awarded Blackwell Hill-Seven Oaks Project.

(3) Lump sum reduction of $6,000 on Seven Oaks-Medford Project if also awarded Blackwell Hill-Seven Oaks Project.

(4) Lump sum reduction of $1,000 on Seven Oaks-Medford Project if also awarded Blackwell Hill-Seven Oaks Project.

(5) Lump sum reduction of $2,000 on Seven Oaks-Medford Project if also awarded Blackwell Hill-Seven Oaks Project.

(6) Bidder will accept Blackwell Hill-Seven Oaks Project only in combination with Seven Oaks-Medford Project.

(7) Bidder will not accept projects totaling over $700,000.

(8) Bidder will accept award of only one project.

PACIFIC HIGHWAY IN LANE COUNTY
GRADING GOSHEN-DIVIDE SECTION HWY

Durbin Brothers, Eugene	$ 328,694.50
F. C. Scott & Blaisdell & Son, Portland *	405,255.90
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	429,928.00
C. R. O'Neil, Creswell	431,424.50
R. A. Heintz Construction Co., Portland	437,453.00
White Brothers Company, Walla Walla, Washington **	453,131.00
Babler Brothers, Inc., Portland	454,050.50
Vernie Jarl, Gresham	454,420.50
Central Heating Co., Oreg. Ltd, and F. L. Somers, Eugene	490,878.00
Inter City Sand & Gravel Company, Eugene	495,243.00
Berke Brothers, Portland	495,956.00

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Goshen-Divide Section (cont.)

Kuckenberg Construction Co., Portland	$ 512,301.00
Peter Kiewit Sons' Co., Longview, Washington	576,261.00
McNutt Brothers, Eugene	611,628.50

* Bidder will not accept projects totaling over $700,000.00
** Bidder will accept only one project.

MARION COUNTY
SALEM TRAFFIC SIGNALS

Steeck Electric Co., Roseburg	$ 9,987.00
Trowbridge Electric Co., Portland	10,175.00
Mill Electric Co., Salem	11,328.40
Electric Corporation, Salem	11,573.00
George L. Rochat & Son, Portland	11,600.00

MULTNOMAH COUNTY
SYLVAN MAINTENANCE BUILDING

Burger Construction Company, Portland	$ 19,174.67
Ferguson-Cassary Company, Portland	20,547.00
Foothills Construction Co., Oswego	20,714.00
V. C. Johnson, Gladstone	21,185.00
Serge R. Perrin, Oregon City	21,245.00
Gene H. Settergren, Portland	21,742.00
Bickford Construction Company, Portland	21,750.00
Coates Construction Company, Portland	21,999.00
A. D. Ford & Son, Portland	22,908.27
James & Yost, Inc., Portland	22,952.00
J. E. Jeremiah, Portland	23,048.45
Thompson & Georgeson, Inc., Portland	24,029.00
American Construction Company, Beaverton	24,650.50

UMATILLA COUNTY
ATHENA MAINTENANCE BUILDING

Loree Building Service, La Grande	$ 11,000.70
Bechtel Brothers, Elgin	11,300.00
J. E. Jeremiah, Portland	11,490.00
Gilbert Roberts, Hood River	11,642.00
Wallan & Son, Pendleton	11,669.50
Harold W. Salter, Rogue River	11,823.00
Wells & Ray, Hermiston	11,919.00
Marshall Construction Company, Hermiston	13,360.00

WASHINGTON COUNTY
NORTH PLAINS JUNCTION GRADE SEPARATION STRUCTURE

Lind & Marr, Beaverton	$ 39,752.00
Wall, Bartram & Sandford, Junction City	42,860.00
Larson Construction Co., Astoria	42,940.00
George E. Berry, Beaverton	45,992.00
United Builders, Inc., Beaverton	46,220.00
Birkemeier & Saremal, Portland	46,795.00
Lee Hoffman, Beaverton	47,355.00
Tom Lillebo, Reedsport	47,887.00
Young & Smith Construction Co., Grants Pass	48,040.00
A. D. Ford & Son, Portland	49,508.50
Orlando C. Bennard, Portland	52,150.00
Schrader Construction Co., Portland	53,065.00

WASHINGTON COUNTY
TIGARD TRAFFIC SIGNALS

Steeck Electric Company, Roseburg	$ 6,400.00
Trowbridge Electric Company, Roseburg	7,150.00
George L. Rochat & Son, Portland	7,777.77
W. R. Grasle, Portland	7,888.00
Mill Electric Company, Salem	7,994.75
Olson Electric Company, Vancouver, Washington	9,443.00

WASHINGTON COUNTY
SUNSET HIGHWAY SAND STORAGE SHED

Serge R. Perrin, Oregon City	$ 5,807.00
Bickford Construction Company, Portland	6,350.00
Sergeant Construction Company, Portland	6,442.00
George E. Berry, Beaverton	7,720.00
James & Yost, Inc., Portland	7,893.00
Gene H. Settergren, Portland	8,479.00
A. D. Ford & Son, Portland	8,830.36
Ferguson-Cassady Company, Portland	9,015.00
Schrader Construction Company, Portland	9,043.00
Lorentz Bruun Company, Portland	9,386.00
American Construction Company, Beaverton	14,820.00

The minutes of the meeting held on August 6 and 7, 1953, were approved by the Commission.

The Parks Superintendent stated that he had returned only two days ago from a 7,500-mile trip to the east coast and had visited a number of parks enroute. A written report, he stated, will be furnished to the Commission later.

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He then reported on the following park matters:

1. Claim of Mrs. Arno C. Spranger for injuries sustained in an accident at Champoeg State Park Museum: The Parks Superintendent stated that Mrs. Spranger, while visiting the park museum on August 16, 1953, fell as she was leaving the museum, suffering injuries in the fall and that she is asking the State to pay her doctor bill amounting to $25. He explained that there have been no similar accidents or claims at this location, and the type of construction at the entrance to the museum is very common. He recommended that the claim be denied. The Commission accepted the recommendation.

2. Proposed exchange of land in the Columbia Gorge with Mr. Fred Luscher: The Parks Superintendent reported that as previously authorized he had investigated the proposed exchange. Mr. Luscher, he stated, owns 6.25 acres of land along the old highway a short distance west of Sheppard's Dell, valued at $2,365.00, which he will exchange for twelve acres owned by the State south of the new highway in Section 29, Township 1 North, Range 5 East, adjoining his present holdings. This land, he stated, is submerged during high water season, and he estimated its value at $2,400.00. He recommended that the exchange of land be made without access to the highway. The Commission approved the recommendation.

3. Offer of Mr. Ralph Beard, Enterprise, to sell to the State for park purposes approximately 18 acres of land at Wallowa Lake: The Parks Superintendent reported that the property which is located at the south edge of the southwest quarter of Section 21, is 385 feet wide and extends approximately one-half mile up the mountainside, being separated from the state park by the highway and the river and a strip of land a few hundred feet in width. He further stated that there is a good growth of timber on the land and a duplex house valued at about $10,000 and that Mr. Beard is asking $24,000 for the land and the house. It was his expressed belief that further development should be made in the existing park or on Pacific Power and Light property approximately one-half mile south thereof. As Mr. Beard's land is not connected with the existing park area and as he felt that there should be some room for private development, he recommended against purchase of the property. The Commission accepted the recommendation.

4. Request of Westmost Grange that properties of Jess Strader and Ed Divelbiss be acquired for state park purposes at Bandon Beach: The Parks Superintendent reported that as instructed by the Commission at the previous meeting he had made an investigation of this request. The proposed acquisition, he stated, has the basic elements necessary for a good state park, but development, he thought, would be rather expensive. He requested authority to negotiate purchase of the land on an equitable basis. The Commission granted the authority and instructed that a report be submitted later.

The Commission discussed with the Parks Superintendent and the Engineer the matter of cooperating with the U. S. Bureau of Land Management in the exchang

of land in the Columbia Gorge to facilitate preservation of scenic values as urged by the "Save the Gorge" Committee of the Portland Women's Forum. The State Parks Superintendent Armstrong suggested that one or more right of way agents be permitted to work with the Bureau of Lane Management to assist the Bureau, for short periods from time to time, to effect exchanges in lands in the Columbia River Gorge for other areas administered by the Bureau, so as to secure as much of the Gorge area as possible in public ownership. The Commission approved the assignment of the men to perform this work, for short periods, at intermittent intervals during the calendar year of 1954, because of its desire to assist this Federal Government agency to accomplish this worth-while objective.

The Commission discussed with the Parks Superintendent the Parks Budget for the year 1954. The Parks Superintendent explained details of the budget and answered questions put by the Commission. As a result of discussion the Commission unanimously approved the budget as presented by the Parks Superintendent, a summary of which follows:

STATE PARKS DIVISION

Capital Outlay	Expenditures 1952	Budget 1953	Proposed Budget 1954
Survey for Parks	$23,206.34	$27,000.00	$30,000.00
Purchase of Real Property	58,773.16	50,000.00	100,000.00
Construction and Betterment	235,637.80	341,865.00	237,000.00
Purchase of Equipment - Field	5,713.99	6,000.00	4,000.00
Purchase of Equipment - Office	1,313.25	2,000.00	2,000.00
Road Construction & Betterment	137,048.46	120,000.00	120,000.00
Carryover for Park Betterment	------	------	47,000.00
Carryover for Park Road Betterment	------	------	15,000.00
	$461,693.00	$546,865.00	$555,000.00
OPERATION			
Administration & General Supervision	$91,370.60	$97,000.00	$104,000.00
Park Operation	293,016.25	330,000.00	330,000.00
Maintenance of Roads & Parking Areas	14,250.01	27,000.00	34,000.00
Total	$860,329.86	$1,000,865.00	$1,023,000.00

(For details see copy of budget on file in Secretary's office.)

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The Right of Way Engineer presented for consideration options secured for acquisition of property needed for various state highway improvements and for other purposes. As a result of careful consideration, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the various properties to be acquired, Commissioner McIver called attention to the Schnitzer & Wolf and Union Oil Company properties at the proposed Clay and Columbia Street Interchange on the West Portland Expressway. It was his thought that some time should be taken to study the matter and also to determine if the City will cooperate. The Engineer explained the matter briefly,stating that the property should be acquired before it is developed. The right of way cost, he estimated at 25 percent of the total cost of the interchange. The Commission instructed the Engineer to prepare a report on the interchange showing the estimated cost and other pertinent matters. Tentative arrangements were made for Commissioner McIver, Mr. Baldock, and Mr. Porter to inspect the location. (The Commission ordered that File No. 20668 with William Lyons and No. 20645 with Scnhitzer & Wolf be stricken from the right of way options presented to the Commission at this meeting; also ordered deleted from the list was the right of way option obtained from Irving T. and Dorothy D. Erickson, File No. 20667.)

Commissioner Reynolds inquired as to the progress being made in acquisition of Indian lands on the Old Oregon Trail, south and east of Pendleton. The Right of Way Engineer explained that 16 out of a total of 40 properties have been acquired. Progress is slow as a number of owners live out of the State and must be contacted personally.

Chairman Chandler requested the Right of Way Engineer to submit a statement or report showing the amount of money expended to date for right of way on eac state highway.

The Commission confirmed the sale of Miscellaneous Properties as reported by the Right of Way Engineer. (For details on properties sold, see copy of report prepared by C. W. Parker, Property Manager, dated October 29-30, 1953 on file in the Secretary's office under the heading of "Miscellaneous Sales".)

The Right of Way Engineer recommended changes in points of access to state highways as follows:

1. File No. 15208, property owned by Tony Tosta and Constantino Demergasso on the Coos Gay-Coquille Section of the Oregon Coast Highway.

2. File No. 13864, property owned by Reiman on the Salem-Hayesville School Section of the Pacific Highway East.

He explained that these are changes in location of approved points of access and noth ing new is being granted. The Commission approved the changes as recommended.

Granting of an easement for driveway and turn-around purposes to Mr. and

Mrs. R. G. Phillips, Roseburg, was considered by the Commission. The Right of Way Engineer explained that the easement is necessary in order to allow the Phillips to drive their car onto Chatham Street in the City of Roseburg when they back out of their garage. The property is located on Lot 12 of Block 1, West Roseburg Addition. The Commission approved the granting of the easement.

Consideration was given to the proposed purchase of a small tract of land at the north end of McCullough Bridge on the Oregon Coast Highway, Coos County. The Right of Way Engineer reported that there are no access restrictions on this property, and he inquired whether or not the Commission wishes to purchase the property to prevent commercial development with the resultant unlimited access. Chairman Chandler stated that it has come to his attention that a prospective buyer of the property already has paid $2,000 earnest money on a $19,000 purchase with the idea of constructing a modern motel. After discussion, the Commission instructed the Right of Way Engineer to confer with the new owner of the property with the view of acquiring as much restriction of access as can be reasonably obtained. It was felt that the property owner would be agreeable to accepting two points of access.

The Right of Way Engineer recommended the granting of an easement deed to the U. S. Army Corps of Engineers allowing construction of a power line across the westerly end of the State's quarry site at Biggs on the Columbia River Highway, for a consideration of $25. The Commission adopted the recommendation.

Consideration was given by the Commission to the granting of a quitclaim deed to the Oregon Trunk Railway for a portion of Lot 1, Section 15, Township 2 North, Range 15 East, Willamette Meridian, which property will be within the pool level of the proposed The Dalles Dam. The Right of Way Engineer explained that the quitclaim deed is for the purpose of providing a clear title to the property which eventually will be acquired by the U. S. Army Corps of Engineers. He recommended approval of the deed. The Commission adopted the recommendation.

Sale to Clarence Peterson of one acre of land formerly used as a maintenance headquarters site on the Green Springs Highway in Jackson County, was considered by the Commission. The Right of Way Engineer explained that this site has been abandoned by the Highway Department and is no longer needed for state highway use. He recommended that it be sold to Mr. Peterson for $350. The Commission approved the recommendation.

Consideration was given by the Commission to a request in the form of a petition from Gordon W. Beck for the Commission's consent to the vacation of all streets and alleys lying south of the north line of Blocks 3 and 4 in Abbey's Addition to Yaquina Heights in Lincoln County. The Right of Way Engineer stated that the proposed vacation will not affect the state's interests, and he recommended that the Commission consent thereto. The Commission approved the recommendation.

The Commission considered the sale of two acres of land on the Dee-

Parkdale Section of the Hood River Secondary Highway to Mr. and Mrs. Merlin Black for $150. The Right of Way Engineer stated that the property is no longer needed for highway purposes, and he recommended that it be sold to Mr. and Mrs. Merlin Black for the sum mentioned. The Commission approved the recommendation.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Seven Oaks-Medford Section of the Pacific Highway

R 20963 - John Bohnert
(Jackson)
Parcel No. 1: 1.62 acres for Right of Way
Parcel No. 2: 0.01 acre for Right of Way
Parcel No. 3: 0.18 acre for Right of Way
Parcel No. 4: 0.13 acre for Easement

R 20964 - Lillian Salade
(Jackson)
Parcel No. 1: 0.45 acre for Right of Way
Parcel No. 2: 0.19 acre for Channel Change
Parcel No. 3: 0.15 acre for Irrigation Ditch Easement

R 20965 - R. H. Lounsbury
(Jackson)
Parcel No. 1: 0.4 acre for Right of Way
Parcel No. 2: 0.01 acre for Irrigation Ditch Easement

R 20969 - Francis E. Miller
Right of Way (Jackson)
0.21 acre

R 20970 - Orth F. Miller
Right of Way (Jackson)
0.09 acre

R 20973 - Eli W. Davis
Right of Way (Jackson)
0.4 acre

R 20974 - Ivan T. Skyrman
Right of Way (Jackson)
0.2 acre

R 20976 - School District No. 6
(Jackson)
Parcel No. 1: 0.47 acre for Right of Way
Parcel No. 2: 0.25 acre for Channel Change

Seven Oaks-Medford Section of the Pacific Highway (cont.)

R 20977 - The California Oregon Power Company
Right of Way (Jackson)
0.08 acre

R 20978 - Charles Jantzer
Right of Way (Jackson)
0.38 acre

R 20979 - Howard Holden
Right of Way (Jackson)
0.10 acre

R 20980 - Howard-Cooper Corporation
Right of Way (Jackson)
0.12 acre

R 20981 - Thomas Vella
Right of Way (Jackson)
0.34 acre

R 20983 - Ted Hornecker
Right of Way (Jackson)
0.16 acre

R 21124 - Frank J. Cullen
Connecting or Approach Road (Jackson)
0.13 acre

R 21125 - Industrial Air Products Co.
Connecting or Approach Road (Jackson)
0.10 acre

Blackwell Hill-Seven Oaks Section of the Pacific Highway

R 20785 - Thaddeus Quinn
Right of Way (Jackson)
0.13 acre

R 20786 - J. S. Daniels
Right of Way (Jackson)
0.06 acre

R 20789 - Lawrence C. Turner
Right of Way (Jackson)
0.95 acre

R 20790 - Andrew W. Laricks
Right of Way (Jackson)
2.12 acres

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Blackwell Hill-Seven Oaks Section of the Pacific Highway (cont.)

R 20799 - LaRue Morris
Right of Way (Jackson)
22.79 acres

R 20800 - Benton A. Boyce
Right of Way (Jackson)
4.94 acres

R 20801 - Gold Ray Realty Co.
Parcel No. 1: 22.46 acres
Parcel No. 2: 0.42 acre
Parcel No. 3: 2.30 acres
Parcel No. 4: 2.39 acres
(Jackson)

R 20819 - Chris Stadelman
Right of Way (Jackson)
0.88 acre

R 20820 - Nolen F. Biehler
Right of Way (Jackson)
0.25 acre

R 20821 - John S. Day
Right of Way (Jackson)
0.8 acre

R 21137 - Harriett Lee S. Kendall
(Jackson)
Parcel No. 1: 54.4 acres for Gravel Pit
Parcel No. 2: Easement for Haul Road 1.93 acres

R 21138 - A. T. Lathrop
Gravel Pit Plant and Stock Pile Site (Jackson)
29.20 acres

R 21139 - Bernie B. Moore
Gravel Pit (Jackson)
9.59 acres

R 21140 - Walter S. Baker
Easement for a Haul Road (Jackson)
0.04 acre

Unit No. 3 of the T. H. Banfield Expressway

R 16727 - Sisters of Charity of Providence in Oregon
Right of Way (Multnomah)
Parcel No. 1: 9,380 square feet
Parcel No. 2: 11,300 square feet

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Unit No. 3 of the T. H. Banfield Expressway (cont.)

R 20598 - Rushlight's Inc.
Railroad Right of Way (Multnomah)
26,150 square feet

R 20600 - J. J. Forkan
Right of Way (Multnomah)
2,581 square feet

R 20602 - Norman O. Moyer
Right of Way (Multnomah)
1,855 square feet

R 20658 - Drake Lumber Company
Right of Way (Multnomah)
9,932 square feet

R 20659 - Eagle Lumber Company
(Multnomah)
Parcel No. 1: 0.57 acre for Right of Way
Parcel No. 2: 0.01 acre for Easement for Retaining Wall

R 20599 - Ridgway Johnson
Railroad Right of Way (Multnomah)
Parcel No. 1: 9,410 square feet
Parcel No. 2: 14,065 square feet

Unit No. 4 of the T. H. Banfield Expressway

R 14868 - Verlin E. McCarthy and Sam G. Danna
(Multnomah)
To condemn leasehold interest of above owners

R 20621 - M. E. Paget
Right of Way (Multnomah)
314 square feet

R 20623 - Kenneth K. Niimi
Right of Way (Multnomah)
8,082 square feet

R 20632 - General Fuel & Lumber Co.
Right of Way (Multnomah)
19,530 square feet

R 20928 - Sam. G. Danna
Sho-fly Easement (Multnomah)
1,788 square feet

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Unit No. 4 of the T. H. Banfield Expressway (cont.)

R 21160 - Marley Brown Lumber Service
Right of Way (Multnomah)
21,200 square feet

Goshen-Coast Fork, Willamette River Unit of the Pacific Highway

R 18451 - E. R. Copenhaver
Right of Way (Lane)
1.62 acres

R 18456 - George E. Hill
Right of Way (Lane)
4.83 acres

Salem-Hayesville School Section of the Pacific Highway East

L 1795-A Ed Randle
Right of Way (Marion)
Parcel No. 1: 495 square feet
Parcel No. 2: 600 square feet

East Unit Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway

R 20089 - Frank Neagle
Right of Way (Umatilla)
Parcel No. 1: 47.49 acres
Parcel No. 2: 0.15 acre

R 20090 - James R. Thompson
Right of Way (Umatilla)
Parcel No. 1: 15.82 acres
Parcel No. 2: 7.35 acres

R 20091 - Roy F. Hobby
Right of Way (Umatilla)
Parcel No. 1: 4.05 acres
Parcel No. 2: 13.55 acres
Parcel No. 3: 7.61 acres

R 20105 - D. V. Glenn
(Umatilla)
Parcel No. 1: 1.63 acres for Gravel Pit
Parcel No. 2: 0.45 acre for Haul Road

R 20106 - Sophia Byers McComas Estate
Gravel Pit (Umatilla)
2.95 acres

East Unit Pendleton-Deadman's Pass Sec. of the Old Oregon Trail Hwy. (cont.)

R 20109 - William Peterson Estate
Right of Way (Umatilla)
Parcel No. 1: 14.94 acres
Parcel No. 2: 0.26 acre
Parcel No. 3: 0.27 acre

R 20107 - John de Romanett
Right of Way (Umatilla)
1.25 acres

R 20385 - Roy F. Hobby
Right of Way (Umatilla)
0.35 acre

County Farm-Ashland Section of the Pacific Highway

L 1935 - Charles W. Koyl
New resolution required for change of description and change of access points

Barbur Boulevard-Tualatin River Section of the West Portland-Hubbard Hwy

L 2019 - Paul L. Kertes
New resolution required for change of description

Winchester-Garden Valley Road Section of the Pacific Highway

L 1995 - J. M. Housley
New resolution required for change of description

Salem-West Salem Section of the Salem-Dallas Highway

R 15173 - Wilbur P. Lewis (Lessee's interest only)
Right of Way (Polk)
295 square feet

The Commission approved the request by adopting the attached resolutions relative thereto marked EXHIBITS "J-2" through "J-11" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein. The amounts of offers will be determined later and are to be approved by the Commission by telephone before being tendered to the property owners.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission considered and approved the Chief Counsel's report on cases which have been tried since the September meeting of the Com-

mission as follows:

1. State vs Ed Randle, L 1795-A, for acquisition of 1,095 square feet of land on the Salem-Hayesville School Section of the Pacific Highway East: The Chief Counsel reported the status of this case advising that the court decreed that payment should be made to Mr. Randle on the basis of land actually taken and occupied by the highway improvement. He requested authority to condemn the property if necessary. The Commission approved the request by unanimous vote.

2. State vs Gordon C. Dudley, et ux, L 1998, for acquisition of 4,500 square feet of land on Unit No. 4 of the T. H. Banfield Expressway. The State offered $2,250 for the property, whereas the owners demanded $5,000 plus $500 attorney's fee. The jury returned a verdict in the amount of $3,450.

3. State vs A. L. Weddle, et ux, L 1977, for acquisition of 0.044 acre of land on the Noble-Slough Foster Section of the Santiam Highway with restriction of access except for one 25-foot approach. An offer of $150 was made for this property, but the defendants demanded $2,600. The jury returned a verdict of $1,000. At the time of the trial it was stipulated that the access point as set forth in the complaint would be deleted and that in lieu thereof the owners would have a 25-foot access opposite Highway Engineer's Station 1486+50. The defendants' attorney accepted this stipulation with the understanding that the Commission would, at its October meeting, adopt a resolution giving effect to the change in access point. He presented such resolution and recommended its adoption. The Commission approved the Chief Counsel's recommendation by adopting the attached resolution relative thereto marked EXHIBIT "J-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

4. State vs Scott Chandler, et al, L 1908, for acquiring 0.425 acre of land for a frontage road on the Eagle Creek Section of the Clackamas Secondary Highway. The State offered $150 for this property which the owners refused and demanded that all of their property be purchased by the State, and that they be paid $5,900 including attorney's fees. The jury returned a verdict of $500 plus $350 attorney's fees plus $11.12 expenses.

5. State vs Ingar Amelia Abbott, et al, L 1930, for the purchase of 0.273 acre on the T. H. Banfield Expressway at N. E. 148th Avenue. The State offered $1,530 for this property, whereas the defendants demanded $6,750 plus $1,650 as attorney's fees. The jury returned a verdict of $3,850.

6. State vs Washington County, et al, L 1470, for acquisition of 0.383 acre of land on the Multnomah County Line-Barnes Road Section of the Sunset Highway. Prior to filing the complaint, $7,325 was offered for a larger tract than was described in the amended complaint, and it appeared that on this basis the smaller tract to be acquired would have a value of approximately $1,875. The Court allowed $2,000 for the land and damages plus interest plus

$500 attorney's fees.

(For further details concerning the above court cases, see the Chief Counsel's letter to the Commission dated October 27, 1953 in the General Files.)

The Chief Counsel reported that in summarizing the condemnation cases tried, it had been found that the amounts awarded by the courts averaged only 26 percent higher than the offers made. If the awards made in Curry County were left out, the average would be reduced to 20 percent. This covers the period of one year from September 1, 1952 to August 31, 1953.

The Commission also considered and approved the Chief Counsel's report on condemnation cases settled since the September meeting of the Commission:

1. State vs Oscar E. Ferguson, et al, L 2038, to acquire 5.25 acres of land on the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway and to acquire 7.79 acres of excess property: An offer for this land was made in the sum of $11,750, whereas the owners demanded $26,000. Negotiations effected a settlement in the sum of $12,920.

2. State vs Olav Everson, L 2029, to recover the sum of $438.12 for repairing damage to a guard rail on the Wapinitia Highway at approximately M. P. 26.00. A settlement was effected, and a check received for the sum of $438.12, and the case dismissed.

3. State vs Lester C. Peter, et ux, L 2043, for the purchase of 14.49 acres of land on the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway and for 0.46 acre of land for grade separation of the Portland-Salem Expressway and Marion County Road No. 433, also for prohibition of access to the highway: The State offered to pay the sum of $4,000 for this property, whereas the owners had demanded $9,000 including an allowance for fencing. After negotiations, an option was secured for the sum of $5,000 which recognizes the State's obligation to pay the fencing allowance.

4. State vs. George Bernhardt, et al, L 1987, to acquire 0.455 acre of land for improvement of Fisher Road to serve as a service road for the Salem By-pass Section of the Pacific Highway East. The State offered to pay $603 for this property, whereas the owners demanded $4,500 plus $750 attorney's fees. A settlement was effected for the sum of $930.

5. State vs John M. Neal, et al, L 2056, for the acquisition of 0.58 acre of land on the Crooked River-Terrebonne Section of The Dalles-California Highway. An offer was made for this property in the sum of $121, whereas the owners demanded $500. A settlement was effected for $121 provided the State will pay all of the expenses involved in the conveyance and will secure its own title insurance.

6. State vs Mamie Lake, et al, L 1966, for acquisition of 9.7 acres on the Elkhead Road-Rice Hill Section of the Pacific Highway. An offer was

made for this property in the sum of $13,400, whereas the owners demanded the sum of $20,000. A settlement has been agreed upon for the sum of $16,500.

7. State vs Arthur O. Anderson, L 1971, for the acquisition of six acres of land on the Elkhead Road-Rice Hill Section of the Pacific Highway. Appraisals for the value of the land ranged from $2,785 to $6,780. A settlement was agreed upon for the sum of $5,000.

(For further details on these settlements, see the Chief Counsel's letter of October 26, 1953, in the General Files.)

The Commission considered and confirmed offers reported by the Chief Counsel for acquisition of real property required for various highway purposes, which offers were tendered to the owners prior to the commencement of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 20, 1951:

Harbor Drive-Barbur Boulevard Section of Portland-Salem Expressway

R 20656 - Owner: AFKO Investment Corporation. 0.72 acre for right of way. Amount of offer $2,700.00. Authorized by Commissioner McIver on September 30, 1953.

Willamette River-Gervais Unit of Willamette River-Hayesville Section of Portland-Salem Expressway

R 20350 - Owner: John Lettenmair. 2.59 acres for right of way; 1.65 acres for right of way for frontage road. Amount of offer $974.00. Authorized by Commissioner McIver on September 30, 1953.

R 20649 - Owner: Jas. L. Wilson, et ux. 1.45 acre for right of way; 0.69 acre for right of way for frontage road. Amount of offer $4,744.00. Authoriz by Commissioner McIver on October 6, 1953.

R 20648 - Owner: T. H. DeArmond. 33.50 acres for right of way; 1.60 acre for right of way for county road grade separation and 0.99 acre for temporary easement for detour. Amount of offer $17,510.00. Authorized by Commissioner McIver on September 23, 1953.

R 20650 - Owner: J. C. Owre. 11.36 acres for right of way; 0.64 acre fo right of way and grade separation. Amount of offer $7,000.00. Authorized by Com missioner McIver on September 30, 1953.

R 20351 - Owner: Lester C. Peter. 14.49 acres for right of way; 0.46 acre for right of way. Amount of offer $4,000.00. Authorized by Commissioner McIver on September 30, 1953.

R 20684 - Owner: O. E. Powell. 11.46 acres for right of way. Amount o offer $4,950.00. Authorized by Commissioner McIver on September 30, 1953.

Willamette River-Gervais Unit of Willamette River-Hayesville Section of Portland-Salem Expressway (cont.)

R 20361 - Owner: Ray Stampley. 10.53 acres for right of way; 14.17 acres for excess taking. Amount of offer $6,847.00. Approved by Commissioner McIver on September 30, 1953

R 20345 - Owner: Fred W. Jablonski, single. 7.41 acres for right of way. Amount of offer $6,248.00. Authorized by Commissioner McIver on October 9, 1953.

R 20370 - Owner: Robert I. Wells. 4.03 acres for right of way; 0.23 acre for right of way for grade separation of county road and highway. Amount of offer $3,050.00. Authorized by Chairman Chandler on October 20, 1953.

R 20346 - Owner: Benjamin L. Eppers. 10.31 acres for right of way; 0.18 acre for right of way grade separation and 1.03 acre for easement. Amount of offer $10,232.00. Authorized by Chairman Chandler on October 20, 1953.

R 20366 - Owner: H. T. Voorhees. 23.5 acres for right of way. Amount of offer $13,550.00. Authorized by Chairman Chandler on October 20, 1953.

R 20365 - Owner: John N. Hooper. 11.00 acres for right of way; 1.42 acre for right of way grade separation and 0.31 acre for channel change and detour road easement. Amount of offer $20,275.00. Authorized by Chairman Chandler on October 20, 1953.

Unit No. 4 - Banfield Expressway

R 20624 - Owner: W. J. McReady Lumber Company. 20,300 square feet for right of way. Amount of offer $5,700.00. Authorized by Commissioner McIver on October 15, 1953.

R 20626 - Owner: M. E. Van Horn. 35,000 square feet for right of way. Amount of offer $2,100.00. Authorized by Commissioner McIver on October 9, 1953.

R 20633 - Owner: E. E. McKeraghan. 7,224 square feet for right of way. Amount of offer $6,000.00. Authorized by Commissioner McIver on October 9, 1953.

Glenwood-North Plains Section of the Wilson River Highway

R 19831 - Owner: Charles W. Moore, et al. 6.6 acres for right of way. Amount of offer $2,280.00. Authorized by Commissioner McIver on October 15, 1953.

R 19847 - Owner: Ernie Behrman. 9.64 acres for right of way. Amount of offer $4,299.00. Authorized by Commissioner McIver on September 30, 1953.

Glenwood-North Plains Section of the Wilson River Highway (cont.)

R 19822 - Owner: James L. Chapman. 2.29 acres for right of way; 0.74 acre for right of way; 0.74 acre for right of way. Amount of offer $5,741.00. Authorized by Commissioner McIver on September 30, 1953.

R 19832 - Owner: Alice Dooley. 5.82 acres for right of way; 0.51 acre for right of way; 0.83 acre for right of way. Amount of offer $3,723.00. Authorized by Commissioner McIver on September 30, 1953.

R 19833 - Owners: F. E. Jones. 5.2 acres for right of way; 1.07 acres for right of way. Amount of offer $2,370.00. Authorized by Commissioner McIver on September 30, 1953.

R 19828 - Owner: L. E. Kistner. 9.02 acres for right of way; 7.88 acres for right of way. Amount of offer $4,825.00. Authorized by Commissioner McIver on September 30, 1953.

R 19841 - Owner: J. Meeuwsen. 6.06 acres for right of way. Amount of offer $5,000.00. Authorized by Commissioner McIver on September 30, 1953.

R 19821 - Owner: Margaret Parson. 4.52 acres for right of way. Amount of offer $8,700.00. Authorized by Commissioner McIver on September 30, 1953.

R 19817 - Owner: Paul Wesley Parsons. 3.97 acres for right of way; 2.04 acres for excess. Amount of offer $1,650.00. Authorized by Commissioner McIver on September 30, 1953.

R 19842 - Owner: Paul Vanderzanden. 4.5 acres for right of way. Amount of offer $5,575.00. Authorized by Commissioner McIver on September 30, 1953.

R 19834 - Owner: Malissa Gibson, et vir. 8.72 acres for right of way; 0. acre for right of way grade separation and 0.62 acre for right of way grade separat Amount of offer $6,000.00. Authorized by Commissioner McIver on October 6, 19

Hauser-North Bend Section of the Oregon Coast Highway

L 1848 - Owner: Pioneer Trust Company, et al. 2.80 acres for right of way; 0.13 acres for right of way. Amount of offer $1,465.00. Authorized by Com missioner McIver on September 23, 1953.

R 21101 - Owner: C. F. Gregg. 0.78 acre for right of way. Amount of offer $390.00. Authorized by Commissioner McIver on September 23, 1953.

Rocky Point-Brush Creek Section of the Oregon Coast Highway

R 21056 - Owner: George Towy. 4.81 acres for right of way; 0.90 acre for excess. Amount of offer $3,462.00. Authorized by Commissioner McIver on October 15, 1953.

Rocky Point-Brush Creek Section of the Oregon Coast Highway (cont.)

R 21058 - Owner: W. M. Hubbs. 0.78 acre for right of way. Amount of offer $1,857.00. Authorized by Chairman Chandler on October 26, 1953.

Brush Creek-Rinehart Creek Section of the Oregon Coast Highway

L 1970 - Owner: S. J. Spoerl. 42.74 acres for right of way; 4.7 acres for quarry. Amount of offer $7,275.00. Authorized by Commissioner McIver on September 23, 1953.

Rinehart Creek-Frankport Section of the Oregon Coast Highway

L 2013 - Owner: Winston W. Chambers, et ux. 45.5 acres for right of way; 34 acres for right of way. Amount of offer $8,675.00. Authorized by Commissioner McIver on September 23, 1953.

Crooked River-Terrebonne Section of The Dalles-California Highway

R 10445 - Owner: John M. Neal. 0.58 acre for right of way; 0.04 acre for excess and 1.18 acre for excess. Amount of offer $121.00. Authorized by Commissioner Reynolds on October 9, 1953.

Grants Pass-Murphy Section of the Williams Secondary Highway

R 19906 - Owner: T. E. Gilmore. 0.13 acre for right of way. Amount of offer $615.00. Authorized by Commissioner McIver on September 30, 1953.

Tiller-Dead Horse Creek Section of the Tiller Trail Highway

R 20858 - Owner: Elmo Aldridge. 1.47 acre for quarry. Amount of offer $294.00. Authorized by Commissioner McIver on October 15, 1953.

Prairie Road-Eugene Unit of the Junction City-Eugene Section of Pacific Highway

R 20876 - Owner: J. R. Pattison. 0.07 acre for slope easement; 0.17 acre for storm sewer easement. Amount of offer $200.00. Authorized by Chairman Chandler on October 20, 1953.

R 20878 - Owner: W. L. Morrison. 0.07 acre for storm sewer easement. Amount of offer $300.00. Authorized by Chairman Chandler on October 20, 1953.

Goshen-Coast Fork Unit of the Goshen-Divide Section of the Pacific Highway

R 20502 - Owner: S. J. Godard. 9.94 acres for gravel pit. Amount of offer $1,500.00. Authorized by Commissioner McIver on September 23, 1953.

Winchester-Shady Point Section of Pacific Highway

R 19366 - Owner: R. M. Church. 1.2 acre for right of way. Amount of offer $4,950.00. Authorized by Chairman Chandler on October 20, 1953.

Winchester-Shady Point Section of Pacific Highway (cont.)

R 18533 - Owner: E. S. Kennedy. 0.55 acre for right of way. Amount of offer $3,350.00. Authorized by Chairman Chandler on October 20, 1953.

Shady Point-Booth Ranch Section of the Pacific Highway

R 21069 - Owner: Glenn L. Young. 27.73 acres for right of way; 1.37 acre excess taking. Amount of offer $8,115.00. Authorized by Chairman Chandler on October 20, 1953.

The Commission also considered and approved the following offers in condemnation cases:

Coshen-Divide Section of the Pacific Highway	Recommended Offer
R 20531 - Anton Meyers Right of Way (Lane) 3.99 acres	$ 3,416.00
R 20485 - B. Vaughn Right of Way (Lane) 0.57 acre	$ 420.00
R 20495 - C. R. O'Neil Right of Way (Lane) 7.29 acres	$ 4,677.00
R 20516 - Holt Lumber Company Right of Way (Lane) 6.1 acres	$ 1,633.00
R 20501 - Edwin W. Hoagland Lane Parcel No. 1: 5.27 acres for Right of Way Parcel No. 2: 5.63 acre for Gravel Pit	$ 5,000.00
R 20519 - Harry Holt Right of Way (Lane) Parcel No. 1: 4.43 acres Parcel No. 2: 0.46 acre Parcel No. 3: 21.64 acres	$13,157.00
R 20509 - Philip S. Holt Right of Way (Lane) 1.05 acres	$ 956.00

Shady Point-Booth Ranch Section of the Pacific Highway	Recommended Offer
R 21068 - A. Creason Right of Way (Douglas) Parcel No. 1: 2.92 acres Parcel No. 2: 3.03 acres	$ 3,500.00
R 21066 - Abner B. Rice Right of Way (Douglas) Parcel No. 1: 5.80 acres Parcel No. 2: 7.60 acres Parcel No. 3: 0.32 acre	$ 5,858.00

The Chief Counsel submitted a written opinion concerning the authority of the Commission to make expenditures for a sewage disposal system in Government Camp on the Mt. Hood Highway. He recalled that at the September meeting, a delegation requested that the Commission participate in providing a solution to the sewage problem at this place. He pointed out that Section 3, Article IX, of the Oregon Constitution, provides that road user funds be used exclusively for public highways, roads, streets, parks, and historical places. It was his opinion that the Commission has no authority to make expenditures pertaining to the sewage disposal system in Government Camp. The Commission accepted the report.

Payment of $3,500 to Lee Miller as damages for closing of Chatham Street in Roseburg was considered by the Commission. The Chief Counsel pointed out that in constructing the Deady-Shady Section of the Pacific Highway in Roseburg, Chatham Street was completely blocked. He recalled that at the September meeting R. G. Phillips who owns property adjoining the Miller property had been awarded damages by reason of the closure of this street. State appraisal of damage to the Miller property, he said, had been made at a maximum figure of $3,135. Mr. Miller, however, had an appraisal made indicating damages of $3,750. As a result of negotiations a compromise settlement had been arranged in the amount of $3,500, and he recommended that Mr. Miller be paid such sum as there is no question but what the State is liable for damages under provisions of Oregon Law. The Commission approved the payment as recommended.

The Commission authorized the Chief Counsel to institute prosecution of action against the following:

1. Ronald E. Land and Paul W. Ronsom to recover an amount of $64.73 for damaging a guard rail at M. P. 13.79 on the Columbia River Highway resulting from an automobile accident on May 15, 1951.

2. Jacquline Stockton and Phil Stockton to recover $133.61 expended for repairing damage to a bridge at M. P. 2.90 on the McKenzie-Bend Highway as a result of an automobile accident on May 26, 1950.

3. Oregon-Portland Cement Company and Lloyd Butler to recover $134.35 expended to repair damage to a timber guard fence at M. P. 4.29 on the Oswego Highway as a result of a truck accident on April 30, 1952.

4. Vernon Chamberlin in the amount of $458.86 for damages to a guard rail at M. P. 23.47 on the Crater Lake Highway as a result of a truck accident on April 1, 1952.

A schedule of salaries pertaining to attorneys in the Highway Department was discussed by the Commission. The Chief Counsel reported that he had sent to the Commission a copy of the Attorney General's letter on this subject, and that on the preceding day he had had a conference with the Attorney General and had discussed assignment of positions in various classifications and salaries of the attorneys who are now filling these positions. The Attorney General, he stated, has not made a final decision in the matter as he has not had an opportunity as yet to contact all state departments, but it appears that the rates contemplated will be satisfactory. It is anticipated, he added, that the Attorney General's approval will be received so that the proposed rates may be made effective as of November 1, 1953. The Commission approved the proposed rates effective on November 1, 1953, subject to definite approval by the Attorney General which is to be telephoned to the members of the Commission when received; otherwise the rates are not to be put into effect until December 1, 1953. (For details see copy of letter from the Chief Counsel to the Commission, dated October 28, 1953, in General Files.)

The Chief Counsel reported commencement of legal action by Myrtle L. Smith against the following State Highway employees: Louis E. Dearborn, O. G. McComb, A. F. Parson, and Lloyd C. Johnson. He explained that on August 28, 1953, on the John Day Highway about 10 miles north of Vale, a car driven by Mr. Vivian Smith with Myrtle L. Smith as a passenger had collided with the rear end of a state truck driven by Louis Dearborn and as a result of the accident, Mr. Smith died and Mrs. Smith suffered injuries requiring medical care. The State's insurance carrier, he stated, had undertaken to defend the truck driver but has not assumed responsibility for the defense of Mr. McComb, the Maintenance Superintendent, Mr. Lloyd C. Johnson, Resident Engineer, and Mr. A. F. Parson, Division Engineer. The plaintiff seeks to recover general damages in the amount of $35,000 and medical and hospital fees in the amount of $2,689.25. The insurance company, he stated, has refused to undertake the defense of Parson, Johnson, and McComb on the basis that recovery against these defendants is for alleged negligence in failing to post proper warning signs rather than in operation of the state truck. He recommended that his office be authorized to undertake the personal defense of Mr. Parson, Mr. McComb, and Mr. Johnson with the understanding that any judgment against them would be referred to the Legislature with a recommendation that it appropriate funds to pay the judgment. The Commission approved the recommendation.

The Commission confirmed the authority heretofore given the Chief Counsel to eliminate the frontage road clause from complaints for condemnation of property on the Rocky Point-Brush Creek Section on the Oregon Coast Highway in Curry County, and also on the V. B. Redinbaugh property on the Port Orford-Euchre Creek Section

of the same highway.

The Chief Counsel reported the following claims which, he said, have been determined to be uncollectible:

1. John Monroe Morgan, CAO-53-68, for damage to a guard rail on the Lower Columbia River Highway on August 16, 1953, in the amount of $200.00. The vehicle was registered in California,and all mail sent to Mr. Morgan has been returned and marked "Unknown".

2. A. E. Robb, et al, CAO-52-15, for damage to a metal flume adjacent to the Upper Columbia River Highway at M. P. 52.8 in the sum of $217.20. When Mr. Robb was finally located, it was found that he had taken bankruptcy proceedings with liabilities against him in excess of $90,000 and no assets.

3. E. E. Henderson, CAO-53-71, for damages to a State Highway Department truck on May 4, 1953, in the sum of $274.02. Contributory negligence has been charged to the driver of the State vehicle by reason of excessive speed as evidenced by skid marks, and it appears that the St ate does not have a good legal basis of recovery of this claim.

4. Donald L. E. Herron, CAO-53-16, for damages to a guard rail on the Steel Bridge in Portland at or near M. P. 0.90 on US 99W in the amount of $270.43. The automobile has been repossessed, and the former owner has left for parts unknown.

5. Nevy Smith, et al, L 1803, for damages in the amount of $287.12 to a bridge at M. P. 11.61 over Robbins Creek on the Powers Secondary Highway resulting from an accident on July 14, 1950. Mr. Smith's present whereabouts is unknown and from information available, it appears that even if the judgment were entered, it would be impossible to execute the same.

The Commission authorized abandonment of the claims as presented.

The Chief Counsel requested confirmation in the matter of waiving restrictions in a deed,whereby the Highway Commission conveyed to the City of Pendleton certain property situate near the Pendleton Airport, to permit the City to use the property for loading and temporary storage of munitions for one year. He pointed out that under the terms of an agreement dated May 22, 1950, with the City of Pendleton and Umatilla County, the property had been conveyed subject to the restriction that it would be used only for residential, municipal, and other public purposes. The City of Pendleton now wishes to lease a portion of this property for use in loading, unloading, storage, and transfer of munitions, which activity is now being conducted in the downtown area. The City, he stated, has agreed to hold the State harmless against all claims for loss, injury or damage by reason of the use or occupancy of the premises, and it is understood that the waiver of restrictions as granted by the State will be applicable only for the period from October 2, 1953 to October 1, 1954. The Commission confirmed the waiving of the restrictions.

The payment of a ten thousand-dollar fee to Winfree, McCulloch, Shuler and Sayre for legal services with respect to the issuance of $32,000,000 State Highway Bonds, Series 1953 B, was given consideration by the Commission. The Chief Counsel pointed out that it had been agreed to pay them for this service on the same basis as they were paid in connection with previous bond issues. The amount of the bill, he stated, is somewhat less than the amount they could have charged under the agreement, and he recommended that it be paid. The Commission approved the payment as presented.

The Chief Counsel inquired whether or not he should attend the 33d annual meeting of the Highway Research Board to be held in Washington, D. C., January 12 to 15, 1954. He explained that he had been requested to prepare a paper on the "Limitation of Use of Reserved Access Points" and also to cover the matter of access control under exercise of the State's police power as well as under the power of eminent domain. The Commission authorized the necessary out-of-state travel expense for his attendance at the meeting which is to be held in Washington, D. C., during January 12 to 15, 1954.

The Commission approved a report from the Engineer advising that conditions governing the awards of the following state highway contracts have been satisfied and that contract and bond forms have been sent to the respective contractors for execution pursuant to the Commission's instructions:

1. Powell Butte Junction-Deschutes County Line Section of Powell Butte Road in Crook County. Bids received September 25, 1953. Conditions of award satisfied September 28, 1953. Babler Brothers, Inc., Portland, contractor.

2. Linn County Line-Coburg Section of Eugene-Harrisburg County Road in Lane County. Bids received September 24, 1953. Conditions of award satisfied October 1, 1953. Harbert Brothers, Estacada, contractor.

3. Barbur Boulevard Junction Unit, Barbur Boulevard-White School Section of West Portland-Hubbard Highway in Multnomah County. Conditions of award satisfied October 13, 1953. Parker-Schram Company, Portland, contractor.

4. Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County. Bids received September 25, 1953. Conditions of award satisfied October 14, 1953. Rogers Construction Company, Portland, contractor.

5. Construction of dolphins across mouth of "D" River at Delake, Lincoln County. Bids received September 25, 1953. Conditions of award satisfied October 19, 1953. C. J. Eldon, Portland, contractor.

6. Wilkesboro Overcrossing west of North Plains in Washington County. Conditions of award satisfied October 29, 1953. Lee Hoffman, Beaverton, contractor.

Consideration was given to the City of Baker's request for the widening of

Broadway and 10th Streets to full curb width. The Engineer stated that as previously instructed, he conferred with city officials to determine how much the City might contribute toward the project. The City Manager, he stated, advised that the City is willing to contribute $25,000. The total cost of the proposed work is estimated at $135,000, of which $24,000 is the cost of curb construction. He gave as his feeling that the City's offer is fair and advised that he knows of no way to finance the additional amount of $110,000 for the balance of the work. He suggested consideration when funds become available. The Commission deferred action on the matter pending appearance of a delegagion on this subject on the following day. (The delegation which appeared was advised that the Commission does not have funds to finance the project at this time and that there is also the question, as yet undecided, as to the ultimate route of the highway through the City. See additional paragraph ahead.)

A report was submitted by the Engineer concerning the request of the City of Condon for widening the John Day Highway and construction of a storm sewer within the City. The Engineer recalled that at the last Commission meeting this work was authorized on the condition that the City would pay 50 percent of the cost of constructing a two-block section of the storm sewer which is estimated to cost a total of $6,100. The City, he said, now advises that it has only $1,250 for use in construction of the storm sewer. He stated that the sewer project could be reduced to a one-block section, but in his estimation, that would be unwise. Accordingly he recommended that the two-block section be constructed and that the City's contribution be reduced to 20 percent of the estimated total cost of $6,100, or $1,250. The Commission approved the recommendation.

The Engineer presented a report concerning the acquisition of right of way for relocation of about 18 miles of US 30 around The Dalles dam. He pointed out that the Army Engineers have authority to acquire and are paying for the land but they do not have authority to condemn rights of access. They stated, however, that they will cooperate in every way possible to accomplish such access control as the Commission may desire. He referred briefly to those properties which would require access to the highway including three county roads. It was his thought that connections with county roads should be at grade as the small volume of traffic would not justify a traffic interchange. He recommended that authority be granted to purchase or condemn the land and the rights of access required for right of way on the basis that the Government will pay the State the appraised value of the properties. He further recommended that four or five private accesses be granted. In the discussion on this matter, the Chief Counsel suggested that a percentage basis might be used; for example, 80 percent for right of way and 20 percent for purchase of access rights. Chairman Chandler expressed the thought that the State should be required to pay only for acquiring access rights. The Chief Counsel pointed out that it probably will be cheaper to acquire the properties and the access rights at the same time rather than to negotiate for them separately. As a result of discussion, the Commission instructed the Engineer and the Chief Counsel to work out the best agreement they can with the Army Engineers and present their report at the next meeting. The Engineer mentioned that the Army Engineer's survey for relocation of the highway is now under way and will be ready for approval by the Commission at its next meeting.

Establishment of a policy regarding expenditure of the $250,000 Special State Tax Street Fund was considered by the Commission. As a result of discussion, the Commission by unanimous vote adopted the following regulations or requirements as a basis for allocation of the $250,000 account to be administered by the State Highway Commission, to be allocated to cities under the provisions of Chapter 371, Oregon Laws 1943, as amended by Chapter 149, Oregon Laws 1949:

1. Until otherwise ordered by the State Highway Commission, cities of over 5,000 population shall be ineligible to participate in the fund.

2. Cities of less than 5,000 population, to be eligible, must have streets, not a part of the state highway system, which are receiving excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. No allocation to any city shall exceed $15,000 from the $250,000 fund in any one year.

4. A city shall make formal application, by resolution, in a form prepared by the Chief Counsel of the State Highway Commission, and adopted by official action of the city council, and when such application is received an investigation shall be made by the State Highway Engineer, or his authorized representative, to determine facts and secure data for preliminary estimates of cost. (See resolution form attached.)

5. When the above requirements have been met in any given city, the State Highway Engineer shall prepare cost estimates and other pertinent data, and shall submit these data to the State Highway Commission for its consideration.

6. Cities shall provide, at their own cost, all right of way required on any project.

7. A city receiving any funds in any calendar year shall not be eligible for funds in the following year, except when all applications have been examined from cities not receiving funds in any calendar year and there is a balance of funds remaining from the $250,000 for that calendar year.

8. Necessary survey and engineering work shall be performed by the state. The cost of such engineering work shall be considered as a part of the cost of the project. The cost of preparing plans and specifications shall also be included in the cost of the project. All necessary supervision and overhead expenses for projects performed by state maintenance forces shall be considered as a part of the project cost.

The Commission by unanimous vote also adopted the following form of resolution for use by an eligible city or town in making formal application for an allotment of funds under the Special State Tax Street Fund Account:

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by

Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 percent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A., section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of _____ is an incorporated city of the State of Oregon, and has a population of _____, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

_____

_____

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

_____

_____

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of _____ does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate _____ _____ as the official representative of the city in all negotiations resulting from this request.

Passed and approved this _____ day of _____, 19__.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of _____ at a regular or special meeting of said Council, held on the _____ day of _____, 19__, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this _____ day of _____, 19___.

_____
City Recorder

_____

Weight violations committed by Arthur T. Johnston, log hauler, were considered by the Commission. The Engineer reported that on September 3, 1953 Mr.

Johnston was apprehended on the Nehalem Secondary Highway in the City of Vernonia with a load of logs containing 12,940 board feet, the computed weight of which was 132,828 pounds gross, being a combined gross overload of 56,828 pounds. Mr. Johnston, he said, refused to allow his load to be weighed so the weight was computed from board feet scale. He reviewed Mr. Johnston's record during the past nine years, pointing out that he had been apprehended several times for overloading. On one occasion his PUC permit had been suspended,and on several other occasions he had been warned that if he did not stop the practice of overloading, his permit would be cancelled. He recommended in view of this record that Mr. Johnson's permit be revoked in order to preserve the highways. The Commission approved the recommendation and instructed the Secretary to formally request the Public Utilities Commissioner to cancel Mr. Johnson's PUC permit.

Pursuant to the Commission's instructions at the September meeting, the Engineer presented a written report showing the status of center-line striping as of October 23, 1953. Since that time, he stated, several of the nine incompleted sections shown in the report have been finished. He also pointed out that several sections of highway have been striped twice or three times during the year, showing that on approximately 7,400 miles of hard surfaced highways on the highway system, 9,755 miles of line have been restriped at a cost of $299,339. The Commission accepted the report.

Consideration was given by the Commission to adoption of a resolution authorizing operation of oversize and overweight combinations of vehicles upon Group I, Group II, and limited Group I highways without permit pursuant to legislation adopted at the 1953 session of the legislature. The Engineer stated that for a number of years permits have been issued for continuous operation of vehicles in excess of the basic statute as to length and gross weight on Group I and Group II highways. This required the issuing of approximately 5,000 permits annually. The 1953 legislature enacted an amendment to Section 12, Chapter 405, Oregon Laws 1951, which authorized the Highway Commission to declare by resolution the maximum gross weight and length, types, and combinations of vehicles which may be operated over state highways when in the judgment of the Commission the highway or section thereof is capable of carrying vehicles having an overall length and a gross weight in excess of the basic limit specified in the statutes. Upon filing a copy of such resolution with the Secretary of State, no permit is required. As a substitute for a permit, he recommended that a small letter-size map of the State of Oregon showing the three classes of highway in contrasting colors be furnished to all truck operators by the Public Utilities Commissioner when the equipment is licensed to operate over state highways. He also recommended adoption of a form of resolution in compliance with the law. The Engineer's recommendations were accepted,and the Commission adopted the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Request for improvement of a short section of the Woodburn-Estacada Secondary Highway south of Estacada and construction of a four-lane pavement on the Beaverton-Hillsdale Highway were discussed by the Commission. The Engineer reported that a section of highway about four miles in length immediately south of Estacada has never been improved, that the road is very narrow and

crooked, and log trucks have been barred from using it. He recommended an expenditure of $210,000 from the Division 1 reserve funds for the year 1955 to finance grading and drainage structures on this section of highway, otherwise known as the Little Creek-Dubois Creek Section, the surfacing and paving work to be delayed until 1956 to give a better job. He also recommended that $281,000, which is the balance remaining in the Division 1 reserve fund for 1955, be allocated to finance widening the Beaverton-Hillsdale Highway for four lanes of moving traffic from the Multnomah County Line west toward Beaverton as far as the monies will extend. The Commission approved both projects as recommended.

Attention was given by the Commission to a resolution from the Rainier City Council requesting construction of curbs, drainage facilities, and full width pavement on "B" Street, route of US 30 in Rainier. The Engineer reported that an investigation discloses that it will cost about $40,000 to perform the work requested by the City. He further stated that the improvement is desirable but because of limited funds cannot be financed now. He recommended that the request be denied but that the project be kept in mind for a future program. The Commission approved the recommendation and instructed the Engineer to provide the City with the information it wants pertaining to curbs and grade lines to enable the City to construct curbs and sidewalks if it wants to.

Consideration was given by the Commission to a request from Fairplay School Board through Mr. Francis Ziegler, State Representative, for construction of a footpath between Fairplay School and the W. C. T. U. Farm Home, a distance of 0.85 mile, on the Albany-Corvallis Highway. The Engineer recalled that in 1948 a footpath had been constructed on the easterly side of the highway from the north city limits of Corvallis to a short distance beyond the Fairplay School. He further stated that a recent investigation revealed that approximately 50 children would use the footpath. He recommended construction of a footpath on the westerly side of the 0.85-mile section at an estimated cost of $4,300 provided the property owners along that side of the highway will grant a 10-foot easement upon which to construct the footpath. The recommendation was approved by the Commission.

Consideration was also given by the Commission to a resolution submitted by the City of Salem requesting installation of a traffic signal or a flashing beacon at the intersection of the Pacific Highway East and Stortz Avenue in the northerly part of Salem, and that provision be made for a left turn cutback movement at the intersection of North Capitol Street and Fairgrounds Road in Salem. The Engineer stated that an investigation discloses that Stortz Avenue is a "dead end" street and definitely does not warrant installation of a signal. He recommended that the request for the signal be denied. Concerning the cut back movement at Fairgrounds Road and Capitol, he said that similar requests had been received in the past and were denied because of the traffic hazard that such movements would create. He pointed out that the present operation of traffic at this intersection has been most successful as is borne out by the accident experience, and he declared that were left-turn movements allowed at this point, traffic flow would be disrupted and the accident potential would increase. He recommended that the request be denied. The Commission approved both recommendations.

The Commission gave attention to a request submitted by J. J. Johnson, Manager of the Tillamook Air Station, for investigation of a traffic hazard at the inter-

section of the Oregon Coast Highway and the Trask River Road south of Tillamook. The Engineer advised that an investigation of this matter was made by the Traffic Engineer, and it appears from his report that the primary difficulty at the intersection is caused by north to east left-turn movements. He also said that construction of a left-turn refuge would be quite expensive and that the bridge to the north of the intersection would act somewhat as a hazard. To relieve the condition, he recommended installation of a flashing beacon at the intersection, flashing amber on the Oregon Coast Highway and red to the side roads, at an estimated cost of $500. The Commission approved the recommendation.

A request from the Washington County Court for addition of a three-mile section of county road to the federal-aid secondary system was considered by the Commission. The Engineer reported that the County has improved all of its secondary highways to a bituminous wearing surface standard and is requesting additional mileage on its secondary system in order to utilize federal-aid secondary funds available in 1954. He recommended as an addition to the federal-aid secondary system of Washington County a county road known as the Olson Road which extends southerly from the Beaverton-Hillsdale Highway (FAS 625) near the Washington-Multnomah County line, a distance of three miles to a junction with the Beaverton-Aurora Highway (FAS 622) near Progress. The Commission approved the recommendation and instructed that all necessary data be submitted to the Bureau of Public Roads for further approval.

Consideration was given by the Commission to the allocation of federal-aid secondary funds to finance county road projects in Baker, Washington, and Wheeler Counties in the 1954-55 construction program. The Engineer recalled that at the September meeting a number of secondary projects on county roads had been approved and that from the eleven counties which had not selected projects, three counties; namely, Baker, Washington, and Wheeler have now selected projects for 1954 improvement as follows:

1. Baker County, FAS Highway 507 -- Haines-Rock Creek Section. 2.8 miles grading, surfacing, and oiling. $44,000.

2. Washington County, FAS Highway 581 -- Beaverton Junction-Progress Section. 3 miles grading and paving. $119,000.

3. Wheeler County, FAS Highway 318 -- Waterman-North Section. 6 miles surfacing. $54,000.

The unprogrammed balance, he stated, is $692,000. He recommended approval of these three projects which total $217,000 of federal-aid secondary funds. The Commission adopted the recommendation and so ordered.

The Engineer reported that surveys had been completed for relocation of three highway sections as follows:

1. Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County.

2. Shady Point-Booth Ranch Section of the Pacific Highway in Douglas County.

3. Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

He exhibited maps showing the proposed locations and also explained details in connection therewith. He recommended that the surveys be adopted. The Commission approved the recommendation unanimously by adopting the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and by unanimous vote granted the following requests for extensions of time within which to complete state highway contracts, subject to penalties as recommended by the Engineer:

1. J. C. Compton Company, Contract No. 3868 for paving the Lakeview (Pine Street North) Section in Lake County, requested an extension of time from October 31, 1953 to August 1, 1954, within which to complete this work. The Engineer recommended that the extension of time as requested be granted, without penalty.

2. General Construction Company, Contract No. 3958 for grading the Union Avenue-Swift Road Junction Section of the Pacific Highway West in Multnomah County, requested an extension of time from September 15, 1953 to December 24, 1953 within which to complete the project. The Engineer recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

3. J. C. Compton Company, Contract No. 3867 for grading and paving on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highway in Lake County, requested an extension of time from October 31, 1953 to August 1, 1954 for completion of this work. A recommendation was made by the Engineer that the extension of time be granted as requested, without penalty.

4. Tom Lillebo, Contract No. 3892 for construction of Wilbur Overcrossing on the Pacific Highway in Douglas County, requested an extension of time from September 30, 1953 to December 30, 1953 within which to complete the work on this contract. The Engineer recommended that the requested extension of time be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

5. Tom Lillebo, Contract No. 3591 for construction of Kilchis River Bridge and others, on the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County, requested an extension of time from August 31, 1953 to September 10, 1953 within which to complete this work. A recommendation was made by the Engineer that the extension of time be granted as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

6. Warren Northwest, Inc., Contract No. 3895 for paving Spring Creek Hill-Lobert Section on The Dalles-California Highway in Klamath County, requested an extension of time from September 30, 1953 to October 30, 1953 within which to complete this contract. The Engineer recommended that the extension of time as requested be granted without penalty.

7. Barney B. Helser, Contract No. 3844 for rock production on the Weston-Summerville Junction Section of the Weston-Elgin Highway in Umatilla and Union Counties, requested an extension of time from August 31, 1953 to October 31, 1953 within which to complete the work on this project. A recommendation was made by the Engineer that the extension of time as requested be granted without penalty.

8. Warren Northwest, Inc., Contract No. 3987 for grading and paving the Heppner (Race Track Street) Section in the City of Heppner, Morrow County, requested an extension of time from September 30, 1953 to October 30, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

9. La Grande Concrete Pipe Company, Contract No. 3978 for grading and paving Union (Dearborn Street) Section in the City of Union in Union County, requested an extension of time from September 15, 1953 to October 30, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

10. R. H. Sussex, Contract No. 3843 for rock production on the Nye Junction-Beech Creek Section of the Pendleton-John Day Highway in Umatilla and Grant Counties, requested an extension of time from August 31, 1953 to October 30, 1953 within which to complete this work. A recommendation was made by the Engineer that the extension of time be granted as requested subject to assessment of an engineering penalty from August 31, 1953 to the completion date of the job.

11. United Paving Company, Contract No. 3933 for paving the Miles Crossing-Johnson Road Section on the Youngs River Loop County Road in Clatsop County, requested an extension of time from September 30, 1953 to October 31, 1953 within which to complete this work. A recommendation was made by the Engineer that the extension of time be granted as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

12. Parker-Schram Company, Contract No. 3793 for grading and paving the Shogren-Rowena Unit, Mosier-The Dalles Section on the Columbia River Highway in Wasco County, requested an extension of time from September 30, 1953 to November 29, 1953 to complete the work on this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

13. McNutt Brothers, Contract No. 3741 for bridges, grading and paving on the Toledo-Newport Section of the Corvallis-Newport Highway in Lincoln County, requested an extension of time from September 30, 1953 to November 30, 1953 to complete this project. The Engineer recommended, and a letter from the Bureau of Public Roads was presented concurring therein, that the extension of time as requested be granted without penalty.

14. Acme Construction Company, Contract No. 3806 for grading and paving on the County Farm-Ashland Section of the Pacific Highway in Jackson County, requested an extension of time from September 30, 1953 to October 30, 1953 within which to complete this work. The Engineer recommended that the extension of time be granted as requested without penalty, and he presented a letter from the Bureau of Public Roads concurring therein.

15. Inter-City Sand and Gravel Company, Contract No. 3839 for grading and paving on the Springfield Section of the McKenzie Highway in Lane County, requested an extension of time from August 31, 1953 to November 30, 1953 to complete this work. A recommendation was made by the Engineer that the extension of time as requested be granted with engineering penalty to be assessed from the specified completion date of August 31, 1953 to the actual completion date. A letter from the Bureau of Public Roads was presented concurring therein.

16. Natt McDougall, Contract No. 3754 for grading and paving the Low Pass Section of the Siuslaw Highway in Lane County, requested an extension of time from August 31, 1953 to July 31, 1954 within which to complete this project. The Engineer recommended that the extnsion of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein.

17. E. C. Hall Company, Contract No. 3745 for grading and paving on the Tigard-Tualatin River Section of the Pacific Highway West in Washington County, requested an additional extension of time from September 30, 1953 to October 31, 1953 within which to complete the work on this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

18. Warren Northwest, Inc., Contract No. 3778 for paving the west approaches to the Salem Bridges on the Salem-Dallas Highway in Polk County, requested an additional extension of time from September 30, 1953 to October 31, 1953, to complete this work The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

19. Diamond Tractor & Equipment Company, Contract No. 3857 for grading and oil mat surfacing on the Middle Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway in Harney County, requested an extension of time from September 30, 1953 to July 31, 1954 for completion of this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

20. Porter W. Yett, Contract No. 3770 for grading and paving on the Benton County Line-Cheshire Section of the Territorial Highway in Lane County, requested an extension of time from August 31, 1953 to November 10, 1953 for completion of this work. This project was satisfactorily completed on September 18, 1953 so an extension of time to November 10 is unnecessary. He recommended that an extension of time be granted without penalty to September 18, 1953. A letter was presented from the Bureau of Public Roads in concurrence.

21. Vernie Jarl, Contract No. 3765 for grading the Hayesville School-Turner Road Unit, Salem By-pass Section of the Pacific Highway East in Marion County, requested an extension of time from July 31, 1953 to October 15, 1953 in which to complete this work. A recommendation was made by the Engineer to grant the extension of time as requested without penalty. A letter was presented from the Bureau of Public Roads in concurrence.

22. J. C. Compton Company, Contract No. 3866 for paving on the Fremont Junction-Rosa Creek Section on the Warner Highway in Lake County, requested an extension of time from October 15, 1953 to August 1, 1954 within which to complete this work. A recommendation was made by the Engineer that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

23. Rogers Construction Company, Contract No. 3729 for grading on the Middle Unit, Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County, requested an extension of time from April 30, 1953 to August 31, 1953 to complete this work. A recommendation was made by the Engineer that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

24, Central Heating Company, Oregon Ltd. & F. L. Somers, Contract No. 3945, for grading and paving Fayette Street in Waldport, Lincoln County, requested an extension of time from September 15, 1953 to October 10, 1953 to complete this work. A recommendation was made by the Engineer that the extension of time as requested be granted without penalty.

25. J. C. Compton Company, Contract No. 3599 for grading and paving Winchester Avenue in Reedsport, Douglas County, requested an extension of time from July 31, 1953 to September 30, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

26. Keith Brothers Construction, Contract No. 3959 for grading and oil mat surfacing on the China Camp-Marsh Section of the Oregon Coast Highway in Coos County, requested an extension of time from September 30, 1953 to November 14, 1953 in which to complete this work. A recommendation was made by the Engineer that the extension of time be granted as requested without penalty.

27. R. H. Sussex, Contract No. 3916 for rock production on the La Grande-Baker Section of the Old Oregon Trail Highway in Union and Baker Counties, requested an extension of time from September 30, 1953 to November 30, 1953, for completion of this work. A recommendation was made by the Engineer that the extension of time be granted as requested without penalty, subject to the condition that if the contractor does not complete the job by November 30, then he is to be assessed as a penalty all engineering costs that occur after that date in connection with this contract.

28. R. H. Sussex, Contract No. 3858 for rock surfacing on the Poker Creek-Sumpter Section of the Sumpter Valley Highway in Baker County, requested an extension of time from October 31, 1953 to December 30, 1953 for completion of this work. A recommendation was made by the Engineer that the extension of time as requested be granted without penalty on the condition that if the work is not completed by that date then all engineering costs thereafter incurred by the State on that job until actual completion of the project shall be assessed against him.

29. Acme Construction Company, Contract No. 3927 for grading and paving of Molalla (Section Street and Hart Avenue) Section in Clackamas County, requested an extension of time from August 15, 1953 to June 15, 1954 for completion of this work. A recommendation was made by the Engineer that the extension of time as requested be granted without penalty.

(For further details regarding the extensions of time listed above, see copies of the Contractors' requests and the Engineer's recommendations to the Commission on file in the respective contracts in the Secretary's Office.) *

*FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendations of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts Nos. 3509, 3591, 3599, 3745, 3767, 3770, 3810, 3819, 3825, 3834, 3872, 3880, 3898, 3907, 3917, 3918, 3920, 3921, 3938, 3939, 3945, 3947, 3952, 3953, 3960, 3969, 3971, 3987, and 3993 have been completed according to the requirements of the contracts or modifications thereof, and that the contracts are now ready for acceptance. The Commission, after due consideration, accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from the Lane County Court for an exchange of highways was discussed by the Commission. The Engineer reported that the County has offered to take over the Fox Hollow State Secondary Highway if the Commission will take over as a secondary highway the location from 19th and "Q" Streets in Springfield to a connection with the Pacific Highway in Eugene. The Fox Hollow Secondary Highway, he pointed

out, is 15.5 miles long and only 5.6 miles has been improved to a graded standard. The cost of completing this highway to an oiled standard he estimated at $800,000. The "Q" Street route, he said, is 4.99 miles long, of which 0.67 mile has been improved to a four-lane highway standard and 4.32 miles are unimproved; however, the County has purchased approximately $100,000 worth of right of way. To complete the highway to a four-lane standard including right of way purchase, he estimated would cost $1,136,000. He pointed out that while the initial cost of development would be greater on the "Q" Street route than on the Fox Hollow Secondary, the maintenance costs would be less owing to the shorter length of the "Q" Street route. He recommended that favorable consideration be given to the County's request for exchange of the two highways. Action on this matter was deferred by the Commission pending the appearance of a delegation on the following day. (The delegation which appeared was told that no commitment can be made at this time; the Commission, however, authorized a survey, estimated to cost $25,000 to determine the location of the "Q" Street route and the future location of the Pacific Highway through the critical area and also to determine the approximate cost of right of way. See additional paragraph ahead.)

Consideration was given by the Commission to a complaint from Mrs. Verne E. Mobley of Kent, Oregon, concerning the condition of the Shaniko-Fossil Secondary Highway, particularly the section between Shaniko and Antelope, a distance of eight miles. The Engineer reported that the roadbed is about 16 feet wide and consists of a six-inch crushed rock surface about 12 feet in width. He further stated that the road does get muddy when the frost leaves the ground, and is dusty in the summer time, but is bladed and kept in condition when moisture will permit. As there are only about 45 vehicles per day using the highway, he recommended that it be not improved at this time. The Commission accepted the recommendation.

A proposal was considered from the City of Eugene that the State add to the State Highway System First Avenue from Van Buren Street to Washington Street, also Washington and Jefferson Streets from First Avenue to Seventh Avenue, and construct a new connection from First Avenue and Washington Street to Mill Street at Fourth Street; and that a detailed study be made to determine feasibility and cost to construct overhead crossing structures on Washington and Jefferson Streets for a one-way couplet. The matter was discussed briefly but no action was taken pending the appearance of a delegation on the following day. (The delegation which appeared was advised by Chairman Chandler that the State will conduct a study as requested provided the City will pay one-half the total estimated cost of $2,500.)

The Engineer reported that the authorization of $185,000 in the 1954 Federal Aid Secondary Highway Program for the Salem By-pass grade separation on the North Santiam Highway is sufficient to construct the interchange but is not enough to make proper connections to the existing highway. In order to complete the interchange, he recommended an increase of $143,000 for this project, the funds to be taken from Division No. II reserve secondary account. The Commission approved the recommendation.

The Engineer requested additional increases in project authorization as

follows, all of which were approved by the Commission by unanimous vote:

1. Noble Slough-Foster Section, Santiam Highway, Contract No. 3918. Increase of $25,000 for slide removal.

2. Middle Unit, Reedsport-Dean Creek Section of the Umpqua Highway, Contract No. 3752. Increase of $22,000 for removal of slides.

3. The Winchester Bay-Clear Lake Unit of the Oregon Coast Highway, Contract No. 3656. An increase of $67,000 for excess excavation caused by slides and for fencing along Clear Lake.

4. Water Street-Commercial Street Unit, Center Street Bridge Project in Salem, Contract No. 3834. Increase of $5,000 principally for additional pavement to secure satisfactory curb radius.

A request from the Merrill City Council for a change in streets to be improved with 1953 State Tax Street Funds was discussed by the Commission. The Engineer explained that in January of this year, the Commission approved a street improvement project in Merrill but before the agreement was signed there was a change in city administration, and the new Council has asked for a substitution of projects. He further stated that investigation reveals that the new project qualifies for the funds and that it will cost about $500 less than the original one or about $18,000 of which amount the City will pay $3,000. He recommended approval of the revised project. The Commission adopted the recommendation.

The Engineer reported that the City of Canyon City has satisfied legal requirements with respect to expenditure of State Tax Street Funds that accrued to the City during the first six-month period of 1951. He also reported that the Cities of Canyon City and Haines have satisfied legal requirements with respect to expenditure of State Tax Street Funds accrued to them during the last six-month period of 1951. In addition, the City of Haines, he stated, has also satisfied legal requirements with respect to expenditure of State Tax Street Funds accrued to the City during the first six-month period of 1952. Also the City of Haines and the City of Scotts Mills have satisfied legal requirements concerning expenditure of State Tax Street Funds accrued to them during the last six-month period of 1952. The Engineer also reported that the following cities and towns have satisfied legal requirements concerning expenditure of State Tax Street Funds that accrued to them during the first six-month period of 1953: Bonanza, Butte Falls, Corvallis, Culver, Eagle Point, Gearhart, Gold Hill, Haines, Maupin, Powers, Scotts Mills, Siletz, Taft, and Wheeler. The plans for all of the improvements proposed to be financed with the funds under discussion, he stated, have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission accepted the recommendation by adopting the attached resolutions relative thereto, marked EXHIBITS "D-1" through "D-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration a plan to prevent future flooding of a trailer court at Winchester Bay on the Oregon Coast Highway. He pointed out that when the highway was reconstructed at this point, the existing culvert was found not large enough to accommodate a combination flood condition with simultane-

ous high tide, and as a result a violent storm which occurred last year flooded a trailer court, causing considerable damage. There is danger, he said, that such a condition will re-occur unless something is done to correct the situation. The cost to install an additional culvert pipe, he said, is excessive, but in lieu thereof an agreement has been reached with the owners of the motor court whereby the State will construct a ring dike to prevent future flooding. He estimated the total cost to construct the dike at $7,340, which amount includes $700 for damages and $140 for additional right of way. He recommended approval of the project on the condition that the property owners will agree to assume all maintenance of the dike after a two-year period. He also recommended that the project authorization on the Winchester Bay-Clear Lake Unit of the Winchester Bay-Forest Boundary Section of the Oregon Coast Highway be increased in the amount of $6,500 to cover construction of the dike. The Commission approved both recommendations.

The Engineer called to the Commission's attention a typographical error in the 1955 Federal Aid Primary Highway Program approved June 26, 1953. The program, he said, shows in Division No. 3 an allotment of $915,000 for grading, pavement, and structures on the "North Unit", Goshen-Divide Section of the Pacific Highway, whereas the description should properly read "South Unit" of this highway section. In addition he requested that in the same authorization a change be made in designation of funds. There is an allotment of $275,000 in the 1955 Federal Funds, Interstate, approved June 26, for the Ashland Railroad Grade Separation Project on the Pacific Highway. Interstate Funds, he said, are not applicable to this project, so he suggested transfer of this $275,000 to the Goshen-Divide Section and transfer of a like sum of Federal Aid Primary funds from the Goshen-Divide Project to the Ashland Railroad Grade Separation Project. The Commission approved the correction in the description of the Goshen-Divide Section and also approved the transfer of funds as suggested by the Engineer.

The Commission considered a petition from residents and property holders adjacent to the Salmon River Highway, requesting the removal of brush, weeds, and other vegetation from the right of way of this highway easterly about one mile from Rose Lodge Park to the Chevron Gas Station. The Engineer reported that an investigation made by the Landscape Engineer reveals that a large portion of the section has been cleared of vegetation that is objectionable from the viewpoint of traffic hazards and scenic beauty. He recommended that the petition as submitted be denied, but that the petitioners be advised that the State will cooperate with each individual property owner for the pruning or removal of undesirable vegetation with the State to retain the right to select the vegetation which shall remain for purposes of screening, slope protection, etc. The Commission approved the recommendation.

Attention was given to a damage claim in amount of $30, filed by Kelsey Hobday, Jr., Roseburg, who alleges that it cost him such sum to remove white spray paint and to porcelainize his car as a result of operations of a state painting crew. The Engineer stated that the damage was done by one of the state maintenance crews during the painting of guard fence with spray guns in the early part of August, 1953. Since then, he said, instructions have been issued to the crews to be more careful in the use of spray painting equipment. He recommended that

Mr. Hobday's claim in the amount of $30 be paid contingent upon his executing the customary release form. The Commission accepted the recommendation.

The Commission also gave attention to a claim submitted by Towne Motors of Bend for asphalt spray damage to nine of their automobiles. The Engineer stated that information gathered from a field investigation reveals that the damage resulted from wind-carried asphalt spray during paving crew operations in that vicinity. Towne Motors, he said, submitted an invoice in the amount of $96 for cleaning and waxing five cars and cleaning three others. He questioned the amount of the claim and recommended settlement on the basis of fifty percent thereof, or $48. The Commission approved the recommendation.

The Engineer reported a request from the U. S. Forest Service to lease approximately one-half of the space in the lounge room in the Timberline Junction Maintenance Headquarters for office purposes in connection with expansion of their fire suppression service, such use to be for the period from September 1, 1953 to June 30, 1954 at $60 per month, with an option to extend the least to June 30, 1955 at the same rate. He also reported a request from the U. S. Forest Service for permission to use the kitchen and dining room in this building during the summer season only, and a portion of the sleeping quarters at a rental rate of $75 per month for the kitchen and dining room and $6 per month, or $1.50 per week, for the sleeping quarters, the matter to be covered by written lease extending from September 1, 1953 to June 30, 1954 with an option to extend it to December 31, 1954 at the same rate. He recommended approval of both leases. The Commission adopted the recommendation.

The Engineer reported that under authority granted him by the Commission on August 6, 1953, a restricted load limit was posted on a section of the Klamath Lake Secondary Highway between M. P. 45.17 (about five miles south of Rocky Point) to M. P. 43.35 (about seven miles north of Klamath Falls), to prevent damage by logging trucks. The restricted load limit, he stated, was made effective at 8:00 a.m. on October 9, 1953. He also reported that since that time, due to favorable weather, a portion of the highway is now able to carry legal loads. Accordingly, the load restriction has been removed on a 2.28-mile section of this highway, between M. P. 43.35 and M. P. 41.07, effective 8:00 a.m. Thursday, October 29, 1953. The Commission accepted and approved the report.

The Engineer also reported that the reduced load limit heretofore posted on the Umatilla River bridge at M. P. 11.84 on the Hermiston Secondary Highway, can now be removed inasmuch as temporary repairs have been made and the structure now is capable of carrying legal weight loads. The Commission approved removal of the restricted load limit by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested and the Commission approved out-of-state travel expense for the following:

1. J. Al Head and Robert Blensly to attend the fourth annual highway planning conference of the Western Association of State Highway Officials in Denver, Colorado, during December 3 and 4, 1953. Estimated total cost $350.

2. George Hester to attend the Pacific Logging Conference in Seattle on November 4, 1953 at an estimated cost of $40, and also to attend a meeting of the Western Interstate Committee on Highway Policy Problems, Council of State Governments, in Los Angeles, November 18 and 19, 1953. Estimated cost $125.

3. William S. Bartholomew to go to Port Angeles, Washington, in connection with seismograph tests for the Bureau of Public Roads. The estimated cost of $85 is to be refunded to the State by the Bureau of Public Roads.

Attention was given by the Commission to a request from George Strozut, Jr., for establishment of a reduced speed zone on the Pacific Highway East near the Totem Pole Intersection north of Salem. The Engineer stated that this section of highway has been the object of a number of traffic engineering investigations during the past few years; that various corrective measures have been taken, and a number of requests for reduced speed have been denied; however, the facts now disclose that a reduced speed zone is warranted. He, therefore, recommended establishment of a 45-mile per hour speed zone on that section of the Pacific Highway East between a point three hundred feet north of the Totem Pole intersection (M. P. 46.11) and the north city limits of Salem at M. P. 48.87. The Commission accepted the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the State Speed Control Board at a meeting held on October 12 proposed the establishment of a 40-mile per hour speed zone in the south part of the Town of Brookings on the Oregon Coast Highway, Curry County. This section of highway, he said, has been investigated to determine the advisability of placing a reduced speed zone outside the city limits of Brookings, and the results indicate that a reduced speed zone is warranted. He, therefore, recommended that a 40-mile per hour speed zone be established on the Oregon Coast Highway between the south city limits of Brookings at M. P. 388.64 and Chetco Grange Hall at M. P. 389.19, if and when the State Speed Control Board establishes a 40-mile per hour speed zone within the town. The Commission approved the recommendation.

Consideration was given by the Commission to a form of resolution covering the granting of revocable permits to operators of overheight vehicles over state highways. The Engineer recalled that the Commission at its meeting on August 6, 1953, adopted a resolution authorizing such permits and had also approved a form of permit, which form did not include van-type bodies with permanent solid sides and fixed steel roof supports with flexible roof coverings, sometimes known as "California top" or "canvas top" vans. The motor transport industry, he said, wants such type of van included in the authorization and has asked that the matter be given careful consideration. He further stated that the matter has been studied and that it is his recommendation that the request be approved. In order to take care of the matter, he suggested adoption of a new resolution rescinding that adopted at the August 6 meeting and including the "canvas top" type of van, also approving a new form of permit to include such

type of van. The Commission accepted the Engineer's recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission also approved a new form of permit referred to in the resolution.

The Engineer presented for the Commission's approval a form of uniform endorsement to be attached to all property damage and liability insurance policies required with "Special Transportation Permits" covering single movements of machinery or equipment. He explained that the form is the result of negotiations among the Oregon Casualty Underwriters Association, the State Insurance Commissioner, and the Highway Department's Legal Counsel, and he recommended its approval by the Commission. The Commission approved the form as recommended. (See copy of Form "E 351" in General Files.)

Receipt of two requests from the Province of British Columbia, Canada, for information as to how the Oregon Highway Commission functions were reported to the Commission. The Engineer advised that he responded by sending copies of the highway law, regulations, and letters pertaining to procedure, an organization chart, and other material that might be helpful in establishing a highway organization similar to the Oregon State Highway Department.

Consideration was given to matters of unfinished business appearing on the Secretary's summary dated September 25, 1953, as follows:

1. Proposed extension of the Havana-Helix State Secondary Highway southerly from Havana to a connection with the Oregon-Washington Highway northeast of Pendleton: The Commission instructed the Secretary to write Mr. Brogoitti,who headed the sponsers of this project, that the Commission is in sympathy with the project which it considers a feasible one but is not in position at the present time to finance its construction due to lack of funds. This item is to be deleted from the list of unfinished business.

2. Controversy over charges for use of swimming facilities at Honeyman State Park: The Parks Superintendent stated that his report on this subject is not yet ready. This item is to remain on the list.

3. Requests for improvement of US 99W and the Amity-Dayton Secondary Highway: The Engineer advised that necessary field work has been accomplished but the final analysis is not complete. It was his thought that the report will be ready for the December meeting. This item is to remain on the list of unfinished business.

4. Proposed exchange of land in the Columbia Gorge with Fred Luscher: Action on this item was taken by the Commission earlier in the day.

5. Offer of Mr. Ralph Beard, Enterprise, to sell 18 acres of timber land at the south end of Wallowa Lake, for state park purposes: This matter was disposed of earlier in the day under the Parks Superintendent's reports so was ordered removed from the list.

6. Recommendation of Westmost Grange, Bandon, Oregon, that properties of Jess Strader and Ed Divelbiss at Bandon Beach be acquired for state park purposes: This matter was considered earlier in the day under the Parks Superintendent's reports when he was instructed to investigate the feasibility and cost of acquiring the land and submit a report. The item is to remain on the list of unfinished business.

7. Adoption of proposed resolution concerning operation of oversize and overweight vehicles without permit: Action was taken on this matter earlier in the day. The item was ordered deleted from the list.

8. Request of the City of Baker for widening Broadway and 10th Streets for four lanes of traffic: The Engineer's report on this matter was considered earlier in the day. The item was ordered removed from the list of unfinished business.

9. Adoption of a policy concerning use of the $250,000 Special State Tax Street Fund: The policy was adopted by the Commission earlier in the day and the item was ordered removed from the list of unfinished business.

10. Purchase of additional right of way on US 30 between Boardman and Pendleton: The Engineer reported that this investigation will require several months. He recommended therefore that the item be deleted from the summary of unfinished business and that it be introduced as new business when the study is completed. The Commission accepted the recommendation.

11. Request for highway improvement from Hatfield through Merrill to Lost River Junction in Klamath County: The Engineer advised that his report on this subject is not yet ready but will be rendered at the next meeting of the Commission. The item is to remain on the list of unfinished business.

12. Request for improvements to US 395 in the Crooked Creek area north of Lakeview: The Engineer stated that his report on this subject is not complete but will be made at the next meeting. This item is to remain on the list of unfinished business.

13. Request of Visitors' Service Committee of Portland for state aid in sewage problem at Government Camp and for installation of signs at city entrances showing the population, chief industry, et cetera: The Chief Counsel earlier in the day submitted an opinion on the sewage disposal matter, and the Commission at that time decided that State Highway funds cannot be used for the purpose. The Engineer stated that plans are under way to include population figures on signs at city entrances. The Commission instructed the Engineer not to place on the signs information concerning the city's chief industry, the elevation of the city, or a descriptive slogan as was requested, because too many words would be required. This item was ordered deleted from the list of unfinished business.

14. Request for placing the Clear Lake-Belknap Springs Forest Highway on the state highway system: The Engineer stated that he has not yet had time to contact the county officials that are concerned but would do so in the near future. The item is to remain on the list of unfinished business.

15. Status of the Starkey Secondary Highway: The Engineer stated that although he has not had time to compile a report on this subject, such will be done when he has contacted the county courts of Umatilla and Union Counties. This item is to remain on the list of unfinished business.

16. Progress of road striping operations: The Engineer's report on this subject was submitted earlier in the day; accordingly, the item was ordered deleted from the list of unfinished business.

The Commission confirmed Thursday and Friday, December 10 and 11, 1953 as the date for its next regular meeting and also tentatively selected Thursday and Friday, January 21 and 22, 1954, as the date for its following meeting. The Secretary was instructed to arrange for use of the Green Room in the Imperial Hotel, Portland, for both meetings.

The Commission discussed the matter of reclassifying the Salem-Dallas Highway and the Dallas-Coast Secondary Highway. The Engineer explained that the 1953 Legislature in listing the revisions of highways, included the Willamina-Salem and the Dallas-Rickreall Highways, but there still remains the matter of classifying them as primary or secondary highways. He further stated that he has given the matter careful study and that it is his thought that the Willamina-Salem Highway, which will include the eventual Rickreall-Dolph Corner cutoff, should be classified as a primary highway and that the Rickreall-Dallas and Dallas-Dolph Corner highways should be classified as secondary highways. He presented a form of a resolution to accomplish this end. The Commission deferred action on the matter until its meeting in December.

The Engineer reported a request from the Associated Timber Industries that log haulers be permitted to truck-haul logs, poles, and piling over state highways during Armistice Day as on other week days. He recommended approval of the request. The Commission adopted the recommendation and so ordered.

The Right of Way Engineer reported the need to acquire an additional small parcel of land containing 295 square feet at the west end of the Marion Street Bridge approach in West Salem to ease off the turn onto the Wallace Road (Salem-Dayton State Secondary Highway), the present turn being too sharp for long vehicle combinations. The owner of the property, he said, is Wilbur P. Lewis who has indicated a willingness to sell the land to the State for $600. He recommended purchase of the tract for such sum. The Commission approved the recommendation.

In this connection the Right of Way Engineer advised that a Mr. Dickenson has a leasehold on Mr. Lewis' property which will not expire for several years, and

which he will not relinquish so it appears necessary to condemn it. He requested authority for the Chief Counsel to start the condemnation proceeding. The Commission approved the request by adoption of the attached resolution relative thereto marked EXHIBIT "J-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to the adoption of a working budget for the calendar year 1954, particularly a proposed budget suggested by the Engineer, copies of which were mailed to the members of the Commission with letter of transmittal dated October 13, 1953. The Engineer read aloud his said letter of October 13, and upon request of the Commission explained details of the proposed budget. As a result of discussion, the Commission unanimously approved the budget as presented by the Engineer with the following changes:

1. The Engineer pointed out that by inadvertance an item of $75,000 to finance elimination of a bad slide condition on the Siskiyou Mountain Section of the Pacific Highway, Jackson County, was overlooked in preparing the budget. He recommended approval of this item and the deletion of the following items from the budget as prepared, in order to provide the necessary funds to finance the work:

Removal and reinstallation of truck scales on Oregon-Washington Highway in Pendleton	$11,000
Widening of west approach to the existing scales at Pendleton	800
Grading and shoulder construction on Redwood Highway between M. P. 27 and M. P. 38	40,000
Balance to be transferred from a less desirable project to be selected later	23,200

2. Purchase of Rental Equipment -- this item included anticipated purchase of ten additional station wagons, at a total cost of $18,500. The Commission instructed the Engineer to change this item so as to include a number of jeeps, the total amount to be expended for this purpose to be not more than that shown in the budget.

In approving the budget, the Commission instructed the Engineer to obtain Commission consent to the purchase and installation of traffic signals and Commission approval for other major items, before expenditures are made in connection with such projects. (For details of the budget as approved with changes, see copy of budget filed in the Secretary's Office under the heading "Highway Department's Budget - 1954".)

At 4:30 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to the award of contracts for which proposals were

received at the morning session, as follows:

"Construction of a reinforced concrete deck girder bridge, known as the Noon Bridge, over Marys River on the Corvallis-Newport Highway in Benton County: The Commission has awarded the contract to the low bidder, W. H. Shields Construction Company, Eugene, at its bid price of $47,537.32.

"Removal of eleven trees and the trimming of eleven additional trees on the Pacific Highway East in Canby, Clackamas County: The Commission has awarded the contract to Mark Smith & Company, Klamath Falls, the low bidder, at its bid price of $930.80.

"Construction of reinforced concrete deck girder structures at three intersections with the West Portland-Hubbard Highway in Clackamas and Washington Counties: United Builders, Inc., Beaverton, was the low bidder for this work, and the contract has been awarded to this company at its bid price of $176,366.00.

"Grading and paving Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County and grading and paving Seven Oaks-Medford Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County: The Commission elects to accept the combination bid of R. A. Heintz Construction Company, Portland, the low bidder, in the sum of $925,903.80, and the State Highway Engineer is directed to award the contracts to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is obtained.

"Grading on the Goshen-Coast Fork, Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County: The Commission elects to accept the bid of Durbin Brothers, Eugene, the low bidder, in the sum of $328,694.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Conversion of Salem traffic signal installations in Marion County: Steeck Electric Company, Roseburg, the low bidder, has been awarded this contract in the sum of $9,987, which is their bid price.

"Construction of Sylvan Maintenance Building in Multnomah County: The Commission has awarded the contract to the low bidder, Burger Construction Company, Portland, at its bid price of $19,174.67.

"Construction of Athena Maintenance Building in Umatilla County: The Commission has awarded the contract to Loree Building Service, La Grande, the low bidder, at their bid price of $11,000.70.

"Construction of a reinforced concrete deck girder viaduct at the junction of the Sunset and Wilson River Highways near North Plains in Washington County: The contract has been awarded to Lind & Marr, Beaverton, the low bidder, at their bid price of $39,752.00.

"Construction of traffic signal and street lighting installation at intersection of

Pacific Highway West with the Beaverton-Aurora Highway in Washington County: The Commission has awarded the contract to the low bidder, Steeck Electric Company, Roseburg, at its bid price of $6,400.

"Construction of a sand storage shed at M. P. 34.50 on the Sunset Highway in Washington County: The contract has been awarded to the low bidder, Serge R. Perrin, Oregon City, at his bid price of $5,807."

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
October 30, 1953

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

At the request of the Commission, the Secretary introduced the following members of the Washington State Highway Commission and its Secretary who were interested visitors: George B. Simpson, R. A. Moisio, and Lorenz Goetz.

Bids for highway construction were opened and read aloud by the Secretary, as follows, at the conclusion of which he announced that the award of contracts would be made by the Commission at 3:30 p.m. in the same room:

DESCHUTES COUNTY
TERREBONNE OVERCROSSING

C. P. Patterson, Redmond	$45,440.00
Murray & Stanford, Bend	47,587.50
P. S. Lord Mechanical Contractors, Portland	48,940.00
George E. Berry, Beaverton	49,010.00

Terrebonne Overcrossing (cont.)

Larson Construction Co., Astoria	$51,660.00
Rogers Construction Company, Portland	52,120.00
Schrader Construction Company, Portland	52,720.00
Young & Smith Construction Co., Grants Pass	52,860.00
C. E. Blakley, Klamath Falls	53,915.00
R. H. Jones, Hillsboro	54,090.00
Orlando C. Bennard, Portland	54,280.00
John Kovtynovich, Eugene *	56,545.00

*Bidder will accept award of only one project.

DOUGLAS COUNTY
ROSEBURG OFFICE BUILDING ADDITION

E. A. Shannon, Roseburg	$37,850.00
Todd Building Company, Roseburg	38,890.00
William Pemberton, Roseburg	38,948.50
Commercial Contractors, Inc., Salem	40,212.00
S. Ferche', Roseburg	42,198.00

DOUGLAS COUNTY
WINCHESTER BRIDGE

Peter Kiewit Sons' Company, Longview, Washington	$636,970.00
C. J. Eldon, Portland	645,000.00
Hamilton & Thoms, Eugene	649,645.00
W. H. Shields Construction Co., Eugene	661,319.00
Babler Brothers, Inc., Portland	680,680.00
Lee Hoffman, Beaverton	686,440.00
Tom Lillebo, Reedsport	697,480.00
General Construction Co., Portland	725,800.00
Natt McDougall Company, Portland	748,066.00
Guy F. Atkinson Company, Portland	786,460.00
J. J. Badraun Company, Seattle, Washington	790,070.00

DOUGLAS COUNTY
CLEAR LAKE FENCING PROJECT

Colorade Fuel & Iron Corp., Portland	$11,076.00
San Jose Steel Co., San Jose, California	11,817.00
United States Steel Corporation, Portland	12,987.00
George E. Berry, Beaverton	16,731.00
Mark Smith & Company, Klamath Falls	16,770.00
R & M Construction Company, Central Point	19,305.00

HOOD RIVER COUNTY
INTERSTATE BRIDGE APPROACH

F. O. Laws, Salem	$31,670.00
A. H. Saxton & Son, Corvallis	32,970.00
Wallace Brothers, The Dalles	34,287.00
Arthur Simonsen, Baker	34,384.00
John A. Logan, Portland	36,637.00
F. C. Scott, Portland	39,262.00
P. C. Knox, Gladstone	39,871.00
Fred H. Slate Co., Oreg. Ltd., Portland	42,157.40
Schrader Construction Co., Portland	42,731.00
Q. L. Rufener, Portland	42,761.00
J. N. Conley, Portland	45,023.00
Henry H. Miller, Roseburg	47,205.00
C. T. Malcom & Company, Portland	50,200.50
J. Bacaloff Company, Portland	57,464.00

LANE COUNTY
MAIN STREET BRIDGE

Wall, Bartram & Sandford, Junction City	$49,045.50
Tom Lillebo, Reedsport	51,135.00
Hamilton & Thoms, Eugene	52,045.00
John Kovtynovich, Eugene	52,575.00
Henshaw Brothers, Eugene	52,620.00
Young & Smith Construction Company, Grants Pass	53,960.00
Central Heating Co. & F. L. Somers, Eugene	54,250.00
Lee Hoffman, Beaverton	55,115.00
W. H. Shields Construction Co., Eugene	55,230.35
Hannan Brothers Company, Portland	58,885.00

MULTNOMAH COUNTY
HALSEY STREET UNDERCROSSING RECONSTRUCTION

Young & Smith Construction Co., Grants Pass	$189,294.00
Valley Construction Company, Portland	195,850.50
General Construction Company, Portland	198,106.00
Donald M. Drake Company, Portland	203,599.00
R. A. Schrader Construction Company, Portland	209,475.00
H. G. Palmberg, Astoria	219,188.00
Natt McDougal Company, Portland	225,869.00

MULTNOMAH COUNTY
42d AVENUE - 92d AVENUE SECTION

Gibbons & Reed, Salt Lake City, Utah	$702,031.50
Parker-Schram Company, Portland	712,850.00

October 30, 1953

42d Avenue-92d Avenue Section (cont.)

Guy F. Atkinson, Portland	773,012.50
Vernie Jarl & L. H. Gordon, Gresham	791,324.50
Fred H. Slate, Oreg. Ltd. & E. C. Hall Co., Portland	827,004.00
Natt McDougall Company, Portland	885,882.40
C. J. Montag & Son, Portland	904,946.50
Berke Brothers & Valley Construction Co., Portland	923,536.50
Kuckenberg Construction Company, Portland	945,484.00
J. N. Conley, Portland	948,236.00

POLK COUNTY
ASH CREEK BRIDGES

Chas. E. Wiedeman, Dallas	$24,100.00
P. S. Lord Mechanical Contractors, Portland	25,310.00
Tom Lillebo, Reedsport	25,400.00
Larson Construction Company, Astoria	26,950.00
H. G. Carl Construction, Salem	27,175.10
Orlando C. Bennard, Portland	28,840.00
C. P. Patterson, Redmond	31,650.00
American Construction Company, Beaverton	31,800.00

SHERMAN COUNTY
GRADING AND OILING MUD HOLLOW CANYON - WASCO SECTION

Barney B. Helser, Moro	$48,862.50
Wallace Brothers, The Dalles	49,750.00
Vernie Jarl, Gresham	52,025.00
E. H. Itschner, Molalla	53,368.00
United Paving Co., Walla Walla, Washington	53,442.00
A. H. Saxton & Son, Corvallis	53,490.00
D. C. Toye Company, Portland	53,455.00
Arthur Simonsen, Baker	53,567.50
Leslie Harris, Pendleton	55,254.00
Parker & Fuhrman, Portland	56,180.00
John A. Logan, Portland	58,559.00
Oregon Asphaltic Paving Company, Portland	59,211.00
E. C. Hall Company, Portland	59,237.00

WASCO COUNTY
WARM SPRINGS JUNCTION GARAGE

Gilbert Roberts, Hood River	$ 3,940.00
Ferguson-Cassady Company, Portland	4,496.00
Burger Construction Company, Portland	4,552.00
V. C. Johnson, Gladstone	4,604.00
George E. Berry, Beaverton	5,140.00

Warm Springs Junction Garage (cont.)

United Pacific Construction Company	$ 5,475.00
Harold W. Salter, Rogue River	5,498.00
Sergeant Construction Company, Portland	5,993.00
Loree Building Service, La Grande	6,248.00

A delegation representing the City of Baker appeared before the Commission concerning the widening and further improvement of Broadway and 10th Streets in the City of Baker. The following people made up the group: David Koester, City Manager; Chet Smith and Charles Clark, councilmen; Lowell Fuller, Chairman, Highway Committee, Baker County Commercial Club; and P. M. McAllister. Mr. Koester acted as principal spokesman and introduced the members of the delegation. He urged the Commission to widen to four lanes of traffic six blocks on Broadway and a section of 10th Street, over which streets presently is routed the Old Oregon Trail through the City. The City Council, he stated, has considered the matter of cooperation and decided that the City can participate to the extent of $25,000 which the Council feels will pay for installing curbs. The City, he added, is united in this project as indicated by signatures of 80 percent of the property owners stating that they will share in the cost to the extent of paying $3 per lineal foot under the Bancroft Bonding Act. Mr. Fuller stated that the Baker County Commercial Club is 100 percent in favor of the project. He also inquired regarding improvements on the Baker-Homestead Highway. Commissioner Reynolds replied that work on the Love Bridge-Black Bridge Section is scheduled for contracting early in 1954. Mr. McAllister stated that the businessmen of Baker, who conduct businesses on Broadway and 10th Streets are in accord with the improvement of those streets. Chairman Chandler advised that the Commission is familiar with the project and according to the Engineer's report, the improvement has merit, but it is estimated to cost $135,000,and the question arises as to where the money is coming to finance the work; also, there is a question as to where the highway is to be permanently routed through Baker,and the Commission is reluctant to spend money to widen the present route if the highway is to be rerouted later. Commissioner Reynolds pointed out that the Commission has not made it a practice to pave city streets and hesitates to spend highway money for improvement of any route where uncertainties exist as to its permanency. He concluded the discussion by repeating that the plans for the highway through the City of Baker are not clear, and while the Commission cannot now approve the City's project, it is not denying the request definitely but wants to watch developments.

A delegation representing the City of Eugene appeared before the Commission. Present were Kenneth Nielsen, Robert Maclay and Ralph Peterson, members of the Lane County Board of County Commissioners; Mr. Howard Merriam, Mr. William Tugman, editor of the Eugene REGISTER-GUARD, and Robert Finlayson, Eugene City Manager, who acted as spokesman. He stated that he had been requested by the Mayor of Eugene to appear before the Commission in behalf of the City Council, which is concerned with the traffic conflict

at the Southern Pacific Railroad crossing on Van Buren Street. He also said that the City would like the Highway Commission to take over additional city streets as a part of the state highway system. Mr. Finlayson requested a detailed survey to determine a possible solution to the problem, and he advised that the City is prepared to cooperate to the extent of paying one-half of the cost of such survey. Mr. Merriam pointed out that this matter is to go before the people of Eugene to vote a bond issue to finance the City's share of the construction costs so the survey is necessary to ascertain what the construction cost is to be. The Engineer estimated that the survey will cost about $2,500. As a result of the discussion, Chairman Chandler advised that the State will conduct a survey on the condition that the City will pay half the cost of the same.

The delegation then presented for the Commission's consideration an exchange of highways in Lane County. Mr. Neilson, Chairman of the Board of County Commissioners, said that the County is willing to take over the Fox Hollow Secondary Highway if the Highway Commission will designate as a state secondary highway a location extending westerly from the intersection of 19th and "Q" Streets in Springfield to a connection with US 99 in Eugene, along which route, he said, the County already has spent approximately $100,000 for right of way. Mr. Merriam pointed out that the County's offer means that the County will take over 17 miles of highway in exchange for four miles. It was his thought that the right of way should be acquired on the "Q" Street route soon before expensive homes are built along the route. Chairman Chandler stated that the Commission is familiar with the proposed exchange and recognizes that it has merit; however, considerable expense is involved. He pointed out that it will cost about $1,500,000 to develop the "Q" Street route, which should be done soon; whereas, it will cost only about $800,000 to modernize the Fox Hollow Secondary Highway which does not have to be done immediately. The Commission, he stated, does not presently have funds for either of these projects and probably will not have the money for several years; however, the Commission will take the matter under advisement. Commissioner McIver inquired how much the right of way will cost between Springfield and Eugene. Mr. Williams, Assistant Highway Engineer, stated that a rough estimate had been made indicating that it will cost about $282,000 in addition to what the County has already spent. Chairman Chandler again called attention to the fact that it will be several years before the State could start construction of the road, so if right of way is purchased now, it will mean tying up money for a considerable period of time with a resultant decrease in immediate construction of other important projects. Mr. Tugman stated that it is not a question of performing the work soon, but the important thing is to acquire the right of way at an early date. Mr. Neilson stated that it is important to know where the proposed highway is to go at the north end of the Eugene bridge so a survey of the route should be made. The Engineer estimated the cost of such survey, including a survey for a proposed future location of US 99 which is involved, at $25,000. The Commission unanimously authorized the Engineer to make such surveys which are to be reported to the Commission with estimates of costs to acquire right of way needed for both highways.

A delegation from Curry County composed of Guy H. Forsyth, Curry County Judge, Gold Beach; S. O. Newhouse, Wedderburn property owner; and Fred Adams, property owner, Ophir, appeared before the Commission concerning

the proposed relocation of the Oregon Coast Highway between Gold Beach and Euchre Creek. Mr. Newhouse objected to the proposed relocation, stating that it would seriously hurt the town of Wedderburn. He also said that the proposed location will take a large amount of tillable land, and he objected strenuously to the fact that access to the highway is to be restricted. He urged that the highway between Wedderburn and Ophir be improved on its present location. Mr. Adams expressed the view that a number of property holders will be hurt because of restricted access to the new highway. The people of Curry County, he stated, feel that the restriction of access is dictatorial, and they would like for the Commission to give them more consideration. Judge Forsyth stated that the property tax income in Curry County is not good and that removal of agricultural lands by relocating the highway and by acquiring a large area for park purposes will further deplete the County's income. He felt that the County should be reimbursed for tax money lost in this manner. He also expressed the feeling that the policy of restricting access will greatly hinder commercial development in Curry County. The Engineer exhibited a map showing the proposed location which he explained was surveyed by the U. S. Bureau of Public Roads. He pointed out that it will cost more to modernize the present road than to construct a new highway as contemplated. He also explained that no restriction is contemplated for private, farm or log road access to the new highway, but commercial access will not be granted except where county roads intersect. Mr. Newhouse vigorously opposed the restriction of commercial access. Commissioner Reynolds pointed out that in eastern Oregon people are very anxious to obtain the type of highway development which is being proposed in Curry County. Chairman Chandler explained to the delegation that part of the land purchased for park purposes in Curry County would also be used for highway right of way. The Commission, he concluded, has agreed to maintain the old section of the Oregon Coast Highway as a secondary highway when the new route has been completed. (See ahead for additional paragraph re this matter.)

The meeting recessed at 12:20 p.m. and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission discussed with the Engineer proposed improvements at Sylvan on the Sunset Highway to safeguard pedestrians. The Engineer exhibited a map showing what he has in mind and explained details. He mentioned that it would cost about $600,000 for a grade separation, but temporary relief can be obtained by an expenditure of approximately $50,000, not more than $5,000 of which will be lost when the complete plan is developed. He requested authority to prepare plans and call for bids as soon as possible for the temporary project. The Commission approved the request.

The Right of Way Engineer brought up for discussion a proposed agreement with the City of Pendleton covering a relocation of the Old Oregon Trail over and along certain protions of a water pipe line easement belonging to the City in the North Half of Section 17, Township 2 North, Range 33 East, W. M. He explained that the City's easement covers a strip of land 30 feet wide and that the plans for the highway relocation call for use of a portion of this property, fee title for which either has been or will be acquired by the State from the owners, subject to the City's easement rights. The City, he said, offers no objection to

the proposed highway relocation provided the State will construct a concrete conduit to protect the City's pipe line. He estimated the cost of such conduit at not more than $10,000, and he recommended approval of the agreement on such basis. The Commission approved the recommendation unanimously and thereupon signed the agreement.

Acquisition of right of way for realignment of the Oregon Coast Highway in Curry County was again discussed by the Commission. The Commission authorized the Right of Way Engineer to negotiate for needed right of way first from the Lloyd Corporation and then from Mr. Knox and Mr. Newhouse, and to acquire the remaining properties as rapidly as is possible. The Chief Counsel was instructed to condemn the right of way necessary, and to get the cases into court immediately when it is known that condemnation is required.

Commissioner Reynolds stated that he had had a request from Mr. Percy Miller of Klamath Falls that the East Diamond Lake Secondary Highway be kept open during the winter season to allow provisions to be trucked to a crew of The California-Oregon Power Company which is working on a dam project north and west of Diamond Lake, there being about four hundred men in the camp. The Engineer was instructed to investigate the request and report by telephone during the coming week as to the feasibility and cost of the project.

Commissioner Reynolds inquired concerning the Stanford Research Bureau which is doing some research work for the Highway Interim Committee with respect to truck taxation. The Engineer stated that arrangements for the service of this Bureau were made by the Interim Committee who is paying the bill. He gave as his belief that the Bureau is a reliable concern.

The handling of public relations work formerly performed by Mr. Ralph Watson was discussed by the Commission. The Engineer stated that the bulk of this work has been turned over to the Travel Information Department in charge of Mr. Carl Jordan, Director. The Commission approved the arrangement unanimously and instructed the Engineer to have Mr. Jordan or someone representing him attend the Commission meetings.

Brief attention was given by the Commission to the placing of city population figures on signs at city entrances. The Engineer stated that he has issued orders to include such information on the signs, using only official census figures in order to avoid arguments that might arise were the figures to include the population of fringe areas. The Commission approved the report.

Concerning the matter of an access road leading to Owyhee Dam, Commissioner Reynolds stated that the people who made the request are simply asking for assistance in the amount of $10,000. He suggested that they be advised that the Commission cannot provide such assistance because the road is not a state highway; hence the Commission has no legal authority to spend state highway funds for the purpose; also, that the Commission is vitally interested but for reasons stated cannot act.

The matter of installing signal arms on highway trucks was discussed by the Commission. Mr. W. W Stiffler, Assistant Highway Engineer, reported that all

trucks purchased this year have been equipped with such signal arms and that those of older vintage are being equipped as fast as they are brought into the shops for repairs. It was his feeling that it would take about 1½ years to completely equip all trucks.

Commissioner Reynolds stated that plans are being made to hold dedication ceremonies for The Dalles Bridge on December 18 and that invitations will be sent out in the near future. Commissioner Reynolds also mentioned that Wasco County has $50,000 available to purchase right of way for a road down Eight-mile Creek to The Dalles Bridge if that road is to be built within the next two years, otherwise the county will spend the money elsewhere. The Commission declared that it does not intend to build the road within that time limit so the county can spend its money as it deems best. Commissioner Reynolds stated that he will inform the County Court of the action taken.

The Commission had under discussion the appointment of an Assistant State Highway Engineer to fill the vacancy that was created by appointment of Mr. W C. Williams as Deputy State Highway Engineer. Motion was made by Commissioner Reynolds, seconded by Commissioner McIver, and declared unanimous by Chairman Chandler that Mr. G. S. Paxson be appointed as Assistant State Highway Engineer in charge of Bridge Construction. The Commission thereupon adopted the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein. (The Commission's action was approved later by the State Civil Service Commission, effective November 1, 1953.)

Commissioner Reynolds stated that he had received a communication from the Oregon Roadside Council concerning preservation of historical features along state highways, particularly in the Portland area. The Engineer suggested that the Roadside Council be requested to appoint a committee to discuss with Division Engineer A. G. Skelton the points they have in mind so determination may be made whether or not the State Highway Department has any responsibility. The Commission approved the suggestion.

Commissioner Reynolds also mentioned a letter from the City of La Grande, concerning a ditch to take care of water from the City's storm sewer system. It appears that the City planned originally to enlarge the channel of Mill Creek but now wishes to construct a channel on state highway right of way for a distance of 1.10 miles. The Engineer was instructed to investigate the matter and determine if it is feasible and advisable from an engineering standpoint to allow use of the right of way for this purpose. The Chief Counsel was requested to furnish a legal opinion on the matter.

The Commission signed agreements and other papers as follows:

"Indentures of Access" covering the following:

a. Property owned by Tony Tosta and Constantine Demergasso on Coos Bay-Coquille Section of Oregon Coast Highway, Coos County.

b. Reiman property on Salem-Hayesville School Section of Pacific High-

way East, Marion County.

"Easement" with Mr. and Mrs. R. G. Phillips for driveway and turn-around on property lying in Lot 11 of Block 1, West Roseburg Addition to City of Roseburg, Douglas County.

"Easement Deed and Voucher Claim" with Corps of Engineers for power line across State's quarry on Columbia River Highway at Biggs.

"Quitclaim Deed" transferring to Oregon Trunk Railway a portion of Lot 1, Section 15, Township 2 North, Range 15 East, W. M., Wasco County.

"Bargain and Sale Deed" selling to Clarence Peterson one acre of land situate at abandon Green Springs Maintenance headquarters site in Jackson County.

"Two Lease Agreements" with U. S. Forest Service covering the following:

a. Space in lounge room at Timberline Junction Maintenance Headquarters to be used as office for ranger.

b. Sleeping quarters and use of kitchen and dining room during summer season only.

"Agreement" with Southern Pacific Railroad Company covering Winchester Overcrossing on the Pacific Highway, Douglas County.

"Agreement" with Southern Pacific Railroad Company covering Shady Overcrossing, Pacific Highway, Douglas County.

"Agreement" with City of Portland covering modernization of Traffic Signals at intersection of N. E. Union Avenue with N. E. Alberta Street and N. E. Union Avenue and N. E. Ainsworth Street.

"Agreement" with Multnomah County covering the Halsey Street Undercrossing on the T. H. Banfield Expressway.

"Agreement" with City of Redmond covering the proposed installation of flashing beacons at intersections of the Ochoco Highway with 5th and 6th Streets.

"Bargain and Sale Deed" with Walter H. McCoin for parcel of land in Jefferson County on the Crooked River-Terrebonne Section, The Dalles-California Highway.

"Renewal of Lease for Road Materials Agreement" with Farmer C. Hale, et al, on the Walton-Noti Section of Richardson-Eugene Highway.

"Trust Agreement" with Bonneville Power Administration covering relocation of structures on Clatskanie-Delena Section on the Columbia River Highway in Columbia County.

"Trust Agreement" with Bonneville Power Administration covering relocation of structure on Crooked River-Terrebonne Section of The Dalles-California Highway,

Deschutes County.

"Grant of Easement" granting to Arthur Daley the right to construct, operate, and maintain a private roadway along a State-owned borrow pit on Blackwell Hill-Seven Oaks Section of Pacific Highway in Jackson County.

"Throughway Agreement" covering Blackwell Hill-Seven Oaks Unit of Pacific Highway in Jackson County.

"Throughway Agreement" covering Goshen-Coast Fork, Willamette River Unit of Pacific Highway in Lane County.

"Agreement" with City of Medford covering proposed traffic study in Medford.

"Agreement" covering abandonment of Blackwell Hill-Seven Oaks Section of Pacific Highway in Jackson County.

"Agreement" with City of Pendleton providing for the protection of City's water pipe line between Engineer's Station 317+60 and Engineer's Station 344+85 on relocated Old Oregon Trail.

"Consent to Vacation" of property lying West of Abbey's Addition to Yaquina Heights, Lincoln County.

"Project Agreement". Joseph-Sheep Creek Hill, Little Sheep Creek Highway

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The Commission discussed with the Engineer the bids received at the morning session and at 3:30 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the action of the Commission being by unanimous vote:

"Construction of the Terrebonne Overcrossing on The Dalles-California Highway in Deschutes County: The Commission elects to accept the bid of C. P. Patterson, Redmond, the low bidder, in the sum of $45,440, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of an addition to the Roseburg Office Building in Douglas County: The Commission has awarded the contract to the low bidder, E. A. Shannon, Roseburg, at his bid price of $37,850.

"Construction of a reinforced concrete and steel deck truss bridge over the North Umpqua River and the tracks of the Southern Pacific Company on the Pacific Highway near Winchester, in Douglas County: The Commission elects to accept the low bid of Peter Kiewit Sons' Company, Longview, Washington, in the sum of $636,970, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Clear Lake Fencing Project on the Oregon Coast Highway in Douglas County: The Commission has awarded the contract to Colorado Fuel and Iron Corporation, Portland, the low bidder, at their bid price of $11,076.

"Grading and rock base of Interstate Bridge Approach Unit, Hood River-Mosier Section of the Columbia River Highway in Hood River County: The Commission has awarded the contract to the low bidder, F. O. Laws, Salem, at his bid price of $31,670.

"Construction of a reinforced concrete bridge, known as the Main Street Bridge, over Coast Fork of the Willamette River in Cottage Grove, Lane County: All bids for this project have been referred to City of Cottage Grove inasmuch as it is a city project.

"Reconstruction of Halsey Street Undercrossing on the T. H. Banfield Expressway in Multnomah County: The Commission elects to accept the bid of Young and Smith Construction Company, Grants Pass, the low bidder, in the sum of $189,294, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and construction of five pile-trestle detour bridges on the 42d Avenue-92d Avenue Section of the T. H. Banfield Expressway in Multnomah County: The Commission elects to accept the bid of Gibbons & Reed, Salt Lake City, Utah, the low bidder, in the sum of $702,031.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of a reinforced concrete slab span bridge over the North Fork of Ash Creek, and a reinforced concrete beam and pile bent bridge over the Middle Fork of Ash Creek on the Pacific Highway West near Monmouth, in Polk County: The Commission has awarded the contract to Chas. E. Wiedeman, Dallas, the low bidder, at his bid price of $24,100.

"Grading and oiling the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco Road in Sherman County: The Commission elects to accept the bid of Barney B. Helser, Moro, the low bidder, in the sum of $48,862.50, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Sherman County is received, and the sum of $12,600 is deposited by the County.

"Construction of a frame garage at Warm Springs Junction in Wasco County: The Commission awarded this contract to the low bidder, Gilbert Roberts, Hood River, at his bid price of $3,940."

There being no further business to come before the Commission at this time, the meeting adjourned at 3:35 p.m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

October 30, 1953

EXHIBITS "A" through "J-4"

Minutes of October 29 and 30, 1953

EXHIBIT "A"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT # 4-T. H. BANFIELD EXPRESSWAY

20622 McDaniel, Lester W. and Violet (Grant)
Right of Way
Option expires March 21, 1954

1786 sq. ft. at $0.20	$ 357.20
60 feet of hedge at $1	60.00
Fruit tree, shrubs & flowers	82.80
Amount to be paid owners-chrg to Right of Way	$500.00
State to assume 1953-54 taxes. Estimate	5.00
GRAND TOTAL (Estimate) chrg to Right of Way	$505.00

Access not controlled-

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY

20032 Kraft, Anton P. and Esther (Smith)
Right of Way
Option expires January 26, 1954

10,425 sq. ft. at $0.15-	$1,562.75	
1½ story house, 728 sq. ft.	8,920.00	
Garage; 245 sq. ft. at $2.25	551.25	
Patio	66.00	
Amount to be paid owners-chrg to Right of Way		$11,100.00
Grantor is reserved right to remove shrubs from premises.		
State to assume 1953-54 taxes. Estimate		165.00
GRAND TOTAL (Estimate) chrg to Right of Way		$11,265.00

Takes all-

CITY LIMITS-BARBUR BOULEVARD SECTION-WEST PORTLAND EXPRESSWAY

21011 Pryke, Edwin and Carr A. (Grant)
Right of Way
Option expires April 4, 1954

10,000 sq. ft. at 20 cents	$2,000.00	
House: 354 sq. ft. at $7	2,478.00	
Garden shed	195.00	
Amount to be paid owners-chrg to Right of Way		$ 4,673.00
State to assume 1953-54 taxes. Estimate		46.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 4,719.00

Takes all-

BARBUR BOULEVARD-TUALATIN RIVER SECTION-WEST PORTLAND

HUBBARD HIGHWAY

21126 Smith, Ernest I. and Ruth I. (Grant)
Right of Way
Option expires Aprill 11, 1954

BARBUR BOULEVARD-TUALATIN RIVER SECTION-WEST PORTLAND-HUBBARD HIGHWAY (cont)

5,471 sq. ft. at $0.0275	$ 150.45	
Amount to be paid owners-chrg to Right of Way		$ 150.45

Takes all-

ZIG ZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

20614 Jones, Luther T. (Grant)
Right of Way
Option expires April 14, 1954

435.60 sq. ft. at $0.10-	$ 43.60	
Outhouse	25.00	
Woodshed	81.40	
Amount to be paid owner-chrg to Right of Way		$ 150.00

Access controlled-none allowed

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY

19817 Parson, Paul Wesley (Johnson)
Right of Way
Option expires April 11, 1954

6.01 acres at $200	$1,202.00	
50 rods fence at $2	100.00	
Remove bridge, lump sum	350.00	
Damage due to odd shape	300.00	
Amount to be paid owner-chrg to Right of Way		$1,952.00

Grantor to remove bridge within 60 days.

THINGS TO BE DONE BY THE STATE

Install culvert pipe at Sta. 2261+00.

Access controlled-none allowed

19846 Peters, Albert W. and Catherine F. (Smith)
Right of Way
Option expires April 8, 1954

0.57 acre at $200	$ 114.00	

EXHIBIT "A" (cont)

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY (cont)

19846 Peters, Albert W. and Catherine F. (cont)

5.93 acres at $250	$1,482.50	
237 rods fence at $4	948.00	
Severance damage	4,625.00	
Amount to be paid owners-chrg to Right of Way		$7,169.50

THINGS TO BE DONE BY THE STATE

Farm crossing at Sta. 2692+95, Wilson River Hwy. Previous unrestricted access at Sta. 2340+00 now farm access only to Sunset Hwy. Relinquish stock underpass at Sta. 2341+95, Sunset Hwy. State to grade lane from roadway to underpass. Install 84" metal tube for stock underpass at Sta. 2696+00. State to assume 1953-54 taxes. Estimate	72.00
GRAND TOTAL (Estimate) chrg to Right of Way	$7,241.50

Access controlled

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

21136 Van Volkinburg, William N. and Wilma B. (Harrington)
Right of Way
Option expires April 11, 1954

0.20 acre, lump sum	$ 100.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE.

State to fence right of way.

Access controlled-Access controlled previously on file 20268.

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY

20888 Miller, Albert R. and Zella M. (Harrington)
Right of Way
Option expires March 31, 1954

14.24 acres at $144-	$2,050.48

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20888 Miller, Albert R. and Zella M. (cont)

282 rods fence at $4	$1,128.00	
Severance damage	1,652.00	
Amount to be paid owners-chrg to Right of Way		$4,830.48

THINGS TO BE DONE BY THE STATE

Construct roadway and approach opposite Sta. 1453+00 to county road.

Access controlled-none allowed

20350 Lettenmaier, John (Harrington)
Right of Way
Option expires April 13, 1954

0.14 acre at $275	$ 38.50	
4.10 acres at $125	512.50	
67 rods fence and 4 corner posts	275.00	
Damage due to reduction of area	148.00	
Amount to be paid owner-chrg to Right of Way		$ 974.00

Access controlled-none allowed

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20854 Glaser, F. T. and Mary E. (Black)
Right of Way
Option expires March 23, 1954

18.41 acres at $100	$1,841.00	
382 rods fence at $4	1,528.00	
Perennial Grass, lump sum	460.00	
Severance Damage	2,500.00	
Amount to be paid owners-chrg to Right of Way		$6,329.00

Access controlled-none allowed

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20844 Obrist, Albert E., et al (Black)
Right of Way
Option expires March 23, 1954

0.88 acre at $125	$ 110.00	
25 rods fence at $4	100.00	
Perennial Grass, lump sum	20.00	
Allowance for Lime and Sup. Phosphate	10.00	
Amount to be paid owners-chrg to Right of Way		$ 240.00

Access controlled-none allowed

20855 Young, George, et al (Black)
Right of Way
Option expires April 6, 1954

5.94 acres at $100	$ 594.00	
61 rods fence at $4	244.00	
Allowance for plowing, lump sum	30.00	
Damage due to odd shape	150.00	
Amount to be paid owners-chrg to Right of Way		$1,018.00

Access controlled-none allowed

21098 Powers, J. N. et al (Black)
Right of Way
Option expires March 29, 1954

5.53 acres, lump sum	$ 800.00	
Amount to be paid owners-chrg to Right of Way		$ 800.00

Access controlled-none allowed

20857 Knapp, Paul and Nell (Black)
Right of Way
Option expires March 28, 1954

9.31 acres at $100	$ 931.00
7.92 acres grass	198.00
229 rods fence at $4	916.00
Severance Damage	374.00

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20857 Knapp, Paul and Nell (cont)

Amount to be paid owners-chrg to Right of Way $2,419.00

THINGS TO BE DONE BY THE STATE

Establish driveway connection to county road at West end of overpass. Build and gravel driveway.

Access controlled-none allowed

20894 Lenhert, Samuel and Lydia (Harrington)
Right of Way
Option expires March 23, 1954

0.06 acre-12 rods fence-lump sum	$ 75.00	
Amount to be paid owners-chrg to Right of Way		$ 75.00

Access controlled-none allowed

20886 Roeser, Frank and Marie (Harrington)
Right of Way
Option expires March 27, 1954

0.60 acre, lump sum	$ 150.00	
25 rods fence at $4	100.00	
Amount to be paid owners-chrg to Right of Way		$ 250.00

Access controlled-none allowed

20841 Lenhardt, H. E. and L. P. (Black)
Right of Way
Option expires April 4, 1954

3.78 acres at $125-	$ 462.50	
3.78 perennial grass at $25	94.50	
77 rods fence at $4	308.00	
Damage due to odd shape	165.00	
Amount to be paid owners-chrg to Right of Way		$1,030.00

Access controlled-none allowed

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20945 Phillips, I. L. and Mary C. (Benner)
Right of Way
Option expires April 6, 1954

1.37 acres, lump sum	$1,500.00
House; 864 sq. ft. at $5.50	4,752.00
Garage	100.00
Well, pump, water system	450.00
Lawn, shrubs, flowers	369.70
Amount to be paid owners-chrg to Right of Way	$7,171.70

State to have possession 5 days after payment is made.

Takes all-

20856 Schweinfurth, Richard and Lois B. (Black)
Right of Way
Option expires April 12, 1954

3.02 acres at $120-	$ 362.00
46 rods fence at $4	184.00
Amount to be paid owners-chrg to Right of Way	$ 546.00

Access controlled-none allowed

21064 Davidson, W. R. and Neula F. (Witt)
Right of Way
Option expires April 12, 1954

0.48 acre at $1,000	$ 480.00
17.5 rods fence at $4	70.00
Amount to be paid owners-chrg to Right of Way	$ 550.00

Access controlled-none allowed

NEWPORT-TOLEDO SECTION-CORVALLIS-NEWPORT HIGHWAY

19343 Crouse, Robert (Black)
Right of Way
Option expires April 4, 1954

0.4 acre, lump sum	$ 25.00

EXHIBIT "A" (cont)

NEWPORT-TOLEDO SECTION-CORVALLIS-NEWPORT HIGHWAY (cont)

19343 Crouse, Robert (cont)

Amount to be paid owners-chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 117+60, South, Private residential use, only.

Access controlled-

WALTON-NOTI SECTION-RICHARDSON-EUGENE HIGHWAY

12984 Hale, Farmer C. et al (Reeder)
Renewal of Lease (Quarry Site)
Renewal of Lease signed September 16, 1953

From Oct. 31, 1953 to Oct. 31, 1958 (5 years)- - -
$0.03 per cubic yard royalty

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY

19931 State Forestry Dept. (Saling)
Right of Way
Easement signed September 24, 1953

2.47 acres Gratis

Access controlled

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

18464 Hunt, E. T. and Ruby P. (Reeder)
Right of Way
Option expires March 21, 1954

1.335 acres at $400	$ 534.00
39 rods fence at $4	156.00
Severance and Encroachment Damage	133.50

Amount to be paid owners-chrg to Right of Way $ 823.50

THINGS TO BE DONE BY THE STATE

Construct 20 foot road approach at Sta. 45+20, West.
Access controlled-None allowed to highway

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

20527 Grousbeck, Van E. and Anna G. (Gemmell)
Right of Way
Option expires March 16, 1954

6.44 acres at $350	$2,254.00	
151 rods fence at $4	604.00	
Severance damage	2,142.00	
Amount to be paid owners-chrg to Right of Way		$5,000.00

THINGS TO BE DONE BY THE STATE

Construct stock pass at Sta. 376+80. Install pipe at Sta. 380+00.

Access controlled-none allowed

20591 Bowles, Bradford T. (Reeder)
Right of Way
Option expires February 17, 1954

2.18 acres, lump sum	$1,140.00	
Amount to be paid owner-chrg to Right of Way		$1,140.00

THINGS TO BE DONE BY THE STATE

Construct road approach at Stas. 43+30, 62+00, 86+25, 111+00, 70+00 & 98+50. State to fence R/W from Sta. 40+05 to 54+86 and from Sta. 58+50 to 70+00. Install 5 metal gates.

155 rods fence at $6. Estimate	$ 930.00
Five gates at $30. Estimate	150.00
GRAND TOTAL (Estimate) chrg to Right of Way	$2,220.00

Access controlled-none allowed to highway

ANLAUF-ELKHEAD SECTION-PACIFIC HIGHWAY

19103 Applegate, Minor (Holt)
Release Agreement
Agreement signed October 15, 1953

Release state from obligations on option dated July 24, 1952, on R/W Resolution August 18-19, 1952. $750.00	
Amount to be paid owner-chrg to Right of Way	750.00

EXHIBIT "A" (cont)

DEADY-SHADY SECTION-PACIFIC HIGHWAY

18532 Beckwith, Willis O. and Millie F. (Holt)
Right of Way
Option expires March 28, 1954

13068 sq. ft., lump sum	$ 1,000.00
Amount to be paid owners-chrg to Right of Way	$ 1,000.00

Takes all-

SHADY POINT-KELLY CORNER SECTION-PACIFIC HIGHWAY

21067 Wade, Darrell W. and Hilda V. (Holt)
Right of Way
Option expires March 22, 1954

4 acres at $600	$ 2,400.00
2.98 acres at $200+	601.00
House, 24x30	2,160.00
Well and outbuildings	250.00
Amount to be paid owners-chrg to Right of Way	$ 5,411.00

Grantor to vacate within 30 days after notified of option acceptance.

Access controlled-none allowed

21070 Tipton, Blanche (Gemmell)
Right of Way
Option expires April 7, 1954

5.90 acres at $500	$ 2,950.00
132.5 rods fence at $4	530.00
Severance damage	2,520.00
Amount to be paid owners-chrg to Right of Way	$ 6,000.00

Access controlled-none allowed

21076 Ervin, Charles M. and Gertrude (Holt)
Right of Way (Co. Rd. 188)
Option expires March 6, 1954

EXHIBIT "A" (cont)

SHADY POINT-KELLY CORNER SECTION-PACIFIC HIGHWAY (cont)

21076 Ervin, Charles M. and Gertrude (cont)

.30 acres, lump sum $ 600.00

Amount to be paid owners-chrg to Right of Way $ 600.00

Access not controlled

21075 Winston. H A. (Estate) (Holt)
Right of Way (Co. Rd. 188)
Option expires March 25, 1954

5200 sq. ft , lump sum $ 800.00

Amount to be paid owners-chrg to Right of Way $ 800.00

Grantor to remove sign within 30 days from notification of option acceptance.

Access not controlled-

21169 Ervin, Charles M., et al (Holt)
Right of Way
Option expires April 5, 1954

.01 acre, lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access not controlled-

20066 Winston, H. A. (Estate) (Holt)
Right of Way
Option expires March 29, 1954

6098 sq. ft. at $0.131/2 $ 825.00

Amount to be paid owners-chrg to Right of Way $ 825.00

Access controlled-option subject to access provisions under file 20066 dated May 7, 1953

BLACKWELL HILL SEVEN OAKS SECTION-PACIFIC HIGHWAY

20811 Page, Luther C. and Regina T. (Stuntz)
Right of Way

EXHIBIT "A" (cont)

BLACKWELL HILL SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

20811 Page, Luther C. and Regina T. (cont)

Option expires March 29, 1954

3.52 acres alfalfa at $600	$2,112.00
8.24 acres grain at $250	2,060.00
260 rods fence at $5	1,300.00
Severance damage	1,000.00
Amount to be paid owners-chrg to Right of Way	$6,472.00

THINGS TO BE DONE BY THE STATE

Place pipe under highway at Sta. 434. Construct cattle pass at Sta. 427+00.

Access controlled-none allowed

20798 Gold Ray Investment Co. (Stuntz)
Right of Way
Option expires March 28, 1954

16.23 acres at $30+	$ 500.00
126 rods fence at $3.50+	445.00
Amount to be paid owners-chrg to Right of Way	$ 945.00

THINGS TO BE DONE BY THE STATE

Construct road approach from Sta. 275+65 to frontage road. Excavate waterhole at Sta. 299+50. Access on frontage road, Southerly, at Sta. 275+65, unrestricted use.

Access controlled-

20815 Setness, Alfred M. and Marie Maier (Stuntz)
Right of Way
Option expires April 1, 1954

1.33 acres at $1500	$2,000.00
House: 1762 sq. ft. at $12	21,144.00
2 car garage: 792 sq. ft. at $5	3,960.00
Work shop	1,086.00
Play house and barn	1,200.00
Barbecue unit and concrete patio	1,050.00
Concrete curbing, well, septic tank	1,032.00

EXHIBIT "A" (cont)

BLACKWELL HILL SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

20815 Setness, Alfred M. and Marie Maier (cont)
Cedar fence: 528 l. f. at $1 $ 528.00

Amount to be paid owners-chrg to Right of Way $32,000.00

Grantor to vacate within 90 days after notified option accepted.

Takes all-

20802 McCall, E. B. and Edna (Stuntz)
Right of Way
Option expires February 28, 1954

0.12 acre, lump sum $ 100.00
Remove hen house, trailer roof & fence 400.00

Amount to be paid owners-chrg to Right of Way $ 500.00

Grantor to move hen house & trailer roof within 30 days after notified option accepted by SHC.

THINGS TO BE DONE BY THE STATE

If state intercepts vein of water to well, state to pipe water to said well.

Access controlled-none allowed to relocated highway

20805 Dyer, E. E. and Jennie (Stuntz)
Right of Way
Option expires March 28, 1954

4.07 acres at $300- $1,200.00
70 rods fence at $3.57+ 250.00

Amount to be paid owners-chrg to Right of Way $ 1,450.00

Access controlled-none allowed

20810 Grissom, Lucy (Stuntz)
Right of Way
Option expires March 31, 1954

0.022 acre, lump sum $ 25.00
Fence, lump sum 15.00

Amount to be paid owner-chrg to Right of Way $ 40.00

Access controlled-none allowed

EXHIBIT "A" (cont)

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

21122 Vincent, Wayne P. and Flo Dove (Stuntz)
Right of Way
Option expires March 28, 1954

0.504 acre, lump sum	$ 750.00
House: 950 sq. ft. at $4.25+	4,050.00
Lawn, shrubs, flowers, cement porch, walks, curb	390.00
12 rods fence at $5	60.00

Amount to be paid owners-chrg to Right of Way $5,250.00

Grantor to vacate within 60 days after notification of option acceptance.

Access controlled-none allowed

20812 Elden, Harrison F. and Naomi (Stuntz)
Right of Way
Option expires April 5, 1954

1.51 acres at $1,500	$2,265.00
2.24 acres at $1,000	2,240.00
House: 1328 sq. ft.	14,620.75
Garage & lean to	1,474.00
Cabin: 362.5 sq. ft.	2,537.00
Trees, shrubbery, driveway, walks	1,250.00
Well, septic tank	700.00
Severance damage	2,920.00

Amount to be paid owners-chrg to Right of Way $28,006.75

Grantor to vacate within 60 days after notification of option acceptance.

Takes all on parcel 1- access controlled- none allowed to new highway on parcel 2

EAST UNIT-PENDLETON-DEADMAN'S PASS SECTION-OLD OREGON TRAIL

20250 Curl, C. C., Jr. (Brainerd)
E-50 Right of Way
Option expires March 22, 1954

5.06 acres at $25 (includes timber) $ 126.50

22574

EXHIBIT "A" (cont)

EAST UNIT-PENDLETON-DEADMAN'S PASS SECTION-OLD OREGON TRAIL (cont)

20250 Curl, C C., Jr. (cont)

Re-establish 2 power line poles at $120 $ 240.00

Amount to be paid owner-chrg to Right of Way $ 366.50

THINGS TO BE DONE BY THE STATE

Access at Sta. 1128+50, North, for residential and for operation of stock raising activity. At. Sta. 1128+50, South, for operation of stock raising activity. Construct cattle underpass at Station 1120+50. Estimated cost. $4,200.00
State to fence right of way. (107 rods at $3.50) Est. 374.50
GRAND TOTAL (Estimate)-chrg to Right of Way $4,941.00

Access controlled-

20111 Hascall, Frances L. and M. E. (Landon)
Right of Way
Option expires January 8, 1954

4.81 acres at $300 $1,443.00
Damage due to irregular shape 240.50

Amount to be paid owners-chrg to Right of Way $1,683.50

THINGS TO BE DONE BY THE STATE

In addition state shall pay lessee for his interest plus payment for moving fence or fence to be constructed by state.

Access controlled-none allowed

20250 Storie, Glen E. lessee (Brainderd)
A-10 Right of Way
Option expires March 20, 1954

11.10 acres, leasehold interest $ 10.00

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

EAST UNIT-PENDLETON DEADMAN'S PASS SECTION-OLD OREGON TRAIL (cont)

20250 A-9 Storie, Glen E. lessee (Brainerd)
Right of Way
Option expires March 20, 1954

5.36 acres, leasehold interest $ 10.00

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

20250 B-11 Storie, Glen E. lessee (Brainerd)
Right of Way
Option expires March 20, 1954

32.57 acres, leasehold interest $ 10.00

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

20250 C-22 Storie, Glen E. lessee (Brainerd)
Right of Way
Option expires March 20, 1954

0.06 acre, leasehold interest $ 10.00

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

20250 B-19 Storie, Glen E. lessee (Brainerd)
Right of Way
Option expires March 20, 1954

10.8 acres, leasehold interest $ 10.00

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

20250 B-17 Storie, Glen E. lessee (Brainerd)
Right of Way
Option expires March 20, 1954

6.0 acres, leasehold interest $ 10.00

EXHIBIT "A" (cont)

EAST UNIT-PENDLETON-DEADMAN'S PASS SECTION-OLD OREGON TRAIL (cont)

20250 Storie, Glen E. (cont)

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

20250 Storie, Glen E. lessee (Brainerd)
B-16 Right of Way
Option expires March 20, 1954

17.24 acres, leasehold interest $ 10.00

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

20250 Storie, Glen E. lessee (Brainerd)
B-13 Right of Way
Option expires March 20, 1954

4.72 acres, leasehold interest $ 10.00

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

20250 Lieuallen, J. T. lessee (Brainerd)
D-36 Right of Way
Option expires March 24, 1954

1.88 acres, leasehold interest $ 10.00

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

20250 Lieuallen, J T. lessee (Brainerd)
D-33 Right of Way
Option expires March 24, 1954

7.24 acres, leasehold interest $ 10.00

Amount to be paid lessee-chrg to Right of Way $ 10.00

Access not controlled-

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

18454 School District #19, Lane County (Reeder)
Right of Way
Option expires March 9, 1954

3.95 acres $2,814.32

Amount to be paid owners-chrg to Right of Way $2,814.32
This is for 0.692 acres purchased by School Dist. at $800 per acre plus construction of 812 ft. of cyclone fence.

THINGS TO BE DONE BY THE STATE

Clear backfill and level area.
Estimate 1,350.00
Deed School District approximately 1.4 acres excess land under file 18453 as an exchange part of the settlement, upon the grounds and for the reason that the said property in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.
Cost: 616.00

GRAND TOTAL (Estimate) chrg to Right of Way $4,778.32

Access controlled-none allowed

20590 Orbanosky, George & Mary (Reeder)
Right of Way
Option expires March 21, 1954

0.24 acre at $500 $ 120.00
Damage in lieu of moving house and drainage field 1,634.00

Amount to be paid owners-chrg to Right of Way $1,754.00

THINGS TO BE DONE BY THE STATE

Provide steel posts and metal gates. Remove 17 ft. of outlet of concrete pipe. Construct road approaches, Stations 33+35, 35+65, 36+90 and 39+05, Easterly side Goshen Frontage Road. State to fence. Estimate 300.00

GRAND TOTAL (Estimate) chrg to Right of Way $2,054.00
Access controlled-none allowed to Pacific Highway

EXHIBIT "A" (cont)

GOSHEN -COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

20484 Brougher, Leota (Reeder)
Right of Way (Goshen Frontage Road)
Option expires March 29, 1954

0.86 acre at $500	$ 430.00
Construction of roadway	350.00
Damage	220.00
Amount to be paid owner-chrg to Right of Way	$1,000.00

THINGS TO BE DONE BY THE STATE

Construct road approach at Sta. I 3+00, 18 ft. in width, South.

Access controlled-access to frontage road only.

20579 Olesen, Elmer E. and Dorothy (Reeder)
Right of Way
Option expires April 2, 1954

0.31 acre, lump sum	$ 500.00
Amount to be paid owners-chrg to Right of Way	$ 500.00

Takes all-

20583 Goshen Grange #561 (Reeder)
Right of Way
Option expires March 29, 1954

.11 acre existing Goshen Frontage Road Gratis

THINGS TO BE DONE BY THE STATE

Reconstruct road approach at Sta. 17+85, West.

Access controlled-none allowed on Pacific Highway

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20947 Radke, Edward and Carrie (Benner)
Right of Way
Option expires April 11, 1954

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20947 Radke, Edward and Carrie (cont)

80 x 163 ft. Lot, lump sum	$ 600.00
House: 962 sq. ft. at $9+	8,660.00
Garage: 14' x 22'	1,232.00
Lawn, shrubs and flowers	290.00
Well, pump, tank and connections	450.00

Amount to be paid owners-chrg to Right of Way $11,232.00

State to have possession 5 days after payment.

Takes all-

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY SHADY SECTION-PACIFIC HIGHWAY

17842 Brent, Chas J. and Oma Place (Stuntz)
Right of Way
Option expires March 20, 1954

0.94 acre, lump sum	$2,790.00
House: 792 sq. ft. at $8	6,336.00
2 sheds, lean to, hen house:	
2208 sq. ft. at $0.77+	1,704.00
Fence, curb, flowers	170.00

Amount to be paid owners-chrg to Right of Way $11,000.00

Grantor to vacate within 90 days after notification of option acceptance.

Takes all-

19347 Verrell, Laura M. (Estate) (Holt)
Approach Road Construction Easement
Option expires April 14, 1954

.21 acres, construction easement $750.00

Amount to be paid owners-chrg to Construction $ 750.00

THINGS TO BE DONE BY THE STATE
Construct said approach

EXHIBIT "A" (cont)

FLBOW LAKE-GARDINER SECTION-OREGON COAST HIGHWAY

21144 Coos Bay Pulp Corporation (Jones)
Right of Way
Option expires April 13, 1954

.19 acre, lump sum	$ 5.00	
8420 Board Ft. at $17.50 MBF	147.35	
Amount to be paid owners-chrg to Right of Way		$ 152.35

Takes all-option subject to access provisions in option under file 19654, dated 4/3/53.

WILLAMETTE RIVER-GERVAIS UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20366 Voorhees, Harry T. (Black)
Right of Way
Option expires April 19, 1954

23.5 acres at $225-	$5,287.00	
450 rods fence at $4	1,800.00	
Severance damage	6,000.00	
Amount to be paid owner-chrg to Right of Way		$13,087.00

Grantor assumes all claims of tenant.

Access controlled-none allowed

ANLAUF-ELKHEAD ROAD SECTION-PACIFIC HIGHWAY

19104 Johnston, Gerald & Beulah (Holt)
Release agreement
Agreement signed October 20, 1953.

Release state from obligation listed below	$ 500.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

Two cattle guards as called for in the Gerald Johnston option dated 8/6/52, were to be constructed under Price Agreement #2 at a cost of $842.50 each.

EXHIBIT "A" (cont)

MCKENZIE-McVAY HIGHWAY JUNCTION-SPRINGFIELD BRIDGE SECTION

19867 Seaver, Thora A. (Reeder)
Right of Way
Option expires February 26, 1954

1.18 acres, 152 ft. frontage at $90	$13,680.00
House: 1250 sq. ft.	6,600.00
Double garage and wood shed	1,100.00
Cabin, pump house, upholstery shop (720 sq. ft.)	2,350.00
Plank decking: approx 8100 sq. ft.	595.00
Severance damage	2,000.00

Amount to be paid owner-chrg to Right of Way $26,325.00

THINGS TO BE DONE BY THE STATE

Construct approx. 140 feet of 20 foot roadway.

Access controlled- except 20' road approach to McVay Hwy. 340' South of McKenzie Hwy. Sta. 245+20.

GOSHEN -COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

18463 Bell, David & Eva May, et al (Reeder)
Right of Way (Goshen Frontage Road)
Option expires February 6, 1954

1.215 acres at $400	$ 486.00
24 rods fence at $3.50	84.00
Severance damage	121.50

Amount to be paid owners-chrg to Right of Way $ 691.50

THINGS TO BE DONE BY THE STATE

Construct road approach at Sta. 43+12, Westerly side.

Access controlled-none allowed except to frontage road

20954 MacIntyre, Byron and Marie (Reeder)
Right of Way (Goshen Frontage Road)
Option expires April 25, 1954

0.11 acre at $500	$ 55.00

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

20954 MacIntyre, Byron and Marie (cont)

Amount to be paid owners-chrg to Right of Way		$ 55.00

THINGS TO BE DONE BY THE STATE

Construct road approach at Sta. 28+00, West side of frontage road.

Access not controlled-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20895 Aspinwall, Britt (Harrington)
Right of Way
Option expires April 5, 1954

28.67 acres at $180	$5,160.60	
400 peach trees at $6	2,400.00	
144 rods fence at $4	576.00	
Amount to be paid owners-chrg to Right of Way		$8,136.60
State to assume half of 1953-54 taxes. Estimate		40.00
GRAND TOTAL (Estimate) chrg to Right of Way		$8,176.60

Access controlled-none allowed

20946 English, Mahlon W. and Mary E. (Benner)
Right of Way
Option expires April 11, 1954

2.45 acres at $1,000	$2,450.00	
House: 1,121 sq. ft. at $8	8,968.00	
Garage: 391 sq. ft. at $2.50	977.50	
Cabin: 9'x20', lump sum	200.00	
Well, pump and fittings	450.00	
Barn, shop and storage shed	336.00	
Walks, driveway, shrubs, flowers, landscaping, lawn	618.50	
Amount to be paid owners-chrg to Right of Way		$14,000.00

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20946 English, Mahlon W. and Mary E. (cont)

State to have possession 5 days after payment is made.

Takes all-

20853 Kennewell, Fredrick L. and Marjorie E. (Black)
Right of Way
Option expires April 21, 1954

0.85 acre at $100	$ 85.00
Damage due to odd shape and overpass	395.00
Amount to be paid owners-chrg to Right of Way	$ 480.00

Access controlled-none allowed

SHADY POINT-KELLY CORNER UNIT-SHADY POINT-MYRTLE CREEK SECTION-PACIFIC HIGHWAY

21072 E. K. Wood Lumber Company (Gemmell)
Right of Way
Option expires April 7, 1954

.01 acre, lump sum	$ 25.00
Amount to be paid owners-chrg to Right of Way	$ 25.00

Access controlled-

21073 Medford, Laval E. and Mary (Holt)
Right of Way
Option expires April 22, 1954

0.36 acre (two 80x100 lots)	$ 1,600.00
House: 1052 sq. ft. at $4.90+	5,200.00
Amount to be paid owners-chrg to Right of Way	$6,800.00

Grantor to vacate within 30 days from date of option acceptance.

Takes all-

EXHIBIT "A" (cont)

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY

20818 Purdy, Archie L. and Belvah R. (Stuntz)
Right of Way
Option expires March 9, 1954

0.4 acre, business site	$ 1,100.00
Service station, store, living quarters (1304 sq. ft.)	6,000.00
Rental unit, 451 sq. ft.	2,700.00
Garage, 1050 sq. ft.	3,000.00
Public restrooms outside	400.00
2 gas pumps, one 1,000 gal. tank, one 550 gal. tank, canopy	1,400.00
Well, pump, tank	400.00
Amount to be paid owners-chrg to Right of Way	$15,000.00

Grantor to vacate within 60 days after notification of option acceptance.

Takes all-

20816 Caster, Effie J. (Stuntz)
Right of Way
Option expires April 12, 1954

2.0 acres at $1,500	$ 3,000.00
24.07 acres at $1,000-	23,575.00
House: 840 sq. ft. at $4	4,200.00
House: 1170 sq. ft. at $5	5,850.00
Garage: 290 sq. ft. at $3	870.00
Milk barn: 462 sq. ft. at $4	1,848.00
Hay & Feed barn: 1864 sq. ft. at $2	3,728.00
Garage: 504 sq. ft. at $2	1,008.00
Well and pump house	496.00
Amount to be paid owner-chrg to Right of Way	$44,575.00

Grantor to vacate within 90 days after notification of option acceptance.

Takes all-

EXHIBIT "A" (cont)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HIGHWAY

21128 Booth, Robert Roy (Gemmell)
Right of Way
No option signed

1.06 acres, lump sum	$ 50.00	
Fencing allowance	224.00	
Amount to be paid owners-chrg to Right of Way		$ 274.00

Access controlled-

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

20327 Struve, Bruno and Ivy M. (Harrington)
Easement for drainage ditch
Easement signed October 22, 1953

0.065 acres, easement for drainage ditch	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access not controlled-

SALEM-LANCASTER ROAD UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

20924 Maxwell, L. A. and B. I. (Witt)
Right of Way
Option expires April 20, 1954

4.1 acres at $2,000	$ 8,200.00	
3.85 acres at $1,500	5,775.00	
Severance damage	1,200.00	
Amount to be paid owners-chrg to Right of Way		$15,175.00

THINGS TO BE DONE BY THE STATE

Road entrance at Sta. 191+00 on Lancaster Drive merger road.

Access controlled-

EXHIBIT "A" (cont)

UNIT #4-T. H. BANFIELD EXPRESSWAY

20919 Brady, Raymond P. and Margaret M., et al (Smith)
Easement (NE quadrant of intersection of NE 60th and O. W. R. & N. Co.)
Option expires April 13, 1954

Use of property for 24 months at $30	$ 720.00	
Amount to be paid owners-chrg to Right of Way		$ 720.00

Easement for two year period and may be renewed for the amount of $360 per year or fraction thereof.

Access not controlled-

EAST UNIT-PENDLETON-DEADMAN'S PASS SECTION-OLD OREGON TRAIL HIGHWAY

21079 City of Pendleton, Oregon (Brainerd)
Right of Way

Pipe line agreement and easement	Gratis

Access not controlled-

GERVAIS -HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20908 Wymore, M. T. and Mae (Benner)
Right of Way
Option expires April 20, 1954

1.38 acres at $500	$ 690.00	
19 rods fence at $4	76.00	
9 fruit and shade trees at $25	225.00	
Well	405.00	
Allowance to move well cover	25.00	
Low bid for moving house	2,507.00	
Damage by reason of elevated county road	500.00	
Amount to be paid owners-chrg to Right of Way		$ 4,428.00

Access controlled-none allowed

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20365 Hooper, John N. and Catherine (Benner)
Right of Way
Option expires April 26, 1954

12.42 acres at $300	$ 3,726.00	
Shade trees	500.00	
Shrubs, lawn and nursery stock	1,500.00	
6 cherry trees at $25	150.00	
341 rods fence at $4	1,364.00	
Allowance to move building	11,897.00	
Severance damage and impairment of irrigation	2,863.00	
Amount to be paid owners-chrg to Right of Way		$22,000.00

THINGS TO BE DONE BY THE STATE

State to build approach road opposite Sta. 14+50. Place 4" concrete tile across R/W at Sta. 1177+00. State to assume 1953-54 taxes. Estimate	101.00
GRAND TOTAL (Estimate) chrg to Right of Way	$22,101.00

Access controlled-none allowed

20902 Wirth, John H. and Hulda (Harrington)
Right of Way
Option expires April 26, 1954

0.09 acre, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access controlled-none allowed

UNIT 3 T.H. BANFIELD EXPRESSWAY

19302 General Casualty Company of America (Mayhew)
Right of Way

Allowance to move building encroachment on R/W	$ 1,238.00

EXHIBIT "A" (cont)

UNIT 3 -T. H. BANFIELD EXPRESSWAY (cont)

19302 General Casualty Company of America (cont)

Amount to be paid owners-chrg to Right of Way $ 1,238.00

WINCHESTER BAY-CLEAR LAKE SECTION-OREGON COAST HIGHWAY

21255 Douglas County (Holt)
Right of Way
Option expires April 19, 1954

Dike construction easement and agreement Gratis
0.42 acres Gratis

Access not controlled

21254 Menasha Wooden Ware Co. (Holt)
Right of Way

Dike construction easement, 1.45 acres $ 145.00

Amount to be paid owners-chrg to Right of Way $ 145.00

Access not controlled-

21256 Stryker, Marcus J. and Martha M. (Holt)
Right of Way release agreement

Release of dike and flood damage $ 300.00

Amount to be paid owners-chrg to Right of Way $ 300.00

Access not controlled-

21257 Harris, Jack and Margaret (Holt)
Right of Way release agreement

Release of dike and flood damage $ 350.00

Amount to be paid owners-chrg to Right of Way $ 350.00

Access not controlled-

21259 Brisbin, Elmer L. and Violette C. (Holt)
Right of Way release agreement
Release of dike and flood damages $ 1.00
Amount to be paid owners-chrg to Right of Way $ 1.00
Access not controlled-

WINCHESTER BAY-CLEAR LAKE SECTION-OREGON COAST HIGHWAY (cont

21253 Shirtcliff, Alfred and Dorothy M. (Holt)
Construction easement
Option expires April 20, 1954

Construction easement over .03 acres	Gratis	
Release of damage for dike	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access not controlled

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY

21258 Statter, Daisy Eleanor (Smith)
Right of Way
Option expires April 6, 1954

5000 sq. ft. at $0.15	$ 750.00	
Amount to be paid owner-chrg to Right of Way		$ 750.00

Takes all-

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY

21142 Muse, Kenneth and Marie E. (Jones)
Right of Way
Option expires April 20, 1954

0.68 acre at $1,200	$ 816.00	
33 rods fence at $4	132.00	
Damage due to loss of trees, barnyard, well	400.00	
Amount to be paid owner-chrg to Right of Way		$ 1,348.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 510+50 and 513+50, Easterly, for unrestricted use.

Access controlled-

20966 Wright, Kate (Jones)
Right of Way
Option expires April 20, 1954

EXHIBIT "A" (cont)

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY (cont)

20966 Wright, Kate (cont)

0.34 acre at $1,200	$ 408.00
23 rods fence at $4	92.00
Damages	200.00
Amount to be paid owners-chrg to Right of Way	$ 700.00

THINGS TO BE DONE BY THE STATE

Access on East side at Sta. 506+00, for unrestricted use.

Access controlled-

20968 Stith, Aubrey K. and Emma C. (Jones)
Right of Way
Option expires April 19, 1954

0.14 acres at $2,500	$ 350.00
Damages-fence, lawn, trees, shrubbery	650.00
Amount to be paid owners-chrg to Right of Way	$1,000.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach on East side at Sta. 526+65 for unrestricted use. Access at Sta. 525+75, East side for unrestricted use.

Access controlled-

20967 Miller, Edward G. and Clara E. (Jones)
Right of Way
Option expires April 19, 1954

1.08 acres at $1,200+	$1,300.00
Walnut trees	550.00
60 rods fence at $4	240.00
Severance damage	750.00
Amount to be paid owners-chrg to Right of Way	$2,840.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY (cont)

20967 Miller, Edward G. and Clara E. (cont)

No debris from irrigation ditch to be thrown on property. Access on East side at Sta. 518+00 and 521+00 for unrestricted use.

Access controlled-

20975 Mayfield, Finis (Jones)
Right of Way
Option expires April 20, 1954

0.75 acre at $1,200	$ 900.00
Loss of trees and shrubbery	300.00
Encroachment damage to house	3,300.00
Amount to be paid owners-chrg to Right of Way	$4,500.00

THINGS TO BE DONE BY THE STATE

Reconstruct approaches on East side at Sta. 550+75 and 551+55. Fence R/W from Sta. 542+72 to 550+60. Access at Sta. 545+00 and 548+00, East side, for unrestricted use.

Access controlled-

WINCHESTER BAY-FOREST BOUNDARY SECTION-OREGON COAST HIGHWAY

21105 Howard, J. G. (Holt)
Right of Way
Option expires April 25, 1954

2.64 acres, waste material easement	$ 300.00
Amount to be paid owners-chrg to Right of Way	$ 300.00

Option subject to access provisions on File 17752 signed 2/29/52

Access controlled-none allowed

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-WILLAMETTE HIGHWAY

18450 Lowry, C. R. and Donna (Reeder)
Right of Way and Gravel Site

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-WILLAMETTE HIGHWAY (cont)

18450 Lowry, C. R. and Donna (cont)
Option expires March 1, 1954

0.11 acres at $600	$ 66.00	
6.54 acres gravel pit at $490-	3,205.00	
0.27 acre and small building, lump sum	244.00	
Amount to be paid owners		$3,515.00
Chrg to Right of Way		310.00
Chrg to Gravel Pit		3,205.00
GRAND TOTAL		$3,515.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, Sta. 86+43.

Access controlled-

WILLAMETTE RIVER-GERVAIS UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20370 Wells, Robert J. and Lydia E. (Black)
Right of Way
Option expires April 25, 1954

4.03 acres at $100+	$ 406.00	
0.23 acre at $500	115.00	
71 rods fence at $4	284.00	
Tile brooder house	412.00	
Fruit trees and berries, lump sum	180.00	
Damage due to overpass fill and odd shape	1,478.00	
Amount to be paid owners-chrg to Right of Way		$2,875.00

THINGS TO BE DONE BY THE STATE

Install driveway to county road.

Access controlled-none allowed

EXHIBIT "A" (cont)

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY

20982 Kyle, Elmer E. and Leta Frances (Stuntz)
Right of Way
Option expires April 23, 1954

0.09 acre	$ 980.00	
Damage due to loss of parking area	220.00	
Amount to be paid owners-chrg to Right of Way		$1,200.00

Access not controlled-

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY

20803 Conner, Elgar W. and Ruth E., et al (Stuntz)
Right of Way
Option expires April 23, 1954

Approx. 11.40 acres	$2,500.00	
To lessee for quitclaim deed	100.00	
Amount to be paid Conner-chrg to Right of Way		$2,500.00
Amount to be paid Brown-chrg to Right of Way		100.00
GRAND TOTAL-chrg to Right of Way		$2,600.00

THINGS TO BE DONE BY THE STATE

Fence R/W on North side between Sta. 389+50 and 397+90.

Access controlled-none allowed

UNIT 4-T. H. BANFIELD EXPRESSWAY

20628 Multnomah County (Mayhew)
Right of Way
Option expires April 26, 1954

2500 sq. ft., lump sum	$ 175.00	
Amount to be paid owners-chrg to Right of Way		$ 175.00

Takes all-

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20847 Wilson, James E. (Black)
Right of Way
Option expires April 26, 1954

0.27 acre, lump sum	$ 250.00
House, lump sum	850.00
Well, lump sum	100.00

Amount to be paid owner-chrg to Right of Way $1,200.00

Takes all-

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY

20964 Salade, Lillian W. (Jones)
Right of Way
Option expires April 25, 1954

0.64 acre at $1,200+	$ 770.00
0.15 acre at $1,200 for easement	180.00
54 rods fence at $4	216.00
Severance damage	334.00

Amount to be paid owner-chrg to Right of Way $1,500.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach on East side at Sta. 504+30, unrestricted

Access controlled-

20973 Davis, Eli W. and Maude E. (Jones)
Right of Way
Option expires April 27, 1954

0.4 acre at $1,200	$ 480.00
41 rods fence at $4	164.00
25' graveled drive	31.00
Damage due to access control	100.00

Amount to be paid owners-chrg to Right of Way $ 775.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY (cont)

20973 Davis, Eli W. and Maude E. (cont)

Reconstruct approach on East side at Sta. 537+85, unrestricted, not to exceed 30' in width. Access allowed at Sta. 534+00 and 538+75, East side, unrestricted.

Access controlled-

20969 Silkwood, Edward A. and Lena (Jones)
Right of Way
Option expires April 26, 1954

0.21 acre, lump sum	$ 250.00
1 black-walnut tree	50.00
Damages	100.00
Amount to be paid owners-chrg to Right of Way	$ 400.00

THINGS TO BE DONE BY THE STATE

Fence R/W from Sta. 527+18 to 530+88. Access allowed on East side at Sta. 527+85 and 530+15, not to exceed 30' in width, unrestricted.

Access controlled-

20976 School Dist. No. 6 (Stuntz)
Right of Way
Option expires April 26, 1954

0.49 acre at $2,500+	$1,250.00
Amount to be paid owners-chrg to Right of Way	$1,250.00

THINGS TO BE DONE BY THE STATE

If pumping station, pipe line or sump bothered the State will replace. Construct road approach at Sta. 560+35.

Access not controlled-

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY

20821 Day, John S. and Mary P. (Stuntz)
Right of Way
Option expires April 27, 1954

EXHIBIT "A" (cont)

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

20821 Day, John S. and Mary P. (cont)

0.8 acre at $1200	$ 960.00	
Damage due to necessity of resurveying and platting	540.00	
Amount to be paid owners-chrg to Right of Way		$1,500.00

THINGS TO BE DONE BY THE STATE

Construct new fence at R/W line. Move cattle guard and sign.
Construct road approach at Sta. 473+10, East side, unrestricted.

Access controlled

EXHIBIT "B"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, Chapter 405, Oregon Laws 1951, as amended by Chapter 691, Oregon Laws 1953, sets forth maximum limits with respect to the size and weight of vehicles or combinations of vehicles, and the number of vehicles that may be coupled together in a combination of vehicles; and

WHEREAS, under the provisions of said law the State Highway Commission is authorized to issue permits for the operation, upon state highways, of vehicles and combinations of vehicles having a size, weight and number in combination in excess of said maximum limits; and

WHEREAS, under the provisions of Section 12, Chapter 405, Oregon Laws 1951, as amended by Section 6, Chapter 691, Oregon Laws 1953, when in the judgment of the State Highway Commission any state highway, or section thereof, is capable of carrying any combination of vehicles having a combination of vehicles gross weight in excess of that authorized in Subsection 4, Section 11, Chapter 405, Oregon Laws 1951, as amended, or an over-all length in excess of that authorized in paragraph "d" of Subsection 1, Section 3, Chapter 405, Oregon Laws 1951, as amended, the Commission is authorized to so declare by resolution and to fix the maximum gross weight and length and types and classes of combinations of vehicles which may be operated thereon. Said law further provides that after such resolution is filed with the Secretary of State no permit shall be required for the operation upon such highway, or section thereof, of any combination of vehicles not exceeding the maximum gross weight and length fixed for combinations of vehicles of that type and class; and

WHEREAS, the State Highway Engineer has made investigations and studies and has compiled information and statistics relative to the strength, stability, design and alignment of all state highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That based upon the studies, investigations, information and statistics made and compiled by the State Highway Engineer, it is the judgment of this Commission that certain highways, or sections thereof, as set forth hereinafter, are capable of carrying combinations of vehicles having a combination of vehicles gross weight in excess of that authorized in Subsection 4, Section 11, Chapter 405, Oregon Laws 1951, as amended, or an over-all length in excess of that authorized in paragraph "d" of Subsection 1, Section 3, of said law, or a number of vehicles in the combination of excess of that authorized in Subsection 1, Section 4, of said law.

EXHIBIT "B" (cont)

2. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles having an over-all length not in excess of 50 feet and a combination of vehicles gross weight not in excess of 68,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group II Highways", which for identification is marked "Attachment A", and the attached list of "Group I Highways", which for identification is marked "Attachment B". *

3. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck and full trailer, or of a truck-tractor and semitrailer drawing one trailer, or of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel, having an overall length not in excess of 60 feet and a combination of vehicles gross weight not in excess of 76,000 pounds, may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group I Highways", which for identification is marked "Attachment B". *

4. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck-tractor and semitrailer having an over-all length not in excess of 55 feet and a combination of vehicles gross weight not in excess of 72,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Special Group I Highways", which for identification is marked "Attachment C". *

5. That nothing contained in this resolution shall be deemed to authorize the operation of vehicles having any gross weight in excess of the applicable gross weights set forth in the tables of weights in paragraphs (c) and (d) of Subsection 4 of Section 12, Chapter 405, Oregon Laws 1951, as amended, nor any gross wheel, axle or tandem axle weight in excess of that set forth in Section 11, Chapter 405, Oregon Laws 1951, as amended. Nothing contained in this resolution shall be deemed to authorize the operation of any combination of vehicles which is not properly licensed, or does not carry proper Oregon P. U. C. plates and certificates or, except as otherwise expressly provided herein, which does not comply in all respects with the Oregon laws governing the operating of vehicles and the Oregon Motor Transportation Code.

6. That the State Highway Engineer shall prepare, or have prepared, prints of a map to be issued to any person requesting the same, showing in contrasting colors the Group I Highways, the Group II Highways, and the Special Group I Highways referred to in paragraph 2, 3 and 4 of this resolution. Attached hereto, and for identification marked "Attachment D" is a map showing such highways in contrasting colors. Said map is hereby approved by this Commission and prints thereof shall be issued to any person requesting the same. *

EXHIBIT "B" (cont)

7. That as used herein, the term "combinations of vehicles gross weight" means the weight of a combination of vehicles including any load thereon, and the term "over-all length" means the total length of a combination of vehicles including any load thereon.

8. That the provisions of this resolution are subject to any order heretofore or hereafter made by this Commission pursuant to Section 15, Chapter 405, Oregon Laws 1951, as amended, and the posting of any highway, section of highway, or highway structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions authorized by this resolution. This resolution may be changed, amended or rescinded at any time by resolution adopted by this Commission.

9. That this resolution be entered in the minutes of this Commission as of the 29th day of October, 1953, that the original of this resolution be filed in the records of the Secretary of the Commission, and that a duly certified copy thereof be filed with the Secretary of State, the Public Utilities Commission and the Superintendent of State Police.

FOOTNOTE

The map and Attachments "A", "B" and "C" mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under file No. 98 under the heading Miscellaneous and said map and attachments by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3509 with Tom Lillebo for constructing the Dodge Bridge on the Sam's Valley Highway in Jackson County, completed August 31, 1953.

"Contract No. 3591 with Tom Lillebo for constructing structures on the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County, completed September 10, 1953.

"Contract No. 3599 with J. C. Compton Co. for grading and paving on the Reedsport (Winchester Ave.) City Street Section in Douglas County, completed September 8, 1953.

"Contract No. 3745 with E. C. Hall Co. for grading and paving on the Tigard-Tualatin River Unit, Tigard-Newberg Section of the Pacific Highway in Washington County, completed October 14, 1953.

"Contract No. 3767 with Natt McDougall Co., for reconstruction of Center Street (Salem) Bridge on the Salem-Dallas Highway in Marion and Polk Counties, completed October 22, 1953.

"Contract No. 3770 with Porter W. Yett for grading and paving on the Benton County Line-Cheshire Section of the Territorial Highway in Lane County, completed September 18, 1953.

"Contract No. 3810 with Auslund and Dodson for constructing structures on the Rock Point-Blackwell Hill Section of the Pacific Highway in Jackson County, completed August 31, 1953.

"Contract No. 3819 with Grimstad and Vanderveldt for grading and paving on the Clear Lake-Forest Boundary Unit, Winchester Bay-Forest Boundary Section in Douglas County, completed September 24, 1953.

"Contract No. 3826 with Rogers Construction Co. for grading and paving on the Arata Road Interchange Section of the T. H. Banfield Expressway in Multnomah County, completed October 14, 1953.

"Contract No. 3834 with Warren Northwest Inc. for grading and paving on the Water Street-Commercial Street Unit, Center Street (Salem) Bridge Section of the Salem-Dallas Highway in Marion County, completed September 25, 1953.

EXHIBIT "C" (cont)

"Contract No. 3872 with K. F. Jacobson and Co., Inc. for grading and paving on the La Grande-Island City Section of the Wallowa Lake Highway in Union County, completed September 15, 1953.

"Contract No. 3880 with Rogers Construction Co. for grading and paving on the Lapine-Forest Boundary Unit, Lapine-Diamond Lake Section of the The Dalles-California Highway in Klamath and Deschutes Counties, completed September 21, 1953.

"Contract No. 3898 with C. H. Savage Co. for painting the Interstate Bridge on the Pacific Highway in Multnomah County completed October 5, 1953.

"Contract No. 3907 with Robert C. Wilson for constructing the Winston Maintenance Building in Douglas County, completed September 29, 1953.

"Contract No. 3917 with Barney B. Heiser for rock surfacing on the Flora Spur Section of the Enterprise-Lewiston Highway in Wallowa County, completed September 18, 1953.

"Contract No. 3918 with Warren Northwest Inc. for grading and paving on the Noble Slough-Foster Section of the Santiam Highway in Linn County, completed October 14, 1953.

"Contract No. 3920 with Warren Northwest Inc. for paving on the Siletz (Buford Ave.) City Street Section in Lincoln County, completed September 23, 1953.

"Contract No. 3921 with W. R. Grasle Co. for constructing the Gresham Traffic Signals in Multnomah County, completed September 29, 1953.

"Contract No. 3938 with Warren Northwest Inc. for paving on the Philomath (G. Street) City Street Section in Benton County, completed September 22, 1953.

"Contract No. 3939 with Calkins Crushing Co. for furnishing crushed material in stockpile on the Mussel Creek-Hunter Creek Section of the Oregon Coast Highway in Curry County, completed September 8, 1953.

"Contract No. 3945 with The Central Heating Co., Oreg. Ltd. and F. L. Somers for grading and paving on the Waldport (Fayette St.) City Street Section in Lincoln County, completed October 9, 1953.

"Contract No. 3947 with H. J. and H. W. Miller for grading and paving on the Lostine (Resort St.) City Street Section in Wallowa County, completed September 2, 1953.

EXHIBIT "C" (cont)

"Contract No. 3952 with Porter W. Yett for grading and paving on the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Section of the Barnes and Cornell County Roads in Washington County, completed October 14, 1953.

"Contract No. 3953 with Rogers Construction Co. for oil mat surfacing on the Sprague River-Beatty Junction Section of the Sprague River County Road in Klamath County, completed September 12, 1953.

"Contract No. 3960 with Porter W. Yett for paving on the Empire (Michigan Ave.) City Street Section in Coos County, completed September 28, 1953.

"Contract No. 3969 with Portland Road and Driveway Co. for grading and paving on the South Oswego Section of the Oswego Highway in Clackamas County, completed September 30, 1953.

"Contract No. 3971 with Babler Bros. Inc. for grading and paving on the Redmond (Evergreen Ave.) City Street Section in Deschutes County, completed October 14, 1953.

"Contract No. 3987 with Warren Northwest, Inc., for grading and paving on the Heppner (Race Track Street) City Street Section in Morrow County, completed October 23, 1953.

"Contract No. 3993 with A. H. Saxton & Son for grading and surfacing on the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry County Road in Benton County, completed October 6, 1953.

THEREFORE BE IT RESOLVED that the work covered by State highway contracts for the construction of said State highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "D-1"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Canyon City.....$1, 292. 28

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 29th day of October, 1953.

2604

EXHIBIT "D-2"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the last six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Canyon City	$1,594.80
Haines	1,007.74

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 29th day of October, 1953.

EXHIBIT "D-3"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Haines $868.86

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 29th day of October, 1953.

2801

EXHIBIT "D-4"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the last six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Haines	$1,064.22
Scotts Mills	719.43

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 29th day of October, 1953.

EXHIBIT "D-5"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Bonanza	$ 747.99
Butte Falls	1,073.33
Corvallis	46,805.56
Culver	869.28
Eagle Point	1,753.01
Gearhart	1,640.37
Gold Hill	1,787.66
Haines	927.04
Maupin	901.05
Powers	2,584.75
Scotts Mills	626.69
Siletz	1,646.15
Taft	1,299.59
Wheeler	840.40

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That they type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records

of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 29th day of October, 1953.

EXHIBIT "E"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, on the 6th day of August, 1953, the Highway Commission adopted a resolution imposing a 20-ton load limit on the bridge crossing the Umatilla River at M. P. 11.84 on the Hermiston Secondary Highway, No. 333; and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the allowable load limit on the bridge crossing the Umatilla River located at M. P. 11.84 of the Hermiston Secondary Highway, State Highway No. 333, be and the same hereby is rescinded and cancelled, and that the maximum load limit permissible on the said bridge structure hereafter shall be the maximum load limit provided by law; and

IT IS FURTHER ORDERED that certified copies of this resolution be furnished to the County Court of Umatilla County and that a like copy be furnished to the Superintendent of the Department of State Police for his information; and

IT IS FURTHER ORDERED that this Bridge Load Limit Resolution No. 22 be entered in the minutes and records of the Commission as of the 29th day of October, 1953.

October 29, 1953

2610

EXHIBIT "F"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 187, Oregon Laws, 1953, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purposes of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY EAST

Highway number 1E Route number US 99E

Location of Termini		Established Speed
M. P. 46.11 (300 feet north of Totem Pole intersection north of Salem)	to M. P. 48.87 (north city limits of Salem	45 MPH

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate

(cont.)

signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 29th day of October, 1953, as Speed Limit Resolution No. 124.

EXHIBIT "G"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, under the provisions of Section 12, Chapter 405, Oregon Laws 1951, as amended by Section 6, Chapter 591, Oregon Laws 1953, the State Highway Commission is authorized to grant written revocable permits for the operation for a period not exceeding one year over State highways of vehicles having a height in excess of twelve and one-half feet but not in excess of thirteen and one-half feet under terms and conditions set forth in said statute; and

WHEREAS, it is the judgment and opinion of this Commission that the granting of permits for the operation of vehicles and combinations of vehicles of a height not exceeding thirteen and one-half feet over certain state highways and sections of highways, subject to terms and conditions set forth hereinafter, will not endanger the traveling public or highways or highway structures; and

WHEREAS, in the judgment and opinion of this Commission the adoption of a standard form of permit for the operation of vehicles or combinations of vehicles having a height not in excess of thirteen and one-half feet, which standard form of permit incorporates adequate regulations of the Commission for the protection of highways, highway structures, and the traveling public, and does not require the signature of the Commission, would facilitate the issuance of such permits with less delay to the applicant and with less cost and inconvenience to the State;

NOW, THEREFORE, BE IT RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That subject to such action as the Commission may hereafter deem to be in the public interest, the issuance of permits for the operation over State highways of vehicles or combinations of vehicles, including any load thereon, having a height in excess of twelve and one-half feet but not in excess of thirteen and one-half feet, pursuant to the provisions of Section 12, Chapter 405, Oregon Laws 1951, as amended by Section 6, Chapter 691, Oregon Laws 1953, hereby is authorized on the form of permit which is attached hereto and is hereby approved and adopted by this Commission.

2. The State Highway Engineer is directed to determine the state highways upon which there is any overhead structure or other obstruction having a vertical clearance less than fourteen feet above any point on the roadway surface if the effective roadway width is less than twenty feet, or within ten feet from the center line of the highway if the effective roadway width is more than twenty feet. A list of such highways or sections of highways shall be attached to each permit issued pursuant to this resolution. No such permit shall be issued or valid for the operation of any vehicle or combination of vehicles having a height in excess of twelve and one-half feet over any highway or section of highway set forth on said list.

(cont.)

EXHIBIT "G" (cont.)

3. That permits on said attached form may be issued for and by the State Highway Commission within the meaning, purpose and intent of Section 12, Chapter 405, Oregon Laws 1951, as amended by Section 6, Chapter 691, Oregon Laws 1953, and shall be valid when bearing the facsimile signature of R. H. Baldock, State Highway Engineer, and signed by any one of the following designated persons:

State Highway Engineer
First Assistant State Highway Engineer
Second Assistant State Highway Engineer
Director of Permits
Transportation Permit Supervisor

provided that in case of emergency, permits upon said form may be issued from field offices, but only when the issuance of such permit has first been approved by the Director of Permits or by the Transportation Permit Supervisor. Any permit issued from a field office shall be valid when bearing the facsimile signature of R. H. Baldock, State Highway Engineer, and signed by any person designated by the Director of Permits as being duly authorized to issue permits, in accordance with the resolution of this Commission adopted on July 11, 1952.

4. All permits issued pursuant to this resolution shall be valid for a period of one year from the date of issuance; provided, however, that any permit issued pursuant to this resolution may be revoked by this Commission, if such action is deemed necessary in the public interest.

5. That no permit shall be issued pursuant to this resolution for the operation of any vehicle or combination of vehicles engaged in transporting lumber, baled hay or logs, except that permits may be issued for the operation of a vehicle or combination of vehicles engaged in the transportation of one log loads only.

6. That no permit shall be issued pursuant to this resolution for the operation of any vehicle or combination of vehicles except the following:

(a) Vehicles or combinations of vehicles designed for and engaged exclusively in transporting motor vehicles;

(b) Vehicles or combinations of vehicles having van type bodies with permanent solid sides and either permanent solid roofs or fixed steel roof supports and flexible roof coverings.

(c) Vehicle or combinations of vehicles transporting loads consisting of a single log only.

7. That resolution adopted by this Commission on August 6, 1953, pertaining to the issuance of permits for the operation of vehicles or combinations

EXHIBIT "G" (cont.)

of vehicles having a height in excess of twelve and one-half feet, and identified as Exhibit "O" in the records and minutes of the meeting of this Commission held on August 6, 1953, is hereby rescinded; provided, however, that all permits issued pursuant to said resolution before October 30, 1953, shall remain in full force and effect for a period of one year from the date of issuance, unless revoked at an earlier date by this Commission.

8. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by resolution or order entered in the minutes and records of the Commission.

9. That this resolution be entered in the minutes and records of the Commission as of the 29th day of October, 1953, and that the original of this resolution be filed in the office of the State Highway Commission, and that a copy thereof be furnished to each the Secretary of State, Public Utilities Commissioner, and the Superintendent of State Police.

Form No. E-347 8-53

OREGON
STATE HIGHWAY DEPARTMENT

_____, Oregon, _____, 19_____

TRANSPORTATION PERMIT (TEMPORARY) FOR CONTINUOUS OPERATION OF OVERHEIGHT VEHICLES

THIS COPY FOR	
P.U.C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

Under authority of Chapter 405, Oregon Laws 1951, as amended by Section 6, Chapter 691, Oregon Laws 1951, the above-named permittee is hereby authorized to operate the truck or truck-tractor identified herein, or a combination of vehicles employing the truck or truck-tractor identified herein, having an overall height, including load thereon, in excess of 12 feet 6 inches but not in excess of 13 feet 6 inches, over all State highways except those highways or sections of highways indicated on the reverse hereof.

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF TRUCK OR TRACTOR — MOTOR NO. — FIRM NO.

1. This permit is issued for and authorizes the operation of the following equipment only:

Vehicles designed for and engaged exclusively in transporting motor vehicles

Vehicles having van type bodies with permanent solid sides and either permanent solid roofs or fixed steel roof supports and flexible roof coverings

Vehicles transporting loads consisting of a single log

2. The posting of any highway or structure to reduced limits of height shall be to that extent a modification of the height allowed under this permit. The provisions of this permit do not relieve the owner or driver of any vehicle or combination of vehicles from the exercise of due care in determining that sufficient vertical clearance is provided upon the highways and streets where the vehicle or combination of vehicles is being operated.

3. The owner and driver or chauffeur of any vehicle or combination of vehicles described above using the highways or bridges of this State in violation of any of the provisions of this permit shall be jointly and severally liable to the State for all damage done to a highway or bridge as a result of the violation.

4. This permit is authority only for the operation of vehicles or combinations of vehicles having a height in excess of 12 feet 6 inches but not in excess of 13 feet 6 inches, and any vehicle or combination of vehicles operated under authority of this permit must comply with the requirements of Chapter 405, Oregon Laws 1951, as amended by Chapter 691, Oregon Laws 1953, or permits issued pursuant thereto, with respect to size, weight, description, type of construction, etc. All equipment operating under authority of this permit shall be properly licensed, shall carry proper Oregon P.U.C. authorization, and except as modified by this or any other valid transportation permit, shall conform with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

5. This permit must be carried at all times in the cab of the truck or truck-tractorgas the case may be, and shall be available for inspection by any police officer or representative of the State Highway Department or the Public Utilities Commissioner.

6. This permit is of a temporary nature only and will expire on _____, provided that at any time prior thereto this permit may be cancelled by the State Highway Commission for violation of any of the terms and conditions of this permit, or when, in the judgement of the Highway Commission, public interest requires cancellation of this permit.

THIS PERMIT NOT VALID FOR MOVEMENT OF ANY VEHICLE WHEN OPERATING UNDER A FORM E-250 PERMIT ISSUED PURSUANT TO SECTION 13, CHAPTER 405, OREGON LAWS 1951.

OREGON STATE HIGHWAY COMMISSION

By R. H. BALDOCK, State Highway Engineer

Countersigned by _____

Title _____

Hwy. No.	Name		Route
3	Oswego	West Linn to Oregon City	ORE43
6	Old Oregon Trail	Nyssa to Idaho State Line	US26-20
7	Central Oregon	Jct. with US97. Wall St. to E. 1st St. in Bend	US20
7	Central Oregon	Jct. with US395 east of Burns to Vale	US20
8	Oregon-Washington	Pendleton to Milton	ORE11
9	Oregon Coast	Cannon Beach Jct. to Wheeler	US101
12	Baker-Homestead	Robinette to Idaho State Line	- -
26	Mt. Hood	Hood River to Jct. Odell Sec. Hwy.	ORE35
36	Pendleton-Cold Springs	Cold Springs to Jct. with US730	- -
102	Newalem	Jct. US26 near Buxton to Vernonia	ORE47
125	Crown Point	Troutdale to Dodson	US30
152	Three Mile Lane	Dayton to Jct. with US99W	ORE221
160	Cascade	Oregon City 14th St. connection between US99E and ORE213	ORE213
161	Woodburn-Estacada	Molalla to Colton	ORE211
171	Clackamas	Lake Road Undercrossing in Milwaukie	- -
180	Eddyville-Blodgett	Jct. with US20 West of Eddyville to Nortons	- -
181	Siletz	Toledo to Siletz	ORE229
191	Kings Valley	Dallas to Jct. with US20 at Wren	ORE223
201	Alsea-Deadwood	Deadwood to Paris	- -
211	Albany-Lyons	Crabtree to Scio	ORE226
212	Halsey-Sweet Home	Brownsville to Crawfordsville	ORE228
220	Richardson-Eugene	Richardson to Elmira	- -
225	McVeigh Sec.	Jct. with US126 to Jct. with US99 North of Goshen	- -
260	Rogue River Loop	Grants Pass to Wilderville	- -
290	Sherars Bridge	Tygh Valley to Grass Valley	ORE216
291	Shaniko-Fossil	Entire Length	ORE218
300	Wasco-Heppner	Wasco to Condon	ORE206
333	Hermiston Sec.	Hermiston to Jct. with US30 at Buck's Corner	ORE207
390	Service Creek-Mitchell	Entire Length	ORE207
452	Adrian-Parma	Adrian to Idaho State Line	- -

EXHIBIT "H"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, under the provisions of Section 100-113, O. C. L. A., as amended by Chapter 129, Oregon Laws 1953, the Commission is authorized to appoint an Assistant State Highway Engineer who shall, after appointment, hold office during the pleasure of the Commission; and

WHEREAS, said law further provides that said Assistant State Highway Engineer shall receive an annual salary to be fixed by the Commission; and

WHEREAS, G. S. Paxson is a registered Civil Engineer and has had many years experience in highway engineering and highway bridge engineering.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED, all members present, voting affirmatively as follows:

1. That it is the judgment and finding of this Commission, having duly considered and examined the qualifications of G. S. Paxson, that G. S. Paxson is a competent Civil Engineer and is well qualified by technical training as well as practical experience in highway engineering and highway bridge engineering, and by reason of said qualifications is a competent person to serve as Assistant State Highway Engineer.

2. That G. S. Paxson be and he hereby is appointed, effective November 1, 1953, to the position of Assistant State Highway Engineer and shall perform such duties as may be assigned to him by the State Highway Engineer or by this Commission and shall, under the direction of or in the absence of the State Highway Engineer, have full authority to perform any duty required or permitted by law to be performed by the State Highway Engineer.

3. That the Assistant State Highway Engineer shall receive a starting annual salary of $9,660.00, payable in monthly installments of $805.00 per month, as approved by the Civil Service Commission and the Department of Finance and Administration for a Civil Engineer VII in the first step, and shall be entitled to receive reimbursement for such actual traveling and other necessary expenses as may be incurred in the performance of his official duties.

4. That prior to entering into the discharge of his respective duties, the said G. S. Paxson shall take and subscribe the usual official oath.

5. That a copy of this resolution be certified by the Secretary of this Commission and by him filed with the Secretary of State, together with a sample of the signature of G. S. Paxson as Assistant State Highway Engineer.

6. That this resolution be entered in the minutes and records of this Commission as of the 30th day of October, 1953.

October 30, 1953

EXHIBIT "I"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County and of the Shady Point-Booth Ranch Section of the Pacific Highway in Douglas County and of the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, and in connection therewith to prepare maps showing the proposed route and location of each of said highway sections and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

THEREFORE, BE IT, AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Euchre Creek-Wedderburn Section of the Oregon Coast Highway beginning at Highway Engineer's Station 820+00 north of Euchre Creek, and extending southerly to Highway Engineer's Station 1391+47.50 in the community of Wedderburn, together with a map, which for identification purposes bears Map File Nos. 7B-25-8 and 7B-24-21 and the date October, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That the survey of the Shady Point-Booth Ranch Section of the Pacific Highway beginning at Highway Engineer's Station 2750+00 south of Shady Point and extending southerly to a junction with the existing highway at Highway Engineer's Station 3176+00, together with a map, which for identification purposes bears Map File No. 7B-24-12 and 10 and the date October, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

3. That the survey of the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, beginning at Highway Engineer's Station 597+00 near the town of Myrtle Creek, and extending in a southerly direction to Highway Engineer's Station 490+00 north of the town of Canyonville, together with the map, which for identification purposes bears Map File No. 7B-22-19 and the date August, 1953,

(cont.)

EXHIBIT "I" (cont.)

field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

4. That when the above described sections of said highways are permanently constructed, the same shall be done in accordance with said surveys and locations, unless otherwise directed or ordered by the Commission.

5. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

6. That the surveys of said sections of said highways have been made within the meaning and purpose of Chapter 226, Oregon Laws, 1947, commonly known as the "Throughway Law"; and, therefore, the construction of the above-named sections of said highways shall be accomplished pursuant to and within the meaning and scope of said law.

7. That this resolution be entered in the minutes and records of the Commission as of the 29th day of October, 1953, and be identified as Survey Resolution No. 94.

22621

EXHIBIT "J-1"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Santiam Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Noble Slough-Foster Section of the Santiam Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary, and it is also necessary that access to and from the said highway should be controlled; and

WHEREAS, the Highway Commission by a certain resolution made and entered in its records on the 17th day of February, 1953, declared the necessity for the acquisition of a parcel of land described therein for right of way purposes for the widening, improvement and maintenance of the said Noble Slough-Foster Section of the Santiam Highway, and for the control of access to and from the said highway, and authorized the acquisition of the said parcel of land and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the said control of access should be changed in the manner provided herein, in order that the location of the said access point be changed, and, therefore, the said resolution of February 17, 1953, should be revised to conform with the said change in access control;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Highway Commission hereby declared that the resolution made and entered in its records of February 17, 1953, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the widening, improvement and maintenance of the Noble Slough-Foster Section of the Santiam Highway, the following described real property in fee simple, to wit:

(cont.)

EXHIBIT "J-1" (cont.)

L 1977 (R 19780)
Owner: A. L. Weddle, et ux

A parcel of land lying on Lot 10, Block 1, Davis Heights Addition to Sweet Home, situated in the Northwest quarter ($NW\frac{1}{4}$) of Section 31, Township 13 South, Range 1 East, W, M., Linn County, Oregon, the said parcel being that portion of said Lot 10 included in a strip of land 50 feet in width, lying on the Southerly side of the center line of the existing Santiam Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1485+65.1, said Station being approximately 1585 feet South and 1100 feet East of the Northwest corner of said Section 31; thence on a 2644.6 foot radius curve left (the long chord of which bears South 78° 15' East) 234.9 feet to Engineer's center line Station 1488+00, the Southerly line of said strip of land crossing the Northwesterly and Southeasterly lines of said Lot 10 approximately opposite Stations 1485+90 and 1487+65, respectively.

The parcel of land to which this description applies contains 0.044 acre, outside of the existing right of way.

3. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Santiam Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Santiam Highway of a width not to exceed 25 feet on the Southwesterly side of the said Santiam Highway, opposite Highway Engineer's center line Station 1486+50.

4. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to

(cont.)

EXHIBIT "J-1" (cont)

acquire title to the said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953.

EXHIBIT "J-2"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, improvement and maintenance of any throughway or section thereof, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the County Farm-Ashland Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission by a certain resolution made and entered in its records on the 10th day of July, 1952, declared the necessity for the acquisition of certain parcels of land described therein for right of way purposes, for the widening, improvement and maintenance of the County Farm-Ashland Section of the Pacific Highway, and for a gravel pit, for use in connection with the proper construction and maintenance of state highways, and for an

(cont.)

EXHIBIT "J-2" (cont.)

easement across a parcel of land for the purpose of realigning a certain creek commonly known as Bear Creek, so that the said creek will coincide with the widening, improvement and maintenance of the County Farm-Ashland Section of the Pacific Highway, and for the control of access to and from the said Pacific Highway, and authorized the acquisition of the said parcels of land and easement sand the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the description of Parcel No. 5 as set forth in the said resolution is inadequate for the purpose of properly describing the parcel of land required for a gravel pit, and, in addition, that the location of the access points should be altered and additional access granted, and, therefore, the resolution of July 10, 1952, should be revised in order to properly describe the said parcel of land required for the said gravel pit, and to properly set out the location of the said access points; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of July 10, 1952, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the widening, improvement and maintenance of the County Farm-Ashland Section of the Pacific Highway as a throughway, the following described real property in fee simple, to wit:

L 1935 (R 16543)
Owner: Charles W. Koyl, et al

Parcel No. 1:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Sections 31 and 32, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, and being a strip of land lying on each side of the center line of the Pacific Highway, which center line is described as follows:

Beginning at Engineer's center line Station 28+00, said Station being 921.7 feet North and 1661.1 feet West of the South quarter ($S\frac{1}{4}$) corner of said Section 32; thence on a 3819.72 foot radius curve left (the long chord of which bears North 50° 59' 30" West 236.7 feet

(cont.)

to Station 30+36.7; thence North 52° 46' West 4463.3 feet to Station 75+00, said center line crossing the South line of said Donation Land Claim No. 48 approximately at Station 30+49.

Said parcel is further described as follows: Beginning on the South line of said Donation Land Claim No. 48 at a point which is 90 feet Southwesterly of (when measured at right angles to) said center line; thence North 52° 46' West parallel to said center line 232 feet, more or less, to a point opposite Station 34+00; thence North 37° 14' East 30 feet; thence North 52° 46' West 1430 feet, more or less, to the South line of that tract of land conveyed to Clifford C. Wyers and Virginia G. Wyers by deed recorded in Book 336, Page 387, of Jackson County Deed Records; thence Easterly along said South line to the most Easterly corner of said tract which corner lies in the Southwesterly right of way line of the existing highway; thence North 52° 46' West 820 feet, more or less, along said right of way line to the Easterly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records; thence Northerly along said Easterly line to a line which is parallel to and 80 feet Northeasterly of said highway center line; thence South 52° 46' East along said parallel line 625 feet, more or less, to the center line of Antelope Road (Valley View Road); thence Southerly along the center line of Antelope Road to a line which is parallel to and 60 feet Northeasterly of said highway center line; thence South 52° 46' East along said parallel line 1620 feet, more or less, to a point opposite Engineer's center line Station 34+00; thence North 37° 14' East 20 feet; thence Southeasterly parallel to and 80 feet Northeasterly of said center line 450 feet, more or less, to the South line of said Donation Land Claim No. 48; thence West along said Donation Land Claim line to the point of beginning.

The parcel of land to which this description applies contains 7.31 acres, of which 5.16 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 2.15 acres lie outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, and being a strip of land 80 feet in width, lying on the Southwesterly side of the center line of the Pacific Highway, which center line is described in Parcel No. 1 above. Said strip of land extends Northwesterly from the Northerly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records, to the

(cont.)

EXHIBIT "J-2" (cont.)

West line of said Donation Land Claim No. 48.

The parcel of land to which this description applies contains 0.46 acre, outside of the existing right of way.

Parcel No. 3:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, and being a strip of land 60 feet in width, lying on the Northeasterly side of the center line of the Pacific Highway, which center line is described in Parcel No. 1 above. Said strip of land extends Northwesterly from the Northerly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records, to the West line of said Donation Land Claim No. 48.

The parcel of land to which this description applies contains 0.32 acre, outside of the existing right of way.

3. The Commission does hereby find and declare that the acquisition of the real property hereinabove described as Parcels No. 1, 2 and 3, and the denial of access to the owners' remaining land from the said County Farm-Ashland Section of the Pacific Highway will result in depriving the owners of all means of access from that portion of their real property hereinabove described lying Southwesterly of and adjacent to the real property hereinabove described as Parcel No. 2 to any public highway and to the owners' remaining real property, and, therefore, that it is to the best interests of both the owners and the State of Oregon for the State Highway Commission to acquire fee simple title to the owners' entire tract of land lying Southwesterly of the Northeast boundary of the real property hereinabove described as Parcel No. 2, which said tract, in addition to that portion thereof described as Parcel No. 2, is described as follows, to wit:

Parcel No. 6:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, the said parcel being bounded on the West by the West line of said Donation Land Claim No. 48, bounded on the Southwesterly and Southerly sides by the Northerly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records, and bounded on the Northeasterly side by a line which is parallel to and 80 feet Southwesterly of the center line of the Pacific Highway, containing 0.82 acre.

4. That in addition to the acquisition of fee simple title to the above described real property, the Commission further finds that the following described real property

(cont.)

is necessary for the acquisition of a gravel pit to be used in connection with the proper construction and maintenance of state highways, which said real property is described as follows, to wit:

Parcel No. 5:

A parcel of land lying in the John Barrett Donation Land Claim No. 48, also in Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, the said parcel being described as follows:

Beginning on the center line of Antelope Road (Valley View Road) at a point which is 80 feet Northeasterly of (when measured at right angles to) the center line of the Pacific Highway approximately opposite Station 50+36.5; thence North 52° 46' West parallel to said center line 625 feet, more or less, to the Easterly line of that tract of land conveyed by deed to J. C. Ottinger and Gertrude Ottinger recorded in Book 215, Page 7, Jackson County Deed Records; thence Northerly along said Easterly line 150 feet, more or less, to the Northeast corner of said Ottinger tract; thence in a straight line 442 feet, more or less, to a point in a line which is parallel to and 110 feet Northeasterly of said highway center line, which point is opposite center line Station 53+00; thence South 52° 46' East along said parallel line 240.7 feet, more or less, to the center line of said Antelope Road (Valley View Road); thence Southerly along said Antelope Road 37.7 feet to the point of beginning, containing 1.03 acres, more or less, outside of the existing right of way.

5. The Commission does further find and declare that it is necessary to acquire an easement across the following described parcel of real property for the purpose of realigning the channel of a certain creek, commonly known as Bear Creek, so that the said creek will coincide with the widening, improvement and maintenance of the County Farm-Ashland Section of the Pacific Highway. The real property across which this easement is required is described as follows, to wit:

Parcel No. 4:

A parcel of land lying in the John Barrett Donation Land Claim No 48, also in Section 31, Township 38 South, Range 1 East, W. M., Jackson County, Oregon, the said parcel being described as follows:

Beginning on the West line of said Donation Land Claim No. 48 at a point which is 180 feet Northeasterly of (when measured at right angles to) the center line of the Pacific Highway; thence South 52° 46' East, parallel to said center line, 500 feet, more or less, to a point opposite Engineer's center line Station 65+00; thence in a straight

(cont.)

EXHIBIT "J-2" (cont.)

line to a point which is opposite and 250 feet Northeasterly of Station 61+00; thence South 27° 14' West 180 feet, more or less, to the Northerly line of that tract of land conveyed to J. C. Ottinger and Gertrude Ottinger by deed recorded in Book 215, Page 7, of Jackson County Deed Records; thence Southwesterly 15 feet, more or less, along the Northerly line of said Ottinger tract to a line which is parallel to and 60 feet Northeasterly of said highway center line; thence North 52° 46' West 800 feet, more or less, to the West line of said Donation Land Claim No. 48; thence North along said Donation Land Claim line to the point of beginning, containing 2.8 acres.

6. That it is necessary that there shall be no rights of access of any nature between the right of way of the said County Farm- Ashland Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 36+00.

b. A right of access to the Pacific Highway of a width not to exceed 25 feet on the South side of the said highway, opposite Highway Engineer's center line Station 36+00.

c. A right of access to the Pacific Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 39+00.

d. A right of access to the Pacific Highway of a width not to exceed 25 feet on the South side of the said highway, opposite Highway Engineer's center line Station 39+00.

e. A right of access to the Pacific Highway of a width not to exceed 25 feet on the South side of the said highway, opposite Highway Engineer's center line Station 40+40.

f. A right of access to the Pacific Highway of a width not to exceed 25 feet on the South side of the said highway, opposite Highway Engineer's center line Station 43+00.

g. A right of access to the Pacific Highway of a width not to exceed 25 feet on the North side of the said highway, opposite Highway Engineer's center line Station 46+75.

h. A right of access to the Pacific Highway of a width not to

(cont.)

EXHIBIT "J-2" (cont.)

exceed 25 feet on the South side of the said highway, opposite Highway Engineer's center line Station 47+00.

7. That the highway facility for which the aforesaid real property and easement are required and are being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

8. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said real property and easement.

9. That upon the trial of any suit or action instituted to acquire the said real property and easement, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

10. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 29th day of October, 1953.

EXHIBIT "J-3"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening, or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture or roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Salem-Dallas Highway and the Salem-Dayton Highway are highways under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing highways which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the intersection of the said Salem-Dallas Highway and the said Salem-Dayton Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and for the widening, improvement and maintenance of the intersection of the Salem-Dallas Highway and the Salem-Dayton Highway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening, improvement and maintenance of the said intersection of the Salem-Dallas Highway and the Salem-Dayton Highway, and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed,

(cont.)

located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953, as Condemnation Resolution No. 462.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 462, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-4"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission by a certain resolution made and entered in its records on the 25th day of June, 1953, declared the necessity for the acquisition of the rights of access to, from and between the West Portland-Hubbard Highway and all of the owners' contiguous real property, said contiguous real property being described therein, and authorized the acquisition of the said rights of access in the manner provided by law, and it is now the determination of the Highway Commission that the said resolution failed to properly describe all of the owners' real property contiguous to the said West Portland-Hubbard Highway, and, therefore, the said resolution of June 25, 1953, should be revised in order to properly describe the said real property; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Com-

(cont.)

mission that the acquisition of the rights of access to, from and between the real property hereinafter described and the said Barbur Boulevard-White School Section of the West Portland-Hubbard Highway is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of June 25, 1953, referred to above, be and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that it is necessary to acquire, in connection with the widening, improvement and maintenance of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway, all rights of access to, from and between said West Portland-Hubbard Highway, including a right of access described in a deed recorded in Volume 170, Page 271, of the Deed Records of Washington County, Oregon, said right of access being more particularly described as being retained at Highway Engineer's center line Station 101+25, and the following described real property, to wit:

L 2019 (R 4035)
Owner: Paul L. Kertes, et al

Tract 1:

Beginning at the south east corner of the W. W. Graham Donation Land Claim No. 39, in Township 2 South of Range 1 West of the Willamette Meridian; running thence north along the east line of said W. W. Graham D. L. C. 8 chains, more or less, to the southwest corner of a tract of land deeded on January 13, 1906, by Geo. W. Clarke to Elmer Ball; thence east along the south boundary of the said last mentioned tract 9.26 chains to the west boundary of the Jas. Hicklin D. L. C. in said township and range; thence south along the west boundary of said Jas. Hicklin D. L. C. to a point 375 1/3 feet north of section line between Sections 1 and 12 in said township and range; thence westerly to the place of beginning.

Tract 2:

Beginning at a point in the west boundary line of the James L. Hicklin D. L. C. 21 1/3 feet north of the section line between Sections 1 and 12, in township 2 south of range 1 West of the W. M.; thence north along said boundary line of said James L. Hicklin D. L. C. 354 feet; thence westerly 650 feet, more or less, to a point 20 feet east of the southeast corner of the W. W. Graham

(cont.)

EXHIBIT "J-4" (cont.)

D. L. C.; thence southerly and southeasterly along the east and north line of the County Road as at present laid out and traveled, to the place of beginning.

Tract 3:

The south half of the southeast quarter of the southeast quarter of Section 1, Township 2 South, of Range 1 West of the W. M.

3. That the highway facility for which the said rights of access are required and are being taken has been planned, designed and located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire said rights of access.

5. That upon the trial of any suit or action instituted to acquire the said rights of access, the Chief Counsel, or,in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953, as Condemnation Resolution No. 463.

EXHIBIT "J-5"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Winchester-Shady Point Section of the Pacific Highway; and

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission by a certain resolution made and entered in its records on the 8th day of April, 1953, declared the necessity for the acquisition of a parcel of land described therein for right of way purposes, for the relocation, construction, improvement and maintenance of the Winchester-Shady Point Section of the Pacific Highway, and for the control of access to and from the said highway, and authorized the acquisition of the said parcel of land and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that although the said resolution stated the correct amount of real property to be acquired, it failed to properly describe the real property to be acquired, and, therefore, the said resolution of April 8, 1953, should be revised in order to properly describe the property to be acquired; and

WHEREAS, for the purpose of relocating, constructing, improving

(cont.)

EXHIBIT "J-5" (cont.)

and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of April 8, 1953, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way, for the relocation, construction, improvement and maintenance of the Winchester-Shady Point Section of the Pacific Highway as a throughway, the following described real property in fee simple, to wit:

L 1995 (R 17836)
Owner: J. M. Housley, et ux

A parcel of land lying in Sections 1 and 12, Township 27 South, Range 6 West, W. M., Douglas County, Oregon, and being a portion of Tracts 25, 28, 31, 36, 40 and 47, Edenbower Orchard Tracts; the said parcel being a strip of land extending from the South line of Broadmoor in said Tract 25 to the South line of said Tract 47, said strip of land being variable in width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2425+00, said Station being 299.0 feet North and 420.2 feet East of the Northeast corner of Lot 8 of Green Acres Subdivision; said Station also being 1753.6 feet North and 1945.9 feet East of a bronze disc set at the Southwest corner of Section 1, Township 27 South, Range 6 West, W. M., thence South 4° 04' 10" West 3500 feet to Engineer's center line Station 2460+00. The said center line intersects the South line of Broadmoor approximately at Station 2436+83 and intersects the South line of said Tract 47 approximately at Station 2458+66.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
South line of Broadmoor	2440	150 feet	125 feet

(cont.)

EXHIBIT "J-5" (cont.)

2440	2455	125 feet	125 feet
2455	South line of Tract 47	160 feet	125 feet

Also all of Lot 6, Block 3 of Broadmoor, being a subdivision of parts of Tracts 21, 22, 26 and 25 of Edenbower Orchard Tracts.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 13.17 acres.

3. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners, their heirs and assigns, rights of access to a frontage road to be constructed by the State upon the above described real property and East of the main traveled way, said frontage road to be connected to the said main traveled way at a point which is not a greater distance to the South of the remaining property than a point opposite Highway Engineer's center line Station 2500+00, and to a system of public ways at a point which is not a greater distance to the North of the remaining property than a point opposite Highway Engineer's center line Station 2435+50.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953 as Condemnation Resolution No. 464.

EXHIBIT "J-6"

Minutes of October 29 and 30, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights or way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture or road-building materials, approach or hauling roads, connection roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain Unit No. 4 of the T. H. Banfield Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said unit of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served,

(cont.)

even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Unit No. 4 of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Unit No. 4 of the T. H. Banfield Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the establishment, construction and maintenance of the said Unit No. 4 of the T. H. Banfield Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or

EXHIBIT "J-6" (cont.)

action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953, as Condemnation Resolution No. 465.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 465, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-7"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for right of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above pur-

EXHIBIT "J-7" (cont.)

poses, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pendleton-Deadmans Pass Section of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property or interest therein.

(cont.)

EXHIBIT "J-7" (cont.)

5. That upon the trial of any suit of action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953, as Condemnation Resolution No. 466.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 466, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-8"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain Unit No. 3 of the T. H. Banfield Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said unit of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above pur-

(cont.)

EXHIBIT "J-8" (cont.)

poses, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and the access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Unit No. 3 of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said T. H. Banfield Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the establishment, construction and maintenance of the said Unit No. 3 of the T. H. Banfield Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is necessary and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or

EXHIBIT "J-8" (cont.)

action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953, as Condemnation Resolution No. 467.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 467, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-9"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served,

(cont.)

even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Goshen-Divide Section of the Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "J-9" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953, as Condemnation Resolution No. 468.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 468, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "J-10"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Blackwell Hill-Medford Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "J-10" (cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of the said Blackwell Hill-Medford Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the relocation, construction, improvement and maintenance of the said Blackwell Hill-Medford Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "J-10" (cont)

5. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953, as Condemnation Resolution No. 469.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 469, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-11"

Minutes of October 29 and 30, 1953

RESOLUTION

WHEREAS , by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple, title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Blackwell Hill-Medford Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance

of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Blackwell Hill-Medford Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Blackwell Hill-Medford Section of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Blackwell Hill-Medford Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "J-11" (cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of October, 1953, as Condemnation Resolution No. 470.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 470, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 38

PART IV

PART IV

OF

VOLUME XXXVIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

NOVEMBER 1, 1953

TO

MARCH 31, 1954

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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		BIDS received on construction projects.
22659		MINUTES of meeting held on September 24-25, 1953 and October 29-30, 1953 approved.
		PARKS SUPT. reports on following matters:
		Silver Falls State Park Concession. Marion County. Authority granted to advertise for bids for operation.
		Sheppard's Dell Park. Multnomah County. Clearing of title by County to adjoining park property approved.
		Ecola State Park. Clatsop County. Acquisition and abandonment of access roads approved.
22660		Water Resources Committee. Report on statewide recreational use of water to be made available to Committee.
		Honeyman State Park. Lane County. Report on use of swimming facilities and increase in fees approved.
		Wallowa County. Wallowa Lake State Park. Mr. Maines to have use of horse barns on park property until expiration of lease.
22661		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MULTNOMAH COUNTY. Portland. Clay and Columbia Streets. No commitment by City re development.
		Clem Myers property not to be acquired.
		LANE COUNTY. Eugene. Secretary of State's building. Adjacent lot to be acquired for parking purposes.
		SALE OF MISCELLANEOUS PROPERTIES confirmed.
		ACCESS POINT changes approved:
		Coos County. Oregon Coast Hwy. Hauser-North Bend Section. Saling property
22662		Coos County. Oregon Coast Hwy. Hauser-North Bend Section Woodworth property.
		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser Section. Nordstrom property.
		Coos Bounty. Oregon Coast Hwy. Hauser-North Bend Section. Bolt property.
		UMATILLA COUNTY. Old Oregon Trail. Pendleton-Deadman's Pass Section. Lease to remove gravel from McKay property approved
		LINN COUNTY. Albany. Hackleman's Second Addition. Block 39. Cancellation of 1947 deed to City approved.
		UMATILLA COUNTY. Old Oregon Trail. Pendleton-Deadman's Pass Section. Agreement with BPA re changes in transmission line approved.
		COOS COUNTY. Oregon Coast Hwy. Shinglehouse Slough north. Deeding of 1.48 acre of land to County approved.
22663		HOOD RIVER COUNTY. Columbia River Hwy. Viento-Hood River Section. Sale of 0.55 acre of land to the Kirbys approved.

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22663	Dec.10	LINCOLN COUNTY. Corvallis-Newport Hwy. Newport-Toledo Section. Sale of 3.1 acres of land to Mr. Simmons approved.
		MULTNOMAH COUNTY. Banfield Expressway. Unit No. 5. Cancelling lease to Westfall Engineering Company and granting lease to NW Technical Institute approved.
		WASCO COUNTY. Columbia River Hwy. Chenoweth-The Dalles Section. Wink property purchase discussed. Acquisition deferred.
		CURRY COUNTY. Oregon Coast Hwy. Brushes Creek-Rinehart Creek Section. Damages to Reddenbaugh water pipe to be investigated.
22664		CONDEMNATION. Authority granted. See EXHIBITS "I-1" through "I-10".
22669		COURT CASES tried. Counsel's report approved:
		Multnomah County. Banfield Expressway. State vs Anton Bergsvik. Acquisition of land.
		Washington County. West Portland-Hubbard Hwy. Paul M. McFarland vs State. Deed cancelled conveying r/w to State.
22670		State vs Albert Brady. Suit for repairs to State car dismissed.
		Jackson County. Pacific Hwy. County Farm-Ashland Section. State vs Marcel Klimek. Acquisition of land.
		Marion County. Pacific Hwy. East. Salem-Hayesville Section. State vs Albert J. Sauers. Condemnation. Interest payments.
		Douglas County. Pacific Hwy. Winchester-Shady Point Section. State vs Frank A. Smith. Acquisition of land.
		Multnomah County. Pacific Hwy. East. Portland. NE Union Avenue Section. State vs Ivan F. Phipps. Acquisition of land.
		Multnomah County. Pacific Hwy. East. Portland. Union Avenue. State vs Ivan F. Phipps. Acquisition of land.
		Benton County. Pacific Hwy. West. North Corvallis Section. State vs J. A. Gallagher. Acquisition of land.
22671		Multnomah County. Banfield Expressway. Portland. State vs Katherine E. Celoria. Acquisition of land.
		Benton County. Pacific Hwy. West. North Corvallis Section. State vs T. J. Starker. Acquisition of land.
		CONDEMNATION CASES settled. Counsel's report approved:
		Douglas County. Pacific Hwy. Winchester-Shady Point Section. R. M. Church.
		Clackamas County. Oswego Hwy. MP 4.29. Oregon Portland Cement Company.
		Josephine County. Williams Secdy. Hwy. Grants Pass-Murphy Section. T. E. Gilmore.
		Douglas County. Pacific Hwy. Winchester-Shady Point Section. J. Frank.
		Multnomah County. Portland-Salem Expressway. Harbor Drive-Barbur Blvd. Section AFKO Investment Corporation
22672		Douglas County. Pacific Hwy. Shady Point-Booth Ranch Section. William G. Clarenbach.
		Marion County. Pacific Hwy. East. Salem By-pass Section George Brant.
		Douglas County. Umpqua Hwy. Reedsport-Luder Creek Section. Earle S. Butler.

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22672	Dec.10	Umatilla County. Columbia River Hwy.-Pendleton-Cold Springs Hwy. Jct. R. W. Richmond.
		Lane County. Pacific Hwy. Junction City-Eugene Section. Willard L. Morrison.
		CONDEMNATION CASES. Offers for property confirmed.
22675		MARION COUNTY. Salem. Center Street. Counsel authorized to secure appraisals for property damage on change of grade basis.
		HOOD RIVER COUNTY. Cascade Locks. Forest Service residence. Claim of C. Henry Williams for extra expense approved.
22676		CLAIMS. Abandonment as uncollectible approved:
		Douglas County. Canyonville. Charles E. Self for damage to state vehicle.
		George C. Hurst for timber trespass and removal of logs.
		WASCO COUNTY. Columbia River Hwy. Rowena-The Dalles Section. Jacob G. Scherrer. Specific performance suit started.
		WASCO COUNTY. The Dalles Dam. United States vs Carlisle, State of Oregon. Commencement of condemnation proceedings.
		LANE COUNTY. Anna MacDonald vs Eugene Excelsior Company, State of Oregon. Commencement and dismissal of suit approved.
22677		FRANK I. TOWLE to Seattle, September 29-30, 1953 re case of Yaquina Dock and Dredge Company. Reimbursement authorized. To Seattle, December 14-15, 1953 re oyster bed condemnation.
		SALARIES AND WAGES.
		Leonard Lindas. Increase in salary approved.
		Salary schedule for attorneys approved by Attorney General.
		WHEELER COUNTY. Mitchell. P. N. Shown's damage claim. Offer of $150 authorized.
		CROOK COUNTY. Ochoco Hwy. Powell Butte-Prineville Section. Offer for Harris cinder pit authorized.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
22679		KLAMATH COUNTY. Klamath Falls-Malin Hwy. Hatfield Jct.-Lost River Section. Hwy. improvement requested. Action deferred.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria. Spexarth Building. Installation of signal and revision of corner approved.
		LAKE COUNTY. Fremont Hwy. Crooked Creek area. Request for improvement denied.
		MULTNOMAH COUNTY. Portland. Clay and Columbia Street Interchange. Acquisition of r/w considered earlier in meeting
22680		TILLAMOOK COUNTY. Netarts Secdy. Hwy. Tillamook River Bridge. Speed zone established. See EXHIBIT "F".
		DESCHUTES COUNTY. McKenzie-Bend Hwy. Tumalo-Bend Section. Settlement of Gumpert wheat crop loss approved.
		TILLAMOOK COUNTY. Wilson River Hwy. Evergreen Drive-Marolf Loop Road. Request for footpath and speed zone denied.
		USED EQUIPMENT AND SCRAP MATERIALS. Results of bids received November 30, 1953 approved.
22681		LINCOLN AND BENTON COUNTIES. Alsea Hwy. Waldport hwy. jct.-Philomath hwy. jct. Reclassification to Group I Hwy. approved.

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22681	Dec.10	MULTNOMAH COUNTY. Pacific Hwy. East. Portland. Ochoco Street-Avenue "A". Construction of frontage road for Liquor Commission approved.
		WALLOWA COUNTY. Little Sheep Creek Secdy. Hwy. Cancellation of reduced speed zone. See EXHIBIT "G".
		GILLIAM COUNTY. Columbia River Hwy. Arlington. Request for additional access to hwy. studied.
22682		MULTNOMAH COUNTY. Banfield Expressway. NE Halsey Street Overcrossing. Agreement with OWR & N signed.
		CLATSOP COUNTY. Astoria Ferry. "M. R. Chessman". Increase in fares to cover deficit considered.
		JACKSON COUNTY. Pacific Hwy. (old and new). Siskiyou Summit south. Claude Miller complaint considered.
22683		KLAMATH AND DOUGLAS COUNTIES. East Diamond Lake Secdy. Hwy. Request that hwy. be kept open approved conditionally.
		LOG HAULING. Weight violations. Engineer's report for 1950-53 accepted.
		COOS COUNTY. Oregon Coast Hwy. Bunker Hill-Delmar Section. Frontage road and access approved.
22684		CONSTRUCTION PROGRAM. Five-Year Revised Program. Projects approved. To be financed by bond funds.
22701		UMATILLA COUNTY. Old Oregon Trail. Emigrant Hill Section. Paving to be hastened as much as possible.
		UNION COUNTY. Old Oregon Trail. Kamela-Hilgard Section. Improvement of dangerous winter conditions to be studied.
		WASCO COUNTY. Columbia River Hwy. The Dalles Dam. Engineer authorized to advertise for bids for construction of r/w fence.
22703		LANE COUNTY. Fox Hollow Secdy. Hwy. Eugene area. Request for surfacing deferred pending completion of "Q" Street route survey.
		MULTNOMAH COUNTY. Mt. Hood Hwy. Gresham. Installation of signal at Cleveland Avenue approved on 50-50 basis.
		MULTNOMAH COUNTY. Portland. SE Powell Blvd. at 97th Avenue. Request for traffic sign denied. "Hospital Zone" signs approved.
		WASHINGTON COUNTY. Pacific Hwy. West. Tigard Grade School. School crossing signal approved.
22704		MULTNOMAH COUNTY. Pacific Hwy. West. SW Spring Garden Street and SW 26th Avenue. Request for traffic signals denied.
		JACKSON COUNTY. Pacific Hwy. Ashland. Second and Main intersection. Installation of traffic signal approved.
		JACKSON COUNTY. Little Butte Secdy. Hwy. Eagle Point. Main Street intersection. Installation of speed signs approved.
		JOSEPHINE COUNTY. Grants Pass. Study of traffic conditions in urban and suburban areas to be made on 3-way agreement.
		MULTNOMAH COUNTY. Portland. New Columbia River Bridge. Inter-State agreements deferred pending Army Engineers' decision.
22705		UMATILLA COUNTY. Old Oregon Trail. Pendleton-Emigrant Hill Section. Engineer authorized to call for bids on r/w fences.
		SPECIAL CITY ALLOTMENT FUND PROGRAM FOR 1954. Improvement of city streets. 20 projects approved.

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22706	Dec.10	MULTNOMAH COUNTY. Columbia River Hwy. (old route). Devils Creek. Request for bridge over creek approved.
		CLACKAMAS COUNTY. Clackamas River Forest Development Road. Transfer of road to state secdy. system denied.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo. Request for widening hwy. to be considered in future program.
22707		Elimination of sharp curves west of city approved.
		INCREASE IN PROJECT AUTHORIZATIONS approved:
		Coos County. Oregon Coast Hwy. Hauser-Coos Bay Section. Contract #3744.
		Lincoln County. Corvallis-Newport Hwy. Newport-Toledo Section. Contract #3741.
		SURVEYS AUTHORIZED on the following projects:
		Jefferson County. The Dalles-California Hwy. Willowdale-Madras Section.
		Harney County. Lakeview-Burns Hwy. Juniper Ridge-Wagontire Section.
		Washington County. Tualatin Valley Hwy. Beaverton-Forest Grove Section.
22708		DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek Overcrossing. Widening of overcrossing approved.
		YAMHILL COUNTY. 1955 Federal Aid Secdy. Hwy. program revised.
		MULTNOMAH COUNTY. Cascade Secdy. Hwy. (NE 82nd Avenue). Sandy Blvd.-Killingsworth Avenue Section. Improvement discussed.
22709		EXTENSIONS OF TIME TO COMPLETE CONTRACTS granted.
22712		CONTRACTS COMPLETED AND ACCEPTED. See EXHIBIT "B".
22713		STATE TAX STREET FUNDS. Plans approved. See EXHIBITS "C-1" through "C-5".
22714		MULTNOMAH COUNTY. Banfield Expressway. Grade separation structure to be built at NE 112th Avenue instead of NE 132nd Avenue.
		COOS COUNTY. Oregon Coast Hwy. Coquille-Bandon Section. Mr. Thompson's request for stockpass again denied.
		SURVEYS ADOPTED. See EXHIBITS "H-1" and "H-2".
		Linn County. Albany-Lyons Secdy. Hwy. Crabtree Creek Bridge.
		Columbia County. Columbia River Hwy. Goble-St. Helens Section.
		CLAIM. George Molitor. Payment of damages to mowing machine approved.
22715		G. S. PAXSON to Los Angeles, February 3-5, 1954, for California Street and Hwy. Conference.
		CARL W. JORDAN to Helena, Montana, January 15-16, 1954. for meeting of Pacific NW Travel Association.
		R. H. BALDOCK to Washington, D.C., January 12-15, 1954, for meeting of Hwy. Research Board.
		GEORGE HESTER, Jr., to Washington, D.C., January 12-15, 1954, for meeting of Hwy. Reasearch Board.
		C. W. ENFIELD to Washington, D.C., January 12-15, 1954, for meeting of Hwy. Research Board.

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22715	Dec.10	G. S. PAISON to Washington, D.C., January 12-15, 1954, for meeting of Hwy. Research Board and American Concrete Institute Committee.
		JACKSON COUNTY. Pacific Hwy. Gold Hill. Designation of old route as an "alternate" and removal of a hwy. sign denied.
		WASCO COUNTY. Columbia River Hwy. Hood River-Mosier Section. Abandonment of old section approved. See EXHIBIT "D".
22716		DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Canyonville-O'Shea Creek Section. Abandonment agreement with County approved.
		UMATILLA COUNTY. Old Oregon Trail. Emigrant Hill Section. Award of contract deferred until County has signed abandonment agreement.
		LAKE COUNTY. Lakeview northeast. Black Cap radio station. Service agreement with California-Oregon Power Company approved.
		COOS COUNTY. Oregon Coast Hwy. Coos Bay-Coquille Section. Sale of property to Historical Society authorized.
		BENTON COUNTY. Corvallis. Sale of two electric stoves to the Lions Club approved.
		MEDICAL AND HOSPITAL SERVICES. Extension of 1953 OPS agreement through 1954 recommended.
		TRAVEL ADVISORY COMMITTEE. Appointment of Arden X. Pangborn to fill vacancy on committee approved.
		MARION COUNTY. Salem. Highway Office Building. Installation of plaque in lobby approved.
22717		SPEED ZONES. Placing of reduced speed zones approved. See EXHIBITS "E-1" and "E-2".
22718		WALLOWA COUNTY. Enterprise-Lewiston Hwy. Enterprise-Forest Boundary Section. Mr. Prince's claim for damages due to loss of water denied.
		COMMISSION MEETING DATES set for January 21-22, 1954, and February 24-25, 1954.
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		YAMHILL COUNTY. Pacific Hwy. West and Amity-Dayton Secdy. Hwy. Engineer to make report at next meeting.
22719		COOS COUNTY. Bandon Beach. Strader and Divilbiss properties. Negotiations with property owners are still under way.
		KLAMATH COUNTY. Klamath Falls-Malin Hwy. Hatfield Jct.-Lost River Section. Request for improvement.
		LAKE COUNTY. Fremont Hwy. Crooked Creek area. Request for improvements.
		LINN COUNTY. Clear Lake-Belknap Springs Forest Road. Request to place road on State Hwy. System.
		UNION AND UMATILLA COUNTIES. Starkey Secdy. Hwy. Status report to be made by Engineer.
		MULTNOMAH COUNTY. West Portland Expressway. Clay and Columbia Streets. Proposed acquisition to r/w.
		POLK COUNTY. Salem-Dallas and Dallas-Coast Hwys. reclassification. Resolution adopted. See EXHIBIT "J".

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		UNION COUNTY. La Grande. Mill Creek channel. City has withdrawn request for new channel.
		SECRETARY'S REPORT ON PAPERS SIGNED approved.
		MALHEUR COUNTY. Vale "A" Street and Washington Street. Request for one-way routing of traffic. Action deferred.
		CONTRACTS. Award of contracts publicly announced
22721		DELEGATIONS PROBLEMS AND REQUESTS discussed.
		HARNEY COUNTY. Central Oregon Hwy. Burns. Permanent hwy. route through City being surveyed.
		MORROW COUNTY. Request for surveys for Paterson Ferry Road and road south of Boardman approved at County's expense.
22722		HOOD RIVER COUNTY. Columbia River Hwy. Hood River. Complaint of sub-normal business due to new hwy. Engineer to investigate.
		R. H. BALDOCK reappointed as Highway Engineer
		H. B. GLAISYER reappointed as Commission Secretary.
		EMPLOYEES. Inqiry made as to disposition of employees' suggestions.
		COOS COUNTY. Coos Bay. Bay Shore Drive and Central Avenue. Changing traffic signal to be investigated.
22723	Dec.11	BIDS received on construction projects.
22725		AGREEMENTS and other papers signed.
22726		JACKSON COUNTY. Pacific Hwy. (old). Siskiyou Summit. Mr. Miller's complaint re abandoned section to be studied.
22727		LOG HAULING. Request that log haulers be allowed to truck-haul logs over hwys. after dark to be studied.
	KLAMATH	JACKSON AND DOUGLAS COUNTIES. East Diamond Lake Secdy. Hwy. Engineer to contact COPCO re cooperation in keeping road open in winter.
		CLATSOP COUNTY. Astoria Ferry. "M. R. Chessman". Delegation urges continuous service. Toll charges in State of Washington to be checked.
22729		GILLIAM COUNTY. Columbia River Hwy. Arlington. Delegation requests improved access to new hwy. route. Problem to be studied.
		COOS COUNTY. Cape Arago Secdy. Hwy. North Bend. Survey to be made on Virginia and Broadway Streets for requested improvements.
		MULTNOMAH COUNTY. Banfield Expressway. Parkrose. Construction of grade separation at 112th Avenue approved.
22730		JACKSON COUNTY. Pacific Hwy. Siskiyou Summit. Mr. Bromley and Mr. Poole, hwy. employees, appeared re Mr. Miller's accusations.
		UMATILLA COUNTY. South Pendleton. Sale of parcel of land to the Lees approved.
		CONDEMNATION CASE. State vs Superbilt Manufacturing Company. Compromise settlement submitted by Company rejected by Commission.
		CONTRACTS. Award of contracts publicly announced.
22731		MULTNOMAH COUNTY. Banfield Expressway. 42nd Avenue-92nd Avenue Section. Agreement with City of Portland re street closures approved.
		Contract awarded to Gibbons & Reed.

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22733	Dec.10	EXHIBIT "A". Real Property Acquisition.
22784	& 11	EXHIBIT "B". Contracts completed and accepted.
22788		EXHIBITS "C-1" through "C-5". State Tax Street Funds.
22794		EXHIBIT "D". Abandonment. Hood River-Mosier Section.
22797		EXHIBIT "E-1". Speed Limit. Oregon Coast Hwy. Seal Rock State Park.
22799		EXHIBIT "E-2". Speed Limit. Santiam Hwy. Albany.
22801		EXHIBIT "F". Speed Limit. Netarts Secdy. Hwy. Tillamook River Bridge.
22803		EXHIBIT "G". Reduced Speed Limit. Little Sheep Creek Secdy. Hwy.
22805		EXHIBITS "H-1" and "H-2". Surveys adopted
22808		EXHIBITS "I-1 through "I-10". Condemnations.
22837		EXHIBIT "J". Reclassification Salem-Dallas and Dallas-Coast Hwys.
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22843		PARKS SUPT. reports on following matters:
		Vista House. Old Columbia River Hwy. Multnomah County. To be kept open during January and February.
		Wallowa Lake Park. Wallowa County. Construction of additional overnight camping facilities approved.
		Yaquina Bay Lighthouse Building. Lincoln County. Request of Historical Society for extension of time granted.
		Ukiah south. Pendleton-John Day Hwy. Umatilla County. Lease of property to Pilot Rock Lumber Company deferred.
22844		Blue Lake. Santiam Hwy. Jefferson County. Deed from Henry L. Corbett conveying 63 acres of land for park accepted.
		1954 proposed schedule of rates for overnight use of park facilities approved. See EXHIBIT "M".
		Bandon Beach. Coos County. Proposed acquisition of land for park purposes. No action taken.
		Honeyman State Park. Lane County. Overnight camping area. Payment for electrical service approved.
		Silver Falls State Park concession. Marion County. Mr. Campbell's bid accepted.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MULTNOMAH COUNTY. Harbor Drive. Acquisition of property on west side except Iron Fireman property approved.
22845		SALE OF MISCELLANEOUS PROPERTIES confirmed.
		WASHINGTON COUNTY. Sunset Hwy. Sunset Hills Memorial Park. "Modification of Judgment and Indenture of Access" agreement approved.
		ACCESS POINT CHANGES approved:
		Grant County. John Day Hwy. Mt. Vernon-John Day Section. Nicholas property.
		Polk County. Pacific Hwy. West. Orr Corner-Monmouth Section. Black property.
		Lincoln County. Oregon Coast Hwy. Siletz Bay-Newport Section. Shoemaker property.
		Douglas County. Oregon Coast Hwy. Reedsport-Coos County Line Section. Howard property.
		DESCHUTES COUNTY. Bend. Division Headquarters Building (old). Disposal of building deferred pending Engineer's report.

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22846	Jan.21	LANE COUNTY. Pacific Hwy. Goshen-Divide Section. Compensation to SP RR Company for relocation of track approved.
		WASHINGTON COUNTY. Wilson River Hwy. Glenwood-North Plains Section. Reimbursement to Rogers Construction for extra insurance approved.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Newport-Toledo Section. Access to remove timber granted Mr. Bevens
		LINN COUNTY. Santiam Hwy. Noble Slough-Foster Section. Access granted to James N. Morehead.
		MARION COUNTY. Portland-Salem Expressway. Gervais-Hayesville Section. Agreement with Stortz on the Charge property approved.
22847		LANE COUNTY. Meridian Dam. Lookout area. Cooperative agreement with SP RR Company and US Government approved.
		LINN COUNTY. South Santiam Hwy. Crabtree Corner. Property transfer to clear title with Karl W. Arnold approved.
		LANE COUNTY. Pacific Hwy. Eugene. 6th Street. Lease with Eugene Laundry and Dry Cleaners for use of an area authorized.
		JACKSON COUNTY. Pacific Hwy. Rocky Point-Blackwell Hill Section. Sale of 3.15 acres of Durno property approved. See EXHIBIT "C".
		YAMILLL COUNTY. Hopewell Water District. Sale of one share of stock in Water District to Stephens and Son authorized.
		YAMHILL COUNTY. Engineer outlines priority for projects near McMinnville, Dayton and Amity.
22848		CURRY COUNTY. Oregon Coast Hwy. Frankport-Greggs Creek Section. Discussion of r/w acquisition.
		CONDEMNATION. Authority granted. See EXHIBITS "O-1" through "O-3".
22850		COURT CASES TRIED. Counsel's report approved.
22851		CONDEMNATION CASES settled. Counsel's report approved.
22854		CONDEMNATION CASES. Offers for property accepted.
22857		HOOD RIVER COUNTY. Columbia River Hwy. Viento-Hood River Section. Filing of application for water permits approved.
		COOS COUNTY. Oregon Coast Hwy. Hauser-North Bend Section. Settlement with the Howards for loss of use of log dump approved.
22858		MARION COUNTY. Salem. State Hwy. Building. Partitioning and rearrangement of lighting fixtures in Room 108 authorized.
		CROOK COUNTY. Cinder Pit. Settlement with Gilbert W. Harris approved.
		CLAIMS. Abandonment of uncollectible claims approved.
		CURRY COUNTY. Oregon Coast Hwy. Request that access concessions be granted property owners. Each request to be considered.
22859		DOUGLAS COUNTY. North Umpqua Forest Hwy. Rock Creek Bridge. Construction of bridge for Forest Service approved.
22860		GRANT COUNTY. John Day Hwy. Squaw Creek-Baker County Line Section. Forest Hwy. project approved.
		CLAIMS. Chief Counsel's quarterly report approved.
22861		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
		TILLAMOOK AND CLATSOP COUNTIES. Oregon Coast Hwy. Wheeler Jct.-Cannon Beach Jct. Section. Reclassified to Group I Hwy.
22862		JACKSON COUNTY. Crater Lake Hwy. Trail-Cascade Gorge Section. Request for improvement. Action deferred.

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22862	Jan.21	MULTNOMAH AND CLACKAMAS COUNTIES. Cascade Secdy. Hwy. Portland-Oregon City Section. Engineer makes report.
		LINCOLN COUNTY. Oregon Coast Hwy. and Salmon River Hwy. Garbage disposal and vandalism. Reports to be made.
		COLUMBIA RIVER BRIDGE. Vancouver-Portland. Amended application to be submitted for new bridge and revision to old bridge.
22863		LOG HAULING. Engineer's report re permits for logs loaded crosswise accepted.
		HOOD RIVER COUNTY. Columbia River Hwy. Hood River vicinity. Requests for improvements. Engineer's report accepted.
		BENTON COUNTY. Corvallis-Newport Hwy. Noon Bridge. Request for relocation of bridge denied.
		CURRY COUNTY. Oregon Coast Hwy. Humbug Park. Engineer reports damage to water system on Redenbaugh property corrected.
22864		CLATSOP COUNTY. Astoria. Survey for proposed Columbia River Bridge. Action deferred.
		MARION COUNTY. Stayton. 10th Street. Improvement of street under special city allotment fund denied.
		WALLOWA COUNTY. Enterprise-Lewiston Hwy. Enterprise-Forest Boundary Section. Restoration of water supply on Prince property denied.
		WEED CONTROL. Complaints from Oregon Wheat Growers League re weeds and rye on hwys. Letter to League approved.
22865		CLATSOP COUNTY. Astoria-Megler Ferry Toll Charges. Report on tolls charged in Washington. No action taken.
		MALHEUR COUNTY. Central Oregon Hwy. Vale. Request for one-way couplet for hwy. traffic through city approved.
		KLAMATH AND DOUGLAS COUNTIES. East Diamond Lake Secdy. Hwy. Engineer reports on snow-removal operations.
		LINN AND LANE COUNTIES. Clear Lake Belknap Springs Forest Hwy. County cooperation secured. Forest Service and BPR to act.
22866		LOG HAULING. Request from Oregon Timber Transport Operators to truck haul logs at night found impractical.
		KLAMATH COUNTY. Klamath Lake Secdy. Hwy. Wocus Marsh-Lake of the Woods Jct. Section. Boat landing and parking area denied.
		FEDERAL AID SECONDARY PROJECTS FOR 1954-55. Lane, Tillamook and Umatilla County projects approved.
22867		MULTNOMAH COUNTY. Federal Aid Secdy. County Road System. Request for exchange of roads approved.
		WASHINGTON COUNTY. Hillsboro-Silverton Secdy. Hwy. Jackson Bottom Fill. Construction of guard rail denied. Sight-posts approved.
		REFLECTORIZED SIGHT-POSTS. Inquiry as to standard practice re posts. Present contracts include installation of posts.
		JACKSON COUNTY. Medford. Central Avenue (US99) and 4th Street. Installation of traffic signal on 50-50 basis approved.
22868		LANE COUNTY. Pacific Hwy. Eugene. Oak Street at 6th and 7th. Installation of traffic signals on 50-50 basis. Approved.
		CLACKAMAS COUNTY. Proposed Willamette River Bridge. Oswego-Oak Grove. Request for construction of bridge denied.

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22868	Jan.21	JACKSON COUNTY. Little Butte Creek Secdy. Hwy. McAllister Springs east. Request for construction of ½ mile section deferred.
		COOS COUNTY. Coos River Secdy. Hwy. Old Ferry Landing-Allegany. Crushed rock surfacing on this section authorized.
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "D".
		LOG HAULING. Lane County. Alsea-Deadwood Secdy. Hwy. near Paris. Improvements approved.
22869		SURVEYS ADOPTED on the following projects. See EXHIBITS "N-1" and "N-2".
		Harney County. Central Oregon Hwy. Sage Hen Hill-Hines Section.
		Crook County. Paulina Secdy. Hwy. Eagle Rock-Post Section.
		Clackamas County. Woodburn-Estacada Secdy. Hwy. Little Creek-Estacada Section.
		Lane County. Springfield-Creswell Secdy. Hwy. Jasper-Pleasant Hill Section.
		Clackamas County. Clackamas Secdy. Hwy. Clackamas Overcrossing Section.
		UMATILLA COUNTY. Columbia River Hwy. Umatilla River Bridge Approach. Center Island protested. No change in plans.
22870		YAMHILL COUNTY. Three Mile Lane Secdy. Hwy.-Lafayette Secdy. Hwy. Jct. Installation of flashing beacon approved.
		EXTENSIONS OF TIME to complete contracts granted.
22873		CONTRACTS COMPLETED AND ACCEPTED. See EXHIBIT "E".
		LANE COUNTY. Springfield-Creswell Secdy. Hwy.-McKenzie Hwy. Jct.-Mt. Vernon School footpath. Approved conditionally.
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. at Jamieson Road. Request for installation of street light denied.
		MULTNOMAH COUNTY. Portland. NE Lombard Street. Designation of portion of street as secdy. hwy. approved. See EXHIBIT "F".
22874		TILLAMOOK COUNTY. FAS Hwy. System. Road from Oceanside to Tillamook to be placed on FAS System.
		SPEED ZONES:
		Placing of reduced speed zones approved. See EXHIBITS "G-1" through "G-3".
22875		Marion County. Pacific Hwy. East. Salem north. Substitute resolutions adopted. See EXHIBITS "H-1" and "H-2".
		Coos County. Oregon Coast Hwy. Bunker Hill School. Substitute resolutions adopted. See EXHIBITS "I-1" and "I-2".
		NO PARKING:
		Coos County. Oregon Coast Hwy. Bunker Hill School north. No parking on west side of hwy. See EXHIBIT "J-1".
		SPEED ZONES:
		Clackamas County. Mt. Hood Hwy. Wemme and Wildwood. Request for reduced speed zone denied.
		Deschutes County. The Dalles-California Hwy. Lapine. Approved. See EXHIBIT "G-4".
22876		LANE COUNTY. Willamette Hwy. Pleasant Hill RR Grade Separation. Granting of easement to Corps of Engineers for r/w approved.

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22876	Jan.21	JACKSON COUNTY. Pacific Hwy. Siskiyou Summit south. Claude Miller's complaint. Commission wants no part of the controversy.
		MARION COUNTY. Silver Creek Falls Secdy. Hwy.-Lancaster Drive Jct. Change in stop signs approved. See EXHIBIT "K".
		WASHINGTON COUNTY. Tualatin Valley Hwy. Forest Grove south. No parking on hwy. shoulders approved. See EXHIBIT "J-2".
22877		AASHO; WASHO; and American Road Builders' Association. Membership dues for 1954 approved.
		FIDELITY BOND for employees. Renewal of blanket bond with General Casualty approved.
		BOND COVERING R. H. BALDOCK. Renewal of bond with same companies approved.
		ABANDONMENT of old sections of hwys. approved. See EXHIBITS "L-1" through "L-4".
		Tillamook County. Oregon Coast Hwy. Bay City-Kilchis River Section.
		Douglas County. Oregon Coast Hwy. Reedsport-Winchester Bay Section
		Jackson County. Pacific Hwy. Rock Point-Blackwell Hill Section.
		Polk County. Kings Valley Secdy. Hwy. Fern Corner-Burns Corner Section.
22878		R. H. BALDOCK to Washington, D.C., February, 1954, for congressional hearing on hwy. legislation.
		R. H. BALDOCK, Forrest Cooper and Mark Astrup to Seattle, February 17-19, 1954, for NW Conference on road building.
		R. B. SIPPRELL to Redding, California, February 18-20, 1954, for Sierra-Cascade Logging Conference.
		RALPH WYCKOFF to Seattle. February 1-3, 1954, re State vs Yaquina Bay Dock and Dredge Company.
		LANE COUNTY. Pacific Hwy. Goshen-Coast Fork-Willamette River Unit. Agreement with County re road closure approved.
		HOOD RIVER COUNTY. Hood River Secdy. Hwy. Mt. Hood RR Company. Encroachment agreement granted RR Company.
		DESCHUTES COUNTY. The Dalles-California Hwy.-Fremont Hwy. Jct. Lapine south. Removal of traffic divider denied.
		HARNEY COUNTY. Junction of US20 and US395. Agreement with California-Pacific Utilities Company approved.
22879		BENTON COUNTY. Seventh Annual NW Traffic Engineering Conference. Oregon State College. May 13-14, 1954. Participation approved.
		JOSEPHINE COUNTY. Grants Pass to Rogue River. Service agreement with Phone Company approved.
		SECRETARY'S REPORT ON PAPERS SIGNED approved.
		COMMISSION MEETING dates set for February 24-25, 1954.
		STATE BOARD OF HIGHER EDUCATION Fish ladder experiments in culverts. Three-months extension of agreement approved.
		WASCO COUNTY. The Dalles. 4H-FFA Fat Stock Show and Sale. Use of Wink auction yards for show in June, 1954, approved.
22880		UNFINISHED BUSINESS MATTERS discussed:
		COOS COUNTY. Bandon Beach. Strader and Divilbiss properties. Recommended acquisition for park purposes.

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22880	Jan.21	LANE AND LINN COUNTIES. Clear Lake-Belknap Springs Forest Road. Request for road to be placed on State Hwy. System.
		UNION AND UMATILLA COUNTIES. Starkey Secdy. Hwy. Status of hwy. investigated.
		CURRY COUNTY. Oregon Coast Hwy. Humbug Mt. State Park. Reddenbaugh property. Damage to water system.
		CLATSOP COUNTY. Astoria-Megler Ferry. "M.R. Chessman". Request to continue ferry service through winter months.
		KLAMATH AND DOUGLAS COUNTIES. East Diamond Lake Secdy. Hwy. Request that hwy. be kept open during winter months.
		MALHEUR COUNTY. Central Oregon Hwy. Vale. Request for one-way couplet through city.
		HOOD RIVER COUNTY. Columbia River Hwy. Hood River. Turn-off from new hwy. to business district.
		LOG HAULING. Hauling of logs during darkness.
		COLUMBIA RIVER BRIDGE. Vancouver-Portland. Agreement with Washington authorities re construction of new bridge.
22881		CURRY COUNTY Gold Beach. Patterson Bridge. Suggested purchase of r/w for boat launching site denied.
		STATE TAX STREET FUNDS. Plans approved. See EXHIBITS "B-1" through "B-4".
22882		HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks. Traffic divider and lights at road intersection approved.
		UMATILLA COUNTY. Havana-Helix Secdy. Hwy. Extension from Havana to Oregon-Washington Hwy. to be placed on secdy. system.
22883		DELEGATIONS' problems discussed.
		WALLOWA COUNTY. Enterprise-Lewiston Hwy. Snow Hollow Hill Section. Construction of guard rail to be investigated.
		WALLOWA COUNTY. Wallowa Lake Lodge-Wallowa River County Road. Maintenance of this road to be discussed at next meeting.
		UNION COUNTY. Old Oregon Trail. La Grande. Two sharp curves near hospital to be surveyed.
		UMATILLA AND UNION COUNTIES. Weston-Elgin Secdy. Hwy. Toll Gate Summit. Development of viewpoints to be investigated.
		MORROW COUNTY. Paterson Ferry County Road. Request that road be placed on state hwy. system. Action deferred.
		MULTNOMAH COUNTY. Ross Island Bridge ramp. Request for ramp at east end of bridge. Action deferred.
22884		CONTRACTS. Award of contracts publicly announced.
22885		UMATILLA COUNTY. Old Oregon Trail. Pendleton west. Request for additional access to Comrie property denied.
		WASHINGTON COUNTY. Pacific Hwy. West. Tualatin River Bridge. Fredricks property. Property to be cut off if not moved.
22886		AGREEMENTS AND OTHER PAPERS signed.
22887	Jan.22	BIDS received on construction projects.
22891		MORROW COUNTY. Paterson Ferry Road. Request for extension of road and placement on state secdy. system to be investigated.
22892		MULTNOMAH COUNTY. Ross Island Bridge ramp. Request for ramp at east end of bridge to be given immediate attention.
		JACKSON COUNTY. Crater Lake Hwy. Flounce Rock Section. Request for improvement. Survey to be made.

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22892	Jan.22	STATUS REPORT on r/w acquisitions for February letting. Delays in awarding contracts to be kept to a minimum
		MULTNOMAH COUNTY. Banfield Expressway. Fred Meyer building. Disposition of building discussed. Original plan confirmed.
22893		MARION COUNTY. Stayton. 10th Street. Request for improvement as a Special City Allotment Project denied.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Oregon City to Portland. New bridge and hwy. improvements requested.
22894		Clackamas. Proposed Overpass over SP RR. Action deferred. Market Road No. 16. Proposed closure of road. Action deferred.
		JOSEPHINE COUNTY. Pacific Hwy. Wolfcreek. Mrs. Moore requests remedy to drainage condition and re-opening of access point.
		CLATSOP COUNTY. Astoria-Megler Ferry. Toll Rates. Delegation protests increase in rates. No action taken.
22895		LANE COUNTY. Eugene. "Q" Street route. Delegation urges approval. Action deferred pending completion of survey.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass. Caveman Bridge. Replacement of bridge requested. Survey authorized.
		WESTSIDE HIGHWAY ASSOCIATION. Yamhill County. McMinnville-Dayton area. Improvements requested.
22896		CONTRACTS. Award of contracts publicly announced.
22897		CONDEMNATION. Grant County. John Day Hwy. Dayville-Mt.Vernon Section. Counsel authorized to condemn parcel of Wright property.
22898		EXHIBIT "A". Real Property Acquisition.
22940		EXHIBIT "B-1" through "B-4". State Tax Street Funds.
22945		EXHIBIT "C". Sale Durno Property. Rocky Point-Blackwell Hill Section.
22947		EXHIBIT "D". State Tax Street Funds.
22955		EXHIBIT "E". Contracts completed and accepted.
22957		EXHIBIT "F". Designation of Secdy. Hwy. NE Lombard St.,Portland.
22958		EXHIBIT "G-1" through "G-3". Reduced Speed Zones.
22964		EXHIBIT "G-4". Speed Limit. Lapine.
22966		EXHIBITS "H-1" and "H-2". Speed Limit. Hayesville School. Salem.
22970		EXHIBITS "I-1" and "I-2". Speed Limit. Bunker Hill School. Coos County.
22974		EXHIBIT "J-1. No Parking. Bunker Hill School.
22976		EXHIBIT "J-2". No Parking on Highway Shoulders. Forest Grove.
22978		EXHIBIT "K". Stop Signs. Silver Creek Falls Secdy. Hwy. Lancaster Drive.
22980		EXHIBITS "L-1" through "L-4". Abandonment of old sections of hwys.
22989		EXHIBIT "M". 1954 Rate Schedule for Overnight Park Facilities.
22995		EXHIBITS "N-1" and "N-2". Surveys.
22999		EXHIBITS "O-1" through "O-3". Condemnations.
23007	Feb.5	MARION COUNTY. Salem-Willamina Hwy. Marion Street Bridge in Salem. Settlement for damages to McKay Company approved.

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23008	Feb.24	BIDS received on construction projects.
23013		MINUTES of meeting held on December 10-11, 1953, approved.
		PARKS SUPT reports on following matters:
		Umpqua Lighthouse State Park. Douglas County. Request of BPA for permission to top trees in park denied.
		Hat Rock Spring. Umatilla County. Permission granted Mr. Kik and others to use water from Spring.
		Vandalism within State Parks. Reports on the damage and cost to the State due to vandalism accepted.
23014		Park activities for 1953. Parks Supt. report accepted.
		Van Duzer Corridor. Salmon River Hwy. Sale of down timber authorized. See EXHIBIT "B".
		Champoeg State Park. Marion County. Transfer of historical items to DAR building protested. Previous action confirmed.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		WEST PORTLAND EXPRESSWAY. Portland. Acquisition of r/w to continue as heretofore.
23015		JEFFERSON COUNTY. The Dalles-California Hwy. Wasco County Line-Madras Section. Lease of quarry site from Mr. Friday approved.
		REAL PROPERTY. Acquisition of property for which no previous authority had been granted. See EXHIBIT "C".
		SALE OF MISCELLANEOUS PROPERTIES confirmed.
		ACCESS POINT CHANGES approved:
23016		Lincoln County. Corvallis-Newport Hwy. Newport-Toledo Section. Turner property.
		Jackson County. Pacific Hwy. Medford-County Farm Section. William Blunt, Jr., property.
		UMATILLA COUNTY. Oregon-Washington Hwy. State Quarry. Granting of power line easement to BPA approved.
		COOS COUNTY. Oregon Coast Hwy. Bandon area. Strader and Divilbiss property to be acquired for park purposes.
		CROOK COUNTY. Ochoco Hwy. Ochoco-Prineville Dam Section. 0.55 acre of land to be deeded to State Board of Forestry.
		WASCO COUNTY. Columbia River Hwy. The Dalles Dam east. US Army Engineers to be paid for installation of Miller stockpass.
23017		MARION COUNTY. Portland-Salem Expressway. Gervais-Hayesville Section. Conveyance of land to Mr. Charge approved.
		DESCHUTES COUNTY. Bend. Division Office Headquarters (old). Sale of buildings at auction authorized. See EXHIBIT "D".
		MULTNOMAH COUNTY. West Portland Expressway. Clay-Columbia Streets. Rental agreement with Schnitzer & Wolf approved.
		LANE COUNTY. Springfield. Sale of excess r/w by auction approved.
		REAL PROPERTY. Options rejected:
23018		Curry County. Oregon Coast Hwy. Frankport-Greggs Creek Section.
		Buffington Estate Property.
		Carmichael Property.

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23018	Feb.24	MALHEUR COUNTY. Central Oregon Hwy. Vale-Cairo Section. Hot Springs, Inc., option rejected. Renegotiation authorized.
		LANE COUNTY. Coast Fork Willamette River Bridge. North Crossing. C. J. Montag & Sons' delayed bid not accepted.
23019		CONDEMNATION. Authority granted. See EXHIBITS "J-1" through "J-13".
23023		COURT CASES tried. Counsel's report approved.
23024		CONDEMNATION CASES settled. Counsel's report approved.
23025		CONDEMNATION CASES. Offers for property approved.
23026		CONDEMNATION PREVIOUSLY AUTHORIZED. Offers approved.
		COOS COUNTY. Oregon Coast Hwy. Bay Park-Delmar Section. Counsel reports on US Government suit against Gray.
23027		MALHEUR COUNTY. John Day Hwy. Vale north. Suit against state employees due to accident. Counsel to defend.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Point south. Release of Access Restrictions on Garrett property approved.
		LINCOLN COUNTY. Oregon Coast Hwy. Newport. Clarification of slope easement approved.
23028		JEFFERSON COUNTY. Cove-Palisades State Park. Round Butte. Counsel reports status of litigation in Rawson case.
		LANE COUNTY. Siuslaw Hwy. Low Pass Section. Contract #3754. Claim of Natt McDougall Company for extra compensation denied.
		MARION COUNTY. Salem. Marion Street Bridge East Approach. Counsel presents status report on claims for damages due to change in grade.
		DAMAGE CASES. Counsel authorized to start legal proceedings.
23029		ACCESS CLOSURE. State vs Binford case. Insertion of phrase in complaints re access closures authorized.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
23030		LOAD LIMITS:
		Jackson County. Williams Secdy. Hwy. Williams Creek Bridge. Posted January 28, 1954. Lifted February 3, 1954.
		Klamath County. Klamath Secdy. Hwy. MP 41.07 to MP 25.17. Posted October 9, 1953. Lifted February 2, 1954.
		WALLOWA COUNTY. Enterprise-Lewiston Hwy. Snow Hollow Hill Section. Construction of guard rail requested. Action deferred.
		MORROW COUNTY. Paterson Ferry Road extension. Request to place road on Secdy. Hwy. System denied.
		MULTNOMAH COUNTY. Ross Island Bridge Ramp. Construction of ramp on 50-50 basis approved.
23031		JACKSON COUNTY. Little Butte Creek Secdy. Hwy. McAllister Springs east. Request of US Bureau of Land Management to construct road at their expense approved conditionally.
		TILLAMOOK AND CLATSOP COUNTIES. Elsie-Mohler Cutoff. Request for construction. Action deferred.
		REMOVAL OF DANGER TREES. Engineer's status report accepted.
		UNION COUNTY. Weston-Elgin Secdy. Hwy. Tollgate Summit. Report re viewpoints submitted. Action deferred.
23032		UMATILLA COUNTY. Starkey Secdy. Hwy. Extension proposed. Engineer recommends road be placed on State Secdy. and Federal-Aid Secdy. Systems. Action deferred.
		MULTNOMAH COUNTY. Columbia River Hwy. Rooster Rock State Park. Proposed park development deferred to 1955.

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23032	Feb.24	DESCHUTES AND CROOK COUNTIES. Powell Butte Secdy. Hwy. Reclassification to Group I approved.
23033		KLAMATH COUNTY. The Dalles-California Hwy. Spring Creek Hill Section. Asphaltic pavement authorized.
		UNION COUNTY. Starkey Secdy. Hwy. Starkey-Hilgard Section. Surface of fine crushed rock authorized.
		KLAMATH COUNTY. The Dalles-California Hwy. Modoc Point-Barkley Springs Section. Construction of terraced bench approved.
		LINCOLN COUNTY. Oregon Coast Hwy. Depoe Bay-Otter Crest Section. Falling rocks from slopes to be investigated and report made.
		RELOCATION SURVEYS authorized:
		Umatilla County. Old Oregon Trail. Hermiston-US30 Jct. Section.
23034		Josephine and Jackson Counties. Pacific Hwy. Grants Pass-Rogue River Section.
		SURVEY ADOPTED:
		Coos County. Powers Secdy. Hwy. Warner Station Section. See EXHIBIT "I".
		FEDERAL AID SECONDARY COUNTY ROAD SYSTEMS additions:
		Klamath County. FAS 583.
		Lincoln County. FAS 584 and FAS 585.
		KLAMATH COUNTY. County projects and FAS projects. Transfer of funds for certain projects approved.
		LINN COUNTY. FAS Projects. Transfer of funds from an oiling project to a bridge construction project approved.
23035		LINN COUNTY. Pacific Hwy. East. Albany Overpass. Request for illumination denied.
		MULTNOMAH COUNTY. Portland. Barbur Boulevard. Request for illumination within city limits denied.
		UMATILLA COUNTY. Pendleton. Emigrant Street Grade Separation. Request for rerouting US395 denied. Present plan to be followed.
		MULTNOMAH COUNTY. FAS Hwy. 582. East Burnside Street to Mt. Hood Hwy. Improvement with 1954 FAS County Road Funds approved.
		YAMHILL COUNTY. Salmon River Hwy. Willamina. Request for hwy. improvements through town. Action deferred.
23036		CLACKAMAS COUNTY. West Linn. Broadway Street-Oswego Hwy. Installation of flashing beacon approved conditionally
		CLACKAMAS COUNTY. Oswego. Oswego Hwy. Installation of signals at RR crossing approved.
		KLAMATH COUNTY. Klamath Lake Secdy. Hwy. Contract #3719. Additional authorization approved.
		KLAMATH COUNTY:
		Special State Tax Street Funds. Merrill. Survey completed. Bids to be received as soon as possible.
		Klamath Falls-Malin Hwy. Merrill. Widening hwy. through city denied.
		SHERMAN COUNTY. Fulton Canyon Hwy. (FAS County Road). Request for state assistance on improvements denied.

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23037	Feb.24	EXTENSIONS OF TIME to complete contracts granted.
23038		CONTRACTS COMPLETED AND ACCEPTED. See EXHIBIT "E".
		GILLIAM AND MORROW COUNTIES. Arlington-Heppner vicinity. Cooperative burning arrangement with farmers approved.
		MARION COUNTY. Pacific Hwy. East. Woodburn north. MacLaren School for Boys. Request for widening at entrance denied.
		HARNEY COUNTY. Central Oregon Hwy. Riley-Hines Section. Request for fence construction approved.
23039		MULTNOMAH COUNTY. Portland. Morrison Street Bridge. Request for structural investigation of bridge approved.
		MULTNOMAH COUNTY. Banfield Expressway. Willamette River-42nd Avenue. City reimbursed for changes made on fire alarm system.
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "F-1" through "F-5".
23040		SPEED ZONES:
23041		Coos County. Oregon Coast Hwy. Coquille northwest. See EXHIBIT "G-1".
		Hood River County. Hood River Secdy. Hwy. Bradley Corner-Windmaster Corner. See EXHIBIT "G-2".
		Coos County. Oregon Coast Hwy. McCullough Bridge north. Request for reduced speed zone denied.
		Morrow County. Columbia River Hwy. Irrigon. See EXHIBIT "G-3".
		Lane County. Pacific Hwy. Cottage Grove north. Saginaw School. See EXHIBIT "H-1".
		Washington County. Tualatin Valley Hwy. Beaverton east. See EXHIBIT "H-2".
23042		W. C. WILLIAMS to Los Angeles, March 3, 1954, for AASHO and Associated General Contractors meetings.
		W. C. WILLIAMS to Malad, Idaho, and Ogden, Utah, March 11-12, 1954, in connection with test road project.
		R. H. BALDOCK to Seattle, March 7-9, 1954, for AASHO meeting.
		DENNIS D. CLARK to Los Angeles, April 12-28, for Travel and Vacation Show.
		CURRY COUNTY. Oregon Coast Hwy. Port Orford. 15th Street connection. Request for opening of connection approved.
		LINCOLN COUNTY. Wecoma Beach. Holmes Road-Oregon Coast Hwy. intersection. Request for improvement denied.
		TRAVEL INFORMATION BUREAU. Extension of contract with MacWilkins, Cole and Weber Advertising Agency to June 30, 1954, approved.
23043		OREGON STATE EMPLOYEES ASSOCIATION. Payroll deductions. Deductions requested to cover new OPS contract premiums deferred.
		HOOD RIVER COUNTY. Hood River Secdy. Hwy. Agreement for removal of danger trees approved conditionally.
		SECRETARY'S report on papers signed approved.
		COMMISSION meeting dates set for April 1-2, 1954.
		UNFINISHED BUSINESS MATTERS discussed:
		Union County. Starkey Secdy. Hwy. Status report given earlier in meeting. Action deferred.
		Umatilla County. Pendleton-John Day Hwy. Ukiah south. Request of Lumber Company to lease park property deferred.

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23043	Feb.24	Oregon Coast Hwy. and Salmon River Hwy. Report on garbage disposal and vandalism given earlier in day.
23044		Wallowa County. Enterprise-Lewiston Hwy. Snow Hollow Hill Section. Request for guardrail construction.
		Union County. Old Oregon Trail. La Grande. Improvement of 2 curves near hospital. Engineer's report not complete.
		Union County. Weston-Elgin Secdy. Hwy. Tollgate Summit. Report on development of viewpoints presented earlier.
		Morrow County. Paterson Ferry Road extension. Request that State take over road as State Secdy. Hwy.
		Multnomah County. Portland. Ross Island Bridge Ramp. Cooperative agreement authorized for construction of ramp.
		LOG HAULING. Douglas County. Umpqua Hwy. and Elkton-Sutherlin Secdy. Hwy. Special permit granted Lumber Company.
		COLUMBIA COUNTY. Lindburg Road connection. Clatskanie east. Request for connection to US30 approved on cooperative basis.
23045		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls. Construction of one-way couplet. Action deferred.
		JACKSON AND DOUGLAS COUNTIES. Pacific Hwy. Central Point-Oakland Section. Erection of bluebird houses on r/w denied.
		UMATILLA COUNTY. Cold Springs Jct. east. Stockpile site deeded to US Army Engineers.
		DELEGATIONS' PROBLEMS discussed.
		COOS COUNTY. Powers Secdy. Hwy. Gaylord. Request for improvement of 3 sharp curves approved on cooperative basis.
23046		CLATSOP COUNTY. Astoria. Proposed Columbia River Bridge. Grange resolution favoring bridge considered. No action.
		MALHEUR COUNTY. Central Oregon Hwy. Vale-Cairo Jct. Section. Abandonment agreement with County approved.
		COOS COUNTY. Oregon Coast Hwy. Sunset Memorial Park. Request for landscaping between hwy. and cemetery to be investigated.
		ROCK PRODUCTION PROJECTS. Inquiry as to why projects advertised seldom agreed with projects on program. Engineer explained.
		MALHEUR COUNTY. Central Oregon Hwy. Vale-Cairo Section. Purchase of Goodman land approved.
		MULTNOMAH COUNTY. Banfield Expressway. 42nd Avenue. Status report on condemnation case against Eagle Lumber Company.
23047		JOSEPHINE COUNTY. Pacific Hwy. Wolf Creek. Mrs. Moore's complaint. No parking zone established. See EXHIBIT "K".
		AGREEMENTS and other papers signed.
23049		CONTRACTS. Award of contracts publicly announced.
23050		WASCO COUNTY. Columbia River Hwy. (new). Chenoweth Creek-The Dalles Section. Funds allotted for construction transferred to:
		Union County. Columbia River Hwy. Kamela-Hilgard Section.
23051	Feb.25	BIDS received on construction projects.
23055		HARNEY COUNTY. Delegation requests improvements:
		Frenchglen Secdy. Hwy. Wrights Point Section.
		John Day-Burns Hwy. Forest Boundary-Central Oregon Hwy. Jct. Section.
		UMATILLA COUNTY. Pendleton-John Day Hwy. Ukiah south. Request of Pilot Rock Lumber Company to use land. Action deferred.

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23056	Feb.25	TILLAMOOK COUNTY. Oregon Coast Hwy. Neskowin south. Cascade Head. Engineer to make analysis re rerouting hwy.
		WALLOWA COUNTY. Extension of Joseph-Wallowa Lake Secdy. Hwy. in Wallowa Lake Park. County to maintain Flora Spur Section.
23057		YAMHILL COUNTY. Salmon River Hwy. Willamina. Engineer to investigate requested improvements to hwy. through town.
		TILLAMOOK AND CLATSOP COUNTIES. Elsie-Mohler Cutoff. Request for construction of cutoff denied.
23058		HOOD RIVER COUNTY. Columbia River Hwy. Viento-Hood River Section. Sale of McWilliams tract authorized. See EXHIBIT "L".
		DOUGLAS COUNTY. Pacific Hwy. Comstock Section. Sale of timber on Cavey property authorized. See EXHIBIT "M".
		COOS COUNTY. Oregon Coast Hwy. Coaledo. Land easement to Coos-Curry Pioneer and Historical Association approved.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		HOOD RIVER COUNTY. Improvements requested:
		Cooper Spur Road. Access road to ski area. Request denied.
23059		Columbia River Hwy. Hood River west entrance. Request for improvements to be studied by Engineer.
		KLAMATH COUNTY. Klamath Falls. Improvements requested:
		One-way street couplet. Construction of couplet approved provided city constructs truck route.
		West side by-pass. Construction in future plans.
		CLACKAMAS COUNTY. Portland-Salem Expressway. Norwood Crossing. Request for access to hwy. referred to Engineer.
23060		CLATSOP COUNTY. Astoria-Megler Ferry. Lease agreements with:
		Washington State. Pacific County. Ferry landing. Approved.
		Mr. Brentano. Pacific County. Washington State. Approved.
		CONTRACT. Award of contracts publicly announced.
23062		MEETING ADJOURNED at 3:15 p.m.
23063		EXHIBIT "A". Real Property Acquisition.
23114		EXHIBIT "B". Sale of down timber. VanDuzer Corridor.
23116		EXHIBIT "C". Real Property Acquisition. No previous authority granted.
23118		EXHIBIT "D". Sale of Highway Bldg. Bend.
23119		EXHIBIT "E". Contracts completed and accepted.
23121		EXHIBIT "F-1" through "F-5". State Tax Street Funds.
23128		EXHIBIT "G-1". Speed Limit. Coquille. Oregon Coast Hwy.
23130		EXHIBIT "G-2". Speed Limit. Bradley Corner-Windmaster Corner Hood River Secdy. Hwy.
23132		EXHIBIT "G-3". Speed Limit. Irrigon. Columbia River Hwy.
23134		EXHIBIT "H-1". Speed Limit. Saginaw School. Cottage Grove.
23136		EXHIBIT "H-2". Speed Limit. Beaverton.
23138		EXHIBIT "I". Surveys.
23139		EXHIBITS "J-1" through "J-13". Condemnations.
23174		EXHIBIT "K". No Parking. Wolf Creek. Pacific Hwy.
23176		EXHIBIT "L". Sale of Property. McWilliams. Viento-Hood River Section.
23177		EXHIBIT "M". Sale of Timber. Comstock Section. Douglas County.

Portland, Oregon
December 10, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Chairman Chandler called the meeting to order and made the following statement: "Good morning, Ladies and Gentlemen. Before we go into routine matters, I want to tell you that this is the last meeting of the year 1953, concluding one of the greatest years the State of Oregon has ever had in its road building program. The program is commencing to bloom. We have had many contracts completed this year. Since you gentlemen have done most of the work, we want you to know that we are proud of you. We are getting a lot of recognition over the United States as being one of the foremost states in the Union. As this is the last meeting of this year, the Commission and the Highway Department want to extend holiday greetings to you."

Bids as follows for highway construction were then opened and read aloud by the Secretary pursuant to previously published notice, at the conclusion of which it was announced that the award of contracts would be made at 4:00 p.m. in the same room:

BAKER COUNTY
GRADING AND OILING BAKER-HOMESTEAD HIGHWAY

Newport Construction Company, Portland	$257,074.60
J. N. Conley, Portland	258,025.00
Durbin Brothers, Eugene	266,702.50
C. E. Leseberg, Nyssa	269,466.00
E. C. Hall Company, Portland	271,435.00
C. R. O'Neil, Creswell *	293,761.00
Rogers Construction Company, Portland	395,452.00
McNutt Brothers, Eugene	418,996.50

* Bidder will not accept award of projects totaling more then $1,700,000

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DESCHUTES COUNTY
GRADE WIDENING AND PAVING CENTRAL OREGON HWY

Warren Northwest, Inc., Portland	$432,188.50
Babler Bros., Inc. & Rogers Const. Co., Portland	445,361.00
J. N. Conley, Portland	464,275.50
Columbia Asphalt Paving Co., Yakima, Washington	479,540.00
Parker-Schram Company, Portland	491,752.60
Acme Construction Company, Eugene	502,405.50

JACKSON COUNTY
CENTRAL POINT TRAFFIC SIGNALS

Steeck Electric Company, Roseburg	$ 2,997.00
Trowbridge and Flynn Electric, Medford	3,233.00
George L. Rochat & Son, Portland	3,600.00

TERRITORIAL HIGHWAY IN LANE COUNTY
WIDENING AND PAVING GILLESPIE CORNER-LORANE SECTION

L. P. Stubblefield, Eugene	$205,419.50
F. H. McEwen, Eugene	210,935.50
Central Heating Company, Eugene	214,345.50
J. C. Compton Company, McMinnville	220,660.00
Acme Construction Company, Eugeue	223,464.50
Allum Brothers Lumber Co., Eugene	224,434.50
J. N. Conley, Portland	227,275.00
Warren Northwest, Inc., Portland	233,387.50
Porter W. Yett, Portland	245,354.00
Parker-Schram Company, Portland	246,380.00
McNutt Brothers, Eugene	262,891.00
T. C. Wildish Company, Eugene	269,180.00

NORTH SANTIAM HIGHWAY IN MARION COUNTY
MILL CITY-NIAGARA SECTION

Warren Northwest, Inc., Portland	$168,644.00
Central Heating Company, Eugene	174,713.00
Central Paving Company, Independence	183,602.50
Acme Construction Company, Eugene	191,529.80
Morrison & Lamping, Walla Walla, Washington	194,870.50
Parker-Schram Company, Portland	195,192.00
J. N. Conley, Portland	201,912.50
Porter W. Yett, Portland	237,208.50

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MARION COUNTY
NORTH SANTIAM HIGHWAY OVERCROSSING and MILL CREEK BRIDGE

C. J. Eldon, Portland	$ 83,940.00
P. S. Lord Mechanical Contractors, Portland	84,106.00
Tom Lillebo, Reedsport	85,670.00
Hannon Brothers, Portland	91,120.00
Lee Hoffman, Beaverton	92,690.00
Schrader Construction Company, Portland	92,880.00
Valley Construction Company, Portland	94,040.00
Parker-Johnson Company, Portland	98,060.00
Young and Smith Construction Company, Grants Pass	98,350.00

MARION COUNTY
SALEM TRAFFIC SIGNAL INSTALLATION

Electric Corporation, Salem	$ 3,149.00
Walton-Brown Electric Company, Salem	3,489.00
George L. Rochat & Sons, Portland	3,500.00
Steeck Electric Company, Roseburg	3,530.00
Trowbridge Electric Company, Roseburg	3,850.00

UMATILLA COUNTY
COLD SPRINGS OVERCROSSING

R. H. Jones, Hillsboro	$ 11,932.00
Marshall Construction Company, Hermiston	12,495.00
Morrison & Lamping, Walla Walla, Washington	13,224.00
Rogers Construction Company, Portland	13,740.00
Perkins Brothers, Portland	13,760.00
Loree Building Service, La Grande	14,400.00
Wells and Ray, Hermiston	14,540.00
Hamilton & Thoms, Eugene	15,430.00
Schrader Construction Company, Portland	15,440.00
McWaters and Bartlett, Boise, Idaho	15,884.00
George E. Berry, Beaverton	15,905.00
P. C, Knox and V. C Johnson, Gladstone	16,380.00
Clifton and Applegate, Yardley, Washington	18,060.50
G. T. Gentle, Portland	20,124.60
Otis Williams and Company, Kennewick, Washington	20,985.00

OLD OREGON TRAIL IN UMATILLA COUNTY
EMIGRANT HILL SECTION GRADING

Berke Bros. and C. R. O'Neil, Portland	$1,515,560.00
Rogers Construction Company, Portland	1,636,091.00
Goodfellow Brothers, Inc., Wenatchee, Washington	1,640,845.00

December 10, 1953

Emigrant Hill Section (cont.)

Parker-Schram Company, Portland	$1,743,751.00
D & H Construction Co. & M. H. Hasler Const. Co. Sacramento, California	1,784,887.00
Roy L. Houck & Son, Salem	1,809,549.00
Peter Kiewit Sons' Company, Longview, Washington	1,834,576.00
Morrison-Knudsen Co., Inc., Boise, Idaho	1,884,001.00
Kuckenberg Construction Co., Inc., Portland	1,896,729.50
McGammon-Wunderlich Company, Palo Alto, California	1,897,842.80
Roy L. Bair & Co. & James Crick & Sons, Spokane, Washington	1,897,885.00
Guy F. Atkinson & Co., Inc., Portland	1,933,535.50
Vernie Jarl, Gresham	1,967,030.00
J. N. Conley & R. A. Heintz Const. Co., Portland	1,968,717.00
Gibbons & Reed Co., Salt Lake City, Utah	1,986,880.00
Natt McDougall Co., Portland	2,051,195.65
Fred H. Slate Company Oreg. Ltd. & E. C. Hall Co. Portland	2,168,372.00
White Brothers Company, Walla Walla, Washington	2,177.556.00
F. R. Hewett Co & Sather and Sons, Spokane, Wash.	2,395,930.00
McNutt Brothers, Eugene	2,589,777.75

The minutes of the meeting held on September 24 and 25, 1953 and also for the meeting held on October 29 and 30, 1953 were approved by the Commission.

The Parks Superintendent reported on the following park matters:

1. Restaurant concession at Silver Falls State Park: The Parks Superintendent reported that Mr. and Mrs. Roland Nohlgren who have been operating the concession for the past several years do not intend to ask for renewal when their lease expires on December 31, 1953. He requested authority to advertise for bids for operation of the concession. The Commission granted the authority.

2. Clearing of title to park property adjoining Shepperd's Dell Park on the Columbia River Highway: The Parks Superintendent recalled that the Commission, on July 10, 1952, approved purchase of approximately 10 acres of land from Multnomah County adjoining Shepperd's Dell Park. It was later determined that the title was not good. The County, however, has agreed to clear the title if paid an additional $100. The Parks Superintendent stated that the land is well worth the additional payment, and he recommended that the money be paid to Multnomah County. The Commission accepted the recommendation.

3. Acquisition and abandonment of access roads to Ecola State Park: The Parks Superintendent requested authority to acquire a parcel of land from

the Crown-Zellerbach Corporation to be used as a road connection into Ecola Park. He pointed out that acquisition of a strip about 600 feet long would provide a convenient connecting link and make possible the abandonment of a much longer section of road about 1½ mile to the south connecting with the Oregon Coast Highway. The Crown-Zellerbach Corporation, he said, has agreed to sell the land at the rate of $25 per acre if the State will erect a steel gate across the road to be abandoned and will deed said road to the corporation subject to restrictions contained in the State's deed, and will cooperate in reducing fire hazards in the area. The corporation will give the State written permission to use a portion of the abandoned section of road for access to the springs and pipe line from which the Park obtains its water supply, and will also grant permission to divert water from other small springs in the area for park use. He recommended that authority be granted to acquire the new right of way necessary for the road connection, and that authority also be granted to negotiate with the Secretary of the Interior relative to the abandonment of a portion of the old access road. The Commission approved the recommendation.

4. Report on recreational use of water as requested by Water Resources Committee; The Parks Superintendent reported that he had met with Mr. Lyle Watts, Chairman of the Water Resources Committee, created by the 1953 Legislature, and that Mr. Watts has asked him to furnish the Committee information relative to the recreational use of water throughout the state. He stated that such information could be gathered with the present Parks Department personnel and could be made available to the Committee by March 1, 1954. The Commission authorized the assembling of the data requested by the Committee.

5. Report on use of swimming facilities at Honeyman State Park: The Parks Superintendent stated that he had made a thorough investigation of this matter as instructed by the Commission several months ago. He presented facts which showed that during the 1953 season expenditures to operate the swimming facility had exceeded the income by more than $600. It had also been determined, he added, that the granting of a swimming concession to others would be without legal authority. He recommended that the swimming facility be operated as in the past but that the rates be increased from 15 cents fo 20 cents for those under 14 years of age and from 30 cents to 40 cents for those 14 years of age or over. After some discussion the Parks Superintendent's recommendation was approved, and the Secretary was instructed to notify those groups who had evidenced an interest in the matter.

Commissioner Reynolds stated that a Mr. Lee Maines had inquired whether he might be granted permission to tear down some horse barns on property recently acquired by the Commission in Wallowa Lake State Park. The State Parks Superintendent explained that Mr. Maines has had the use of the barns for several years under an arrangement with the former owner of the property and that his lease still has about two years to run, but he has located another site that will serve his horse renting purposes and wants to tear down the barns on the State's property presumably with the intention to use the materials in

building new barns on the other site. Sometime in the future, he stated, it will be necessary to enlarge the overnight camping area in Wallowa Park, and at that time it probably will be necessary to ask Mr. Maines to move. He suggested that Mr. Maines be permitted to operate from his present setup until his lease expires and that the matter of renewing his lease be decided at that time. He also suggested that it would be advisable to dispose of the horse barns by competitive bidding at that time rather than let Mr. Maines remove the buildings. The Commission approved both suggestions.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for various state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein, by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like affect as though extended in full herein.

In discussing the properties to be acquired at Clay Street and Columbia Street in Portland, Chairman Chandler inquired to what extent the City will cooperate in this development. The Engineer replied that no commitments had yet been made by the City.

The Right of Way Engineer also brought to the Commission's attention the possible acquisition of the Clem Myers property at this location (File No. 20670). He explained that the property is now leased to Trailways Buses for storage to October 31, 1957 at the rate of $160 per month with an option to renew the lease for five years. The owner, he stated, has offered to sell the property for $62,500, but no offer has been secured from the lessee as to what they would want for their lease. The matter was discussed briefly, and the Commission decided unanimously not to acquire the property at this time.

Acquisition of a 50' x 100' lot adjacent to the Secretary of State's building in Eugene was considered by the Commission. The Right of Way Engineer advised that this property can be purchased for $6,500 and leased to the Secretary of State as a parking area for $50 per month; however, in order to make it suitable for parking purposes, it would be necessary to level the land and to apply gravel or rock surface. It was his thought that the property is a good value, particularly as it adjoins the Highway Maintenance Headquarters' site, and he recommended that it be purchased for $6,500. The Commission approved the purchase at such figure.

The Commission confirmed the sale of miscellaneous properties as reported by the Right of Way Engineer who pointed out that the total value of properties sold amounted to $8,859. (For details of property sold, see copy of report prepared by Mr. C. W. Parker, Property Manager, dated December 10, 1953, on file in the Secretary's office under the heading of "Miscellaneous Sales".)

The Right of Way Engineer recommended changes in points of access for the following properties:

1. Property owned by Merton W. Saling on the Hauser-North Bend Section of the Oregon Coast Highway in Coos County, File No. 18810.

2. Property owned by Milo D. Woodworth on the Hauser-North Bend Section of the Oregon Coast Highway in Coos County, File No. 18812.

3. Property owned by Hubert Nordstrom on the Forest Boundary-Hauser Section of the Oregon Coast Highway in Coos County, File No 18203.

4. Property owned by Edward F. Bolt on the Hauser-North Bend Section of the Oregon Coast Highway in Coos County, File No. 18811-L 1872.

The Right of Way Engineer pointed out that these are changes in location of previously approved points of access and nothing new is being granted. The changes were approved by the Commission as recommended.

Securing of a permit to remove gravel from property owned by Elsie Allen McKay and located within the Umatilla Indian Reservation on the Pendleton-Deadman's Pass Section of the Old Oregon Trail was considered by the Commission. The Right of Way Engineer explained that the lease calls for the payment of $750 for 25,000 cubic yards of gravel at 3 cents per cubic yard plus a $37.50 fee to the Indian Service leasing agency. He recommended approval of the lease because the gravel is necessary in highway construction and the price is reasonable. The Commission accepted the recommendation.

Consideration was given by the Commission to cancellation of a deed conveying to the City of Albany a portion of Block 39, Hackleman's Second Addition to the City of Albany. The Right of Way Engineer stated that the deed had been prepared in compliance with an agreement made in 1947 in which the State agreed to deed the property to the City for $750.50. The City, he stated, declined to pay this amount and offered the sum of $10; however the City has now indicated a willingness to pay the sum of $375.25, or half of the original price. He recommended sale of the property to the City for such sum, provided the State is relieved of payment of all street assessments levied against the property. He also recommended that the old deed, prepared in the amount of $750.50 but never delivered, be destroyed. The Commission accepted the recommendations.

The matter of entering into a trust agreement with the Bonneville Power Administration concerning changes in the Bonneville transmission line on the Pendleton-Deadman's Pass Section of the Old Oregon Trail in Umatilla County was discussed by the Commission. The Right of Way Engineer reported that the changes are necessary by reason of highway construction which will start in the near future. He explained briefly that under the terms of the trust agreement, the State is required to deposit $6,700 to cover the cost of moving the transmission line and that any balance remaining above the cost of the moving will be refunded to the State. He recommended that the agreement be approved. The Commission accepted the recommendation.

The Right of Way Engineer recommended and the Commission approved the deeding of 1.48 acre of land to Coos County for the sum of $1.00. The Right

of Way Engineer explained that the property which lies north of Shingle House Slough on the Bay Park-Delmar Section of the Oregon Coast Highway is not needed for state highway purposes and will be used by Coos County as right of way for a county road connection with the highway.

The Commission discussed and upon recommendation of the Right of Way Engineer authorized sale of 0.55 acre of land on the Viento-Hood River Section of the Columbia River Highway, across the road from the old Columbia Gorge Hotel, in Hood River County. The Right of Way Engineer explained that the property is not needed for highway purposes, and that Mr. and Mrs. H. C. Kirby have offered to pay the sum of $550 for it.

The Commission also gave consideration to the sale of 3.1 acres of land on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, to George F. Simmons. The Right of Way Engineer stated that this property was originally acquired for a materials pit but now is excess property not needed for highway purposes. He recommended that it be sold to Mr. Simmons for the sum of $300. The Commission approved the recommendation.

The Right of Way Engineer presented the matter of cancelling a lease given to the Westfall Engineering Company for the use of property on Unit No. 5 of the T. H. Banfield Expressway in Multnomah County. The Westfall Engineering Company, he stated, cannot continue to pay the rent and has asked for cancellation of the lease effective November 15, 1953. He further stated that the Northwest Technical Institute wishes to lease the property and has agreed to enter into a lease agreement on the same terms and conditions as are contained in the lease given to the Westfall Engineering Company. He recommended cancellation of the lease with the Westfall Engineering Company and the granting of a new lease to the Northwest Technical Institute containing the same terms and conditions as the other, the lease to run for four years beginning November 16, 1953 at a rental rate of $480 per month. The Commission approved the recommendation unanimously.

The Commission discussed the proposed purchase of the Wink property on the Chenoweth-The Dalles Section of the Columbia River Highway about two miles west of The Dalles. The Right of Way Engineer advised that several appraisals have been made of this property, the highest being slightly above $90,000 which amount he recommended be paid for the property. He stated that construction of the new highway at this point will wipe out the Wink auction yard. He also said that acquisition of a narrower right of way width was considered, but it was found impossible to narrow it more than five feet. Commissioner Reynolds stated that Mr. Wink has said that he wants $110,000 for his property. As a result of the discussion the Commission ordered that Mr. Wink be informed that there is a question as to when this section of highway will be constructed so the Commission has decided to defer acquisition of necessary right of way for the time being.

Chairman Chandler brought up the matter of paying damages to Mrs. Vera Reddenbaugh for loss of her water supply on the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County a short distance south of Humbug Mountain State Park. He stated that Mrs. Reddenbaugh alleges that the State's contractor felled a tree across the pipe line and had broken it where it was

installed under the highway fill. The Engineer and the Chief Counsel were instructed to investigate the matter and determine who is responsible for the damage.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Pendleton-Deadman's Pass Section of the Old Oregon Trail

R 20111 - Roy F. Hobby
(Umatilla)
Parcel No. 1: 4.75 acres for right of way (leasehold interest)
Parcel No. 2: 0.06 acre for right of way (leasehold interest)

R 20250 A-1 - Robert E. Goad
(Umatilla)
19.12 acres for right of way (leasehold interest)

R 20250 A-2 - William Purchase
(Umatilla)
4.92 acre for right of way (leasehold interest)

R 20250 A-3 - James R. Thompson
(Umatilla)
Parcel No. 1: 15.37 acres for right of way (leasehold interest)
Parcel No. 2: 1.78 acres for right of way (leasehold interest)

R 20250 A-4 - James R. Thompson
(Umatilla)
10.84 acres for right of way (leasehold interest)

R 20250 A-5 - Roy F. Hobby
(Umatilla)
6.50 acres for right of way (leasehold interest)

R 20250 A-6 - Roy F. Hobby
(Umatilla)
8.0 acres for right of way (leasehold interest)

R 20250 A-7 - Roy F. Hobby
(Umatilla)
15.26 acres for right of way (leasehold interest)

R 20250 A-8 - Herbert Thompson
(Umatilla)
2.64 acres for right of way (leasehold interest)

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Pendleton-Deadman's Pass Section of the Old Oregon Trail (cont.)

R 20250 B-12 - Herbert Thompson
(Umatilla)
28.58 acres for right of way (leasehold interest)

R 20250 C-21 - B. F. Bowman, William Purchase and Emma J. Kirkpatrick
(Umatilla)
3.28 acres for right of way (leasehold interest)

R 20250 C-23 - Finis Kirkpatrick
(Umatilla)
2.06 acres for right of way (leasehold interest)

R 20250 C-24 - B. F. Bowman, William Purchase and Emma J. Kirkpatrick
(Umatilla)
10.15 acres for right of way (leasehold interest)

R 20250 C-26 - Robert Perry (Allottee)
Herbert Thompson (leasehold interest)
(Umatilla)
14.43 acres for right of way

R 20250 C-27 - Herbert Thompson
(Umatilla)
7.60 acres for right of way (leasehold interest)

R 20250 C-28 - Robert Perry (Allottee)
Herbert Thompson (leasehold interest)
(Umatilla)
8.16 acres for right of way

R 20250 C-30 - Norman Warnstrom
(Umatilla)
9.28 acres for right of way (leasehold interest)

R 20250 D-31 - Norman Warnstrom
(Umatilla)
Parcel No. 1: 5.73 acres for right of way (leasehold interest)
Parcel No. 2: 0.42 acre for right of way (leasehold interest)

Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway

R 13926 - H. J. Smith
(Marion)
6.05 acres for right of way

R 13930 - Joseph Moorman
(Marion)
5.75 acres for right of way

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Hayesville Junction-Wilsonville Jct. Sec. of the Portland-Salem Expressway (cont.)

R 13931 - Ingval Torresdal
(Marion)
1.42 acres for right of way

R 13936 - Ida M. Denny
(Marion)
11.51 acres for right of way

R 19985 - G. C. Farmer
(Marion)
2.0 acres for right of way

R 20470 - J. W. Fitts
(Marion)
Parcel No. 1: 7.91 acres for right of way
Parcel No. 2: 3.0 acres for excess taking

R 20840 - Peter E. Jensen
(Marion)
9.85 acres for right of way

R 20846 - John J. Schafer
(Marion)
Parcel No. 1: 0.22 acre for right of way
Parcel No. 2: 0.28 acre for excess taking

R 20849 - James R. Burgess
(Marion)
7.83 acres for right of way

R 20851 - Vernon P. Clark
(Marion)
11.93 acres for right of way

R 20852 - John J. Stafek
(Marion)
Parcel No. 1: 11.13 acres for right of way
Parcel No. 2: 0.33 acre for right of way
Parcel No. 3: 0.02 acre for right of way

R 20892 - Emil Walter Lawson
(Marion)
3.59 acres for right of way

R 20903 - Arthur Franke
(Marion)
19.38 acres for right of way

Hayesville Jct.-Wilsonville Jct. Sec. of the Portland-Salem Expressway (cont.)

R 20906 - J. J. Kabatoff
(Marion)
Parcel No. 1: 0.38 acre for right of way
Parcel No. 2: 0.35 acre for right of way

R 20935 - Jess E. Tryon
(Marion)
3.74 acres for right of way

R 20939 - Tena C. Bartruff
(Marion)
3.89 acres for right of way

R 20948 - Frank Gillies (or Gilles)
(Marion)
0.33 acre for right of way

R 21060 - Lauren E. Stettler
(Marion)
5.85 acres for right of way

R 21179 - Marc H. Saucy
(Marion)
13.05 acres for right of way

R 21183 - F. D. Van Sweringen
(Marion)
0.283 acre for right of way

R 21184 - Oscar D. Olson Florist, Inc.
(Marion)
0.277 acre for right of way

R 21185 - C. E. Hald
(Marion)
0.155 acre for right of way

R 21186 - J. A. Kapphahn
IMarion)
0.075 acre for right of way

R 21205 - Wm. Albright
(Marion)
Parcel No. 1: 0.42 acre for right of way
Parcel No. 2: 0.96 acre for right of way

R 21349 - R. A. Forkner
(Marion)
0.23 acre for right of way

Hayesville Jct.-Wilsonville Jct. Sec. of the Portland-Salem Expressway (cont.)

R 21351 - C. O. Van Kleeck
(Marion)
0.031 acre for right of way

R 21357 - Dana M. Church
(Marion)
0.03 acre for right of way

R 21358 - Robert C. Gile
(Marion)
0.023 acre for right of way

Love Bridge-Black Bridge Section of the Baker-Homestead Highway

R 20305 - Ira D. Stagg
(Baker)
Parcel No. 1: 2.67 acres for right of way
Parcel No. 2: 1.14 acres for right of way

Blackwell Hill-Medford Section of the Pacific Highway

R 21395 - William A. Mansfield Estate
(Jackson)
0.14 acre for right of way

Salem-Dallas Highway

R 15173 - Wilbur P. Lewis and Lessee's interest
Right of Way (Polk)
295 square feet

Fall Creek Bridge Section of the Mist-Clatskanie Secondary Highway

R 21303 - Longview Fiber
Right of Way (Columbia)
1.47 acres

Airport Road-Stout Creek Section of the North Santiam Highway

R 21083 - Ohmart and Calaba
Right of Way (Marion)
Parcel No. 1: 0.30 acre
Parcel No. 2: 0.62 acre

Rocky Point-Brush Creek Section of the Oregon Coast Highway

L 2081 - Searcy E. Binford, et al.
New resolution required for change of description and a slight change in the location of one approach

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Shady Point-Booth Ranch Section of the Pacific Highway

L 2071 - Blanche Tipton, et al
New resolution required for the following property
Parcel No. 1: 27.73 acres
Parcel No. 2: 1.37 acres
Parcel No. 3: 0.68 acre

Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway

L 1970 - Stephen J. Spoerl, et ux
New resolution for change of description and for change of access point from Station 523+00 to Station 523+35

Unit No. 3 of the T. H. Banfield Expressway

R 16728 -A - Efem Warehouse Company
Railroad Right of Way (Multnomah)
10,125 square feet

Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway

R 17492 - Paul M. McFarland
Right of Way (Washington)
1.54 acres

Rinehart Creek-Frankport and Frankport-Euchre Creek Section of the Oregon Coast Highway

L 2013 - Winston W. Chambers, et al
New resolution required because of changing center line of the right of way

The Commission approved the request unanimously by adopting the attached resolutions relative thereto marked EXHIBITS "I-1" through "I-10", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's report on cases which have been tried since the October meeting of the Commission as follows:

1. State vs Anton Bergsvik, et al, L 1931: This case concerns acquisition of 0.27 acre of land required as right of way for the T. H. Banfield Expressway. The State offered to pay $5,000 for this property, whereas the owners demanded the sum of $15,000. The jury returned a verdict in the sum of $6,300 plus $750 attorney's fees.

2. Paul M. McFarland, et ux vs State, L 1943: This case involves a suit in equity to set aside a deed whereby the McFarlands conveyed to the State 1.54 acres as right of way for the West Portland-Hubbard Highway. The issue in this case was whether or not the conveyance had been based upon the repre-

sentation that a grade crossing was to be constructed connecting Norwood Road with the highway. The Court entered a decree ordering a cancellation of the deed from the McFarlands to the State and ordering return to the State of the sum of $859.50 which had been deposited by the defendants and was the price paid for this property by the State.

3. State vs Albert Brady, L 1828: This case concerns recovery of $540.99 which was the cost of repairing a Ford sedan owned by the State and which was damaged in an accident on October 5, 1951. The Court dismissed the case for the reason that the State had not brought forth necessary proof of damages caused by the defendant.

4. State vs Marcel Klimek, et ux, L 1994: This case concerns acquisition of 1.5 acres of land required as a source of road building materials in Jackson County. An offer in the amount of $449 was made which was acceptable to the defendants, but the defendants were unable to convey good title, and it was necessary to prosecute the action. The judge in the case entered an order appropriating the property to the State for the sum of $450.

5. State vs Albert J. Sauers, et ux, L 1762A: The State appealed to the Supreme Court from the Circuit Court of Marion County because the judgment contained an obligation upon the State to pay interest upon the jury's verdict from the date of filing the complaint, whereas the State had not taken possession of the property at the time of entry of judgment. The Court in an opinion rendered November 4, 1953, held that interest payments in a condemnation action can only arise from the time of taking physical possession of the property or date of judgment.

6. State vs Frank A. Smith, et al, L 2020: Complaint in this case was filed for acquisition of 2.40 acres of land on the Winchester-Shady Point Section of the Pacific Highway and prohibition of all rights of access. The defendants rejected an offer of $1,200 for their property and demanded the sum of $3,500 plus $500 attorney's fees. The jury returned a verdict in the amount of $2,250.

7. State vs Ivan F. Phipps, et al, L 1742: This case concerns purchase of 2.67 acres of land required as right of way for the N. E. Union Avenue Section of the Pacific Highway East in Portland. The State's offer for this property was in the amount of $5,250, whereas the owners demanded the sum of $22,500. The jury returned a verdict in the amount of $7,000.

8. State vs Ivan F. Phipps, et al, L 1345: Complaint was filed for acquisition of 0.87 acre of land along Union Avenue in Portland. The State appraisers showed a valuation between $750 and $1,000, whereas the defendants witnesses testified to a valuation between $5,000 and $12,000. The jury returned a verdict in the amount of $3,500 plus interest in the amount of $2,222.55 plus $1,000 attorney's fees.

9. State vs J. A. Gallagher, et al, L 1992: This case concerns acquisition of two parcels of land, one containing 1,326 square feet and the

other 0.2 acre required as right of way for the North Corvallis Section of the Pacific Highway West and the denial of all rights of access. An offer was made in the sum of $2,150, but the owners demanded the sum of $8,000. The jury returned a verdict in the amount of $2,000.

10. State vs Katherine E. Celoria, et vir, L 1842: Complaint was filed for acquisition of 0.17 acre of land for a drainage ditch along the T. H. Banfield Expressway. An offer was made in the sum of $345, but the defendants demanded the sum of $12,400. The jury returned a verdict in the amount of $1,000.

11. State vs T. J. Starker, et ux, L 1990: This case concerns acquisition of 45,880 square feet of land required as right of way for the North Corvallis Section of the Pacific Highway West, with complete restriction of access. An offer of $8,035 was made for this property which was rejected by the owners who demanded the sum of $20,000. The jury returned a verdict in the amount of $12,250.

(For details of the above-listed cases, see copy of the Chief Counsel's written reports dated December 4 and December 7, 1953, in the General Files.)

The Commission considered and approved the Chief Counsel's report of cases settled since the meeting of the Commission held on October 29 and 30, 1953, as follows:

1. State vs R. M. Church, et ux, L 2068, for acquisition of one acre of land on the Winchester-Shady Point Section of the Pacific Highway. An offer in the amount of $4,950 was rejected, the owners demanding the sum of $7,553. Settlement was finally effected in the amount of $5,950.

2. State vs Oregon Portland Cement Company, et al, L 2085, to recover the sum of $134.35 plus attorney's fees for damage to a guard rail near M. P. 4.29 on the Oswego Highway as a result of an automobile accident. Subsequent to filing of the complaint the defendants paid the entire claim in the amount of $134.35 and the case is being dismissed.

3. State vs T. E. Gilmore, et ux, L 2053, for acquisition of 0.13 acre of land on the Grants Pass-Murphy Section of the Williams Secondary Highway in Josephine County. Subsequent to filing of the complaint the defendants agreed to accept the offer made prior to the filing in the sum of $615.

4. State vs J. Frank, et al, L 2079, for acquisition of 0.21 acre of land on the Winchester-Shady Point Section of the Pacific Highway in Douglas County and for restriction of access. The defendants rejected an offer of $800 and demanded $1,500. Negotiations resulted in a settlement for the sum of $800 as originally offered.

5. State vs AFKO Investment Corporation, L 2044, for acquisition of 0.72 acre of land on the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway. Prior to filing of the complaint, the defendants accepted an offer in the amount of $2,700.

6. State vs William G. Clarenbach, et ux, L 2077, for the acquisition of 0.05 acre of land, a small building, and restriction of access rights. An offer in the sum of $350 was made and refused. Subsequent negotiations resulted in a settlement in the sum of $500.

7. State vs George Brant, L 1808 and 1808A, for 0.127 acre of land on the Salem By-pass Section of the Pacific Highway East and prohibition of all access. The judgment entered by the court provided for the payment of $1,000 plus interest at the rate of 6 percent from February 1,1952, that being the date the complaint was filed. A decision has now been rendered in the Sauers' case (See report of trial cases) in which the Supreme Court held that the Highway Commission's obligation to pay interest does not commence with the filing of the complaint but commences at the time the State takes physical possession of the property. A settlement has been effected which provides for payment of the amount of the judgment less interest.

8. State vs Earle S. Butler, et al, L 1956, for acquisition of 0.10 acre of land on the Reedsport-Luder Creek Section of the Umpqua Highway with one private access. An offer in the amount of $2,230 was rejected by the defendants who demanded that the State purchase the entire ownership consisting of one acre. Settlement was effected as originally offered but in correspondence it has been set forth that the consideration shown in the deed is for the real property and the access rights only, and it is expressly understood that conveyance of the property to the Highway Commission and acceptance of payment in the sum of $2,230 shall not act as an estoppel against any appropriate action to which the owner might otherwise be legally entitled in the event his remaining property is damaged by flood caused by raising the highway grade.

9. State vs R. W. Richmond, et ux, L 1728, for acquisition of approximately 3,305 acres of land on the Columbia River Highway Junction Section of the Pendleton-Cold Springs Highway in Umatilla County. The State made an offer of $550 which was refused by the owners until their condemnation case was settled with the Union Pacific Railroad Company. The Railroad Company has now effected settlement of both cases with the Richmonds, and the State has received a deed to the property, the cost of which has been paid by the Union Pacific Railroad Company.

10. State vs Willard L. Morrison, et ux, L 2074 and R 20878, for acquisition of land on the Junction City-Eugene Section of the Pacific Highway in Lane County. An offer in the amount of $300 was made to the owner and refused by him. Subsequent negotiation resulted in a settlement on the basis of paying the sum of $300 and the State to restore the premises to as near its former condition as it is possible to do.

(For further details concerning the above-listed settlements, see copy of the Chief Counsel's written report to the Commission dated December 4, 1953, in the General Files.)

The Commission considered and confirmed offers reported by the Chief

Counsel for acquisition of real property required for various highway purposes, which offered were tendered to the owners prior to the commencement of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 20, 1951:

Goshen-Divide Section of the Pacific Highway

R 20489 - Owner: James A. Rodman. 3.58 acres for right of way; 1.00 acre for excess taking. Amount of offer 2,150.00. Authorized by Chairman Chandler on November 5, 1953.

R 20490 - Owner: James A. Rodman. 7.17 acres for right of way. Amount of offer $20,635.00. Authorized by Chairman Chandler on November 5, 1953.

R 20526 - Owner: J. B. Fox. 7.64 acres for right of way; 31.9 acres for excess taking. Amount of offer $9,760.00. Authorized by Chairman Chandler on November 5, 1953

R 20529 - Owner: Harold E. Clark. 4.24 acres for right of way. Amount of offer $4,935.00. Authorized by Chairman Chandler on November 27, 1953.

R 20578 - Owner: Dale M. Cornelius: 0.79 acre for right of way. Amount of offer $2,305.00. Authorized by Chairman Chandler on November 27, 1953.

R 20584 - Owner: Lewis G. Clark. 0.60 acre for right of way. Amount of offer $2,412.00. Authorized by Chairman Chandler on November 27, 1953.

R 20587 - Owner: K. Walton. 0.055 acre for right of way. Amount of offer $120.00. Authorized by Commissioner Reynolds on November 19, 1953.

R 20589 - Owner: G. E. Harris. 0.14 acre for right of way. Amount of offer $265.00. Authorized by Commissioner Reynolds on November 19, 1953.

Blackwell Hill-Medford Section of the Pacific Highway

R 20785 - Owner: Thaddeus Quinn. 0.13 acre for right of way. Amount of offer $[illegible]5.00. Authorized by Chairman Chandler on November 27, 1953.

R 20786 - Owner: J. S. Daniels. 0.06 acre for right of way. Amount of offer $200.00. Authorized by Chairman Chandler on November 27, 1953.

R 20789 - Owner: Laurence C. Turner. 0.95 acre for right of way. Amount of offer $1,200.00. Authorized by Chairman Chandler on November 27, 1953.

R 20790 - Owner: A. W. Laricks. 2.12 acres for right of way. Amount of offer $4,000.00. Authorized by Commissioner Reynolds on November 19, 1953.

R 20819 - Owner: Jannie H. Stadelman. 0.88 acre for right of way. Amount of offer $4,500.00. Authorized by Chairman Chandler on November 27, 1953.

Blackwell Hill-Medford Section of the Pacific Highway (cont.)

R 20820 - Owner: Nolan F. Biehler. 0.25 acre for right of way. Amount of offer $2,500.00. Authorized by Chairman Chandler on November 27, 1953.

Rocky Point-Brush Creek Section of the Oregon Coast Highway

R 21055 - Owner: S. E. Binford. 4.80 acres for right of way. Amount of offer $35,000. Authorized by Chairman Chandler on October 26, 1953.

Junction City-Eugene Section of the Pacific Highway

R 20883 - Owner: C. S. Payne. 1910 square feet for slope easement. Amount of offer $382.00. Authorized by Chairman Chandler on October 26, 1953.

Winchester-Shady Point Section of the Pacific Highway

R 19348 - Owner: J. Frank. 0.21 acre for right of way. Amount of offer $800.00. Authorized by Chairman Chandler on October 26, 1953.

Shady Point-Booth Ranch Section of the Pacific Highway

R 21074 - Owner: Laval E. Medford. 1.17 acres for right of way. Amount of offer $2,863.00. Authorized by Chairman Chandler on October 26, 1953.

R 21071 - Owner: William G. Clarenbach. 0.05 acre for right of way. Amount of offer $350.00. Authorized by Chairman Chandler on October 26, 1953.

Unit No. 3 of the T. H. Banfield Expressway

R 20600 - Owner: J. J. Forkan. 2581 square feet for right of way. Amount of offer $1,000.00. Authorized by Chairman Chandler on November 5, 1953.

R 20598 - Owner: Rushlight's Inc. 26,150 square feet for right of way. Amount of offer $7,060.00. Authorized by Chairman Chandler on November 27, 1953.

R 20602 - Owner: Norman O. Moyer. 1855 square feet for right of way. Amount of offer $846.00. Authorized by Chairman Chandler on November 27, 1953.

R 20659 - Owner: Eagle Lumber Yards. 0.36 acre for right of way. Amount of offer $22,690.00. Authorized by Chairman Chandler on November 27, 1953.

R 20658 - Owner: Drake Lumber Company. 9,932 square feet for right of way. Amount of offer $7,500.00. Authorized by Chairman Chandler on November 27, 1953.

Unit No. 4 of the T. H. Banfield Expressway

R 20623 - Owner: Rex B. Parelius. 8082 square feet for right of way. Amount of offer $970.00. Authorized by Chairman Chandler on November 5, 1953.

R 14868 - Owner: V. E. McCarthy. Condemning only leasehold interest of owner. Amount of offer $1,600.00. Authorized by Chairman Chandler on November 27, 1953.

R 20928 - Owner: Verlin E. McCarthy. 1788 square feet for temporary construction easement. Amount of offer $200.00. Authorized by Chairman Chandler on November 27, 1953.

R 20831 - Owner: Prescott Corporation. 45,000 square feet for right of way. Amount of offer $6,300.00. Authorized by Commissioner McIver on October 9, 1953

The Commission considered and ordered filed a written report submitted by the Chief Counsel concerning condemnation cases tried during the period from September 1, 1952 to August 31, 1953. (For details see copy of report in General Files.)

The Chief Counsel brought up for discussion the matter of legal procedure to be followed with respect to claims for damage to properties abutting upon Center Street by reason of construction of the Center Street Bridge in Salem. He explained that a number of property owners on Center Street between Commercial and Front Streets have started proceedings to collect damages. He recalled that when this matter was before the Commission in 1950 and 1951, the Commission's position had been that no settlements for damages should be effected until the bridges at Center Street and at Marion Street had been completed and suits had been filed by the aggrieved property owners. He further stated that no proceedings have been started as yet due to construction of the Marion Street Bridge, and no amounts have been stated by the claimants along Center Street. It was his opinion that construction of the Marion Street Bridge and reconstruction of the Center Street Bridge constitutes a change of grade, and he requested authority to secure appraisals of the affected properties for damages only due to change of grade, and that authority also be granted him to negotiate settlements with the claimants on the basis of the facts disclosed by the appraisals. The Commission approved both requests.

Consideration was given by the Commission to a claim submitted by C. Henry Williams of Cascade Locks for personal expense in the amount of $186.47 caused him when a slide damaged a Forest Service residence building which he occupied. The Chief Counsel explained that during the month of January, 1952, the residence owned by the Forest Service had been damaged due to an earth movement apparently caused by construction of the Columbia River Highway and that Mr. Williams was forced to move from the house and to pay a greater amount as rental than he had paid previously for use of the Forest Service house. He recalled that the State Highway Commission formerly had authorized moving of the house from the slide area at State expense, and had also authorized payment to Mr. Williams of extra telephone

expense he incurred by reason of his living in a house not owned by the Forest Service. It was his opinion that the claim is legally justified, and he recommended that it be paid through the Secretary of State rather than by a check on the Revolving Fund. The Commission accepted the recommendation.

The Commission considered and approved the abandonment of the following claims as recommended by the Chief Counsel:

1. Claim against Charles E. Self in the amount of $650 for damage to a state vehicle incurred December 19, 1952, near Canyonville, Oregon. Persistent attempts to determine Mr. Self's whereabouts have been unsuccessful.

2. Claim against George C. Hurst in the amount of $18.34 for timber trespass and the removal of two logs from property owned by the State. Mr. Hurst cannot be located, and as he owes many persons in the vicinity for timber, further attempts to secure payment do not appear practical.

Authority to commence and prosecute a suit against Jacob G. Scherrer for specific performance of an option to convey right of way for the Rowena-The Dalles Section of the Columbia River Highway in Wasco County was requested by the Chief Counsel. He explained that on March 6, 1953, Mr. Scherrer agreed to convey 10.17 acres of land for the sum of $31,450.00 but later apparently became dissatisfied with the price and now refuses to execute a deed. The Commission granted the request.

The Chief Counsel reported commencement of condemnation proceedings entitled "United States vs Carlisle, State of Oregon, acting by and through its State Highway Commission, et al". He stated that a complaint had been served naming the Highway Commission as a defendant in an action brought by the U. S. Government to condemn land needed for The Dalles dam. The property consists of a service station, a lot and a quarry site, upon which quarry site the Commission acquired a perpetual lease in 1928. In an agreement entered into between the United States and the Commission, dated January 6, 1953, the State is obligated to convey its interest in the property covered by this condemnation proceeding, and an answer has been filed admitting the allegations contained in the complaint. The Commission approved the report.

The Commission also considered and approved a report submitted by the Chief Counsel on the commencement and dismissal of action entitled "Anna MacDonald vs Eugene Excelsior Company, State of Oregon, by and through its State Highway Commission, et al". The Chief Counsel explained that a complaint in this case was served on October 28, 1953, for suit to quiet title, and the Commission was named as a party defendant by reason of an easement on the subject property for a spur track in favor of other property including some acquired by the Commission for right of way purposes. He further explained that the Commission at its September meeting on the request of Rodman and Urey, Eugene realtors, approved a waiver relinquishing the easement, but the waiver was not immediately filed by Rodman and Urey which is the reason that the State was named as a defendant. The waiver has since been filed and an order has been entered dismissing the suit. The Commission approved the report.

The Commission approved reimbursing Mr. Frank I. Towle in the amount of $25.60, for out-of-state expense incurred by him going to Seattle on September 29 and 30, 1953, in connection with the case of State vs Yaquina Dock and Dredge Company. The Commission also authorized Mr. Towle to go to Seattle December 14 and 15, 1953 in connection with the preparation of oyster bed condemnation cases, his expenses for this trip being estimated at $38.85.

The Chief Counsel reported that the salary of Mr. Leonard Lindas, one of the attorneys in his office, which previously was approved for $610 per month, has now been approved by the Attorney General for $630 per month effective November 1. He recalled that at the previous meeting of the Commission a revised salary schedule for attorneys was authorized effective November 1, on condition that the rates were approved by the Attorney General. He advised that such approval by the Attorney General has now been obtained. In view of this report, the Commission approved its previous action.

The Chief Counsel also brought up for consideration an action instituted by P. N. Shown of Mitchell, Oregon, who is suing the State for $20,000 as damages for property taken and for damages to his remaining property due to state highway construction. The Chief Counsel pointed out that there is a title problem on his land, and it is not possible to secure an insurable title. The highway, however, does occupy his land. It was his feeling that the damages sought by Mr. Shown are entirely too high, and he requested authority to offer the sum of $150 as payment for the property and damages. The Commission granted the request.

Consideration was also given by the Commission to the matter of acquiring a cinder pit from Mr. Gilbert W. Harris on the Powell Butte-Prineville Section of the Ochoco Highway in Crook County. The Chief Counsel explained that an option was secured from Mr. Harris for the sum of $2,500 and that a form of release of mineral rights owned by the County was prepared and sent to the County for acceptance. However, the County refused to sign the release but indicated that the State could use the cinders. Mr Harris, he stated, claims that the State is obligated to secure title to the property which, he stated, is worth not more than $750, being $500 for a haul road and $250 for the land. The balance of $1,750 should be paid to the County. Mr. Harris, however, has refused to accept the sum of $750 and has demanded $1,250. He requested authority to offer $750 for Mr. Harris' interest in the property. The Commission approved the request.

The Commission approved a report from the Engineer that conditions governing the awards of the following state highway contracts have been satisfied and that contract and bond forms have been sent to the respective contractors for signature pursuant to the Commission's instructions:

1. Grading the Glenwood-North Plains Section of Wilson River Highway in Washington County. Bids received September 24, 1953. Conditions of award satisfied October 29, 1953. Rogers Construction Company, Portland, contractor.

2. Glenwood-North Plains Section Structures on Wilson River Highway in Washington County. Bids received September 24, 1953. Conditions of award satisfied November 2, 1953. Johnston & Bryant, Newberg, contractor.

3. South Unit, Bend-Lapine Section of The Dalles-California Highway in Deschutes County. Bids received September 24, 1953. Conditions of award satisfied November 4, 1953. J. W. Briggs, Bend, contractor.

4. Moro Undercrossing in Sherman County. Bids received September 25, 1953. Conditions of award satisfied November 6, 1953. George E. Berry, Beaverton, contractor.

5. Prairie Road-Eugene Unit, Junction City-Eugene Section of Pacific Highway north from Eugene in Lane County. Bids received September 24, 1953. Conditions of award satisfied November 6, 1953. T. C. Wildish, Eugene, contractor.

6. Willamette River-Gervais Unit, Willamette River-Hayesville Section of Portland-Salem Expressway in Marion and Clackamas Counties. Bids received September 24, 1953. Conditions of award satisfied November 6, 1953. R. A. Heintz Construction Company, Portland, contractor.

7. Rocky Point-Brush Creek Section of Oregon Coast Highway in Curry County. Bids received September 25, 1953. Conditions of award satisfied November 6, 1953. Peter Kiewit Sons' Company, Longview, Washington, contractor.

8. Winchester-South Umpqua River Unit, Deady-Shady Section of Pacific Highway in Douglas County. Bids received September 25, 1953. Conditions of award satisfied November 6, 1953. Babler Brothers, Inc. Portland, contractor.

9. Fairgrounds-Shady Unit, Deady-Shady Section of Pacific Highway in Douglas County. Bids received September 25, 1953. Conditions of award satisfied November 6, 1953. Parker-Schram Company, Portland, contractor.

10. Mud Hollow Canyon-Wasco Section of Fulton Canyon-Wasco Road in Sherman County. Bids received October 30, 1953. Conditions of award satisfied November 9, 1953. Barney B. Helser, Moro, contractor.

11. Winchester Bridge over North Umpqua River in Douglas County. Bids received October 30, 1953. Conditions of award satisfied November 17, 1953. Peter Kiewit Sons' Company, Longview, Washington contractor.

12. Terrebonne Overcrossing on The Dalles-California Highway in Deschutes County. Bids received October 30, 1953. Conditions of award satisfied November 17, 1953. C. P. Patterson, Redmond, contractor.

Consideration was given to a report submitted by the Engineer concerning a request from Mayor Robert Walker, Merrill, Oregon, for improvement of the Klamath Falls-Malin Highway from Hatfield Junction through Merrill to Lost River, in Klamath County. The Engineer recalled that a delegation appeared before the Commission at the September meeting and urged such improvement at the same time that the State Tax Street Fund Project in the Town of Merrill is contracted. The city project, he stated, is estimated to cost $18,000 of which amount the State will pay $15,000. He further stated that no funds have been allocated for the requested highway improvement. He suggested that the mayor of Merrill be advised that no money is available to finance the highway improvement but the State Tax Street Fund project will be constructed in 1954. The Commission approved the suggestion and so ordered.

The Commission gave attention to communications from owners of the Spexarth Building in Astoria who object to the recent rerouting of the Oregon Coast Highway traffic along Eighth Street in Astoria and suggest that northbound traffic be routed along Seventh Street between Bond and Commercial. The complaint cites hazards to pedestrians, noise of traffic, and parking restrictions as the reasons for their request. The Engineer stated that this matter has been thoroughly investigated; that the city officials have been consulted, and as a result of such investigation and consultation, the following is recommended:

1. The rerouting of the Oregon Coast Highway northbound traffic via Seventh Street be denied as the proposal does not appear warranted or advisable.

2. Install a traffic signal at the intersection of Eighth and Commercial Streets provided the city will share equally in the cost of installation and will pay the cost of maintenance and operation of the same in accordance with the established policy, the total estimated cost of such installation being $3,200.

3. That the Highway Department proceed with the proposed revision at the northeast corner of Eighth and Commercial to provide a 10-foot radius curb return as a part of the previously executed State-City agreement covering the one-way street and signal project.

The Commission unanimously approved the recommendation.

The Ergineer presented a report on a request from the Lake County Chamber of Commerce for improvement of the Fremont Highway in the Crooked Creek area north of Lakeview. This particular area, the Engineer stated, is 3.07 miles long and is known as the Chandler Park Section. The existing highway has an oil surface and serves quite well the rather low volume of traffic that uses it. The cost of improving the section he estimated at $360,000. It was his recommendation that the request be denied due to low priority. The Commission accepted the recommendation.

Consideration was given to a written report from the Engineer concerning right of way needed for the proposed Clay-Columbia Street interchange with Harbor Drive. The Engineer advised that pursuant to the understanding had at the October meeting, an investigation was made in company with Commissioner McIver as to properties which should be acquired at this location, and he recalled that the Com-

mission gave consideration to this matter earlier in the day whileconsidering the right of way options presented by the Right of Way Engineer. (For details see copy of the Engineer's written report, dated November 24, 1953, in General Files.)

Requests were considered from several organizations in Tillamook and Netarts that something be done to remedy a traffic hazard that exists on the Tillamook River Bridge on the Netarts Secondary Highway just west of Tillamook. The Engineer advised that an investigation made by the Traffic Engineer disclosed, among other things, that there had been 18 accidents on the bridge in the period from January 1, 1948 to October 31, 1953, one of which was a recent collision between a log truck and a loaded school bus. The investigation also disclosed that installation of a one-way signal would cause considerable delay to traffic. It was his thought that the 17½-foot structure is wide enough to accommodate the passing of two maximum-sized vehicles provided the passing is done at slow speeds. He recommended the establishment of a 20-mile per hour speed zone from the east end of the bridge (M. P. 1.68) to the west end of the bridge (M. P. 1.79), and that the existing signs be replaced by larger reflectorized signs. The Commission accepted the Engineer's recommendations and thereupon adopted the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a claim submitted by Raymond G. Gumpert, Bend, for loss of his wheat crop due to construction of the Tumalo-Bend Section of the McKenzie-Bend Highway. The Engineer advised that this has been a matter of controversy for the past two years with Mr. Gumpert who alleges that his irrigation ditches have been improperly reconstructed and that he was deprived of irrigation water during the summer of 1952 causing loss to him in the amount of $800. The matter of adequacy of the irrigation ditch, he said, has been straightened out, but Mr. Gumpert's claim for crop loss is still pending although Mr. Gumpert has indicated that he will accept $315 as payment in full for loss of wheat on a 7-acre tract. The Engineer recommended approval of such settlement in which, he said, the Chief Counsel concurs. The Commission approved the recommendation.

A request from Mr. Glenn Todd, Superintendent of the Tillamook Public Schools, District No. 9, for construction of a pedestrian footpath and designation of a 20-mile per hour speed zone on the Wilson River Highway between Evergreen Drive and Marolf Loop Road was discussed by the Commission. The Engineer advised that the request has been carefully investigated, and the findings disclose that neither the reduced speed zone nor the footpath are warranted, the latter being estimated to cost approximately $3,500. In consideration of the low accident record and the moderate prevailing speed of traffic along this highway section, he recommended that both requests be denied. The Commission accepted the recommendation.

The Engineer presented a tabulation of high bids received at Salem on November 30, 1953 for purchase of used equipment and scrap materials stored at the Salem shops. He pointed out that the total amount of high bids received is

$10,606.53 as compared with the appraised value of $9,219.50. He recommended that the items be sold to the high bidder in each instance. The recommendation was approved by the Commission.

The Engineer presented a report stating that pursuant to authority heretofore granted him by the Commission, he has approved reclassification of the Alsea Highway from its junction with the Oregon Coast Highway at Waldport to its junction with the Corvallis-Newport Highway near Philomath from a Group II highway status to a Group I status on basis of trial runs as required by law. Such reclassification, he said, will permit the operation of equipment hauling timber products, having an overall length not to exceed 60 feet. The report was accepted by the Commission.

The Commission gave consideration to a form of agreement with the State Liquor Commission concerning construction of a frontage road along the west side of McLoughlin Boulevard (US 99E) opposite the State Highway Division Headquarters in southeast Portland. The Engineer explained that the Liquor Commission plans to construct a warehouse on the west side of the highway and that the establishment of this facility will result in a considerable amount of truck traffic whose turning movements will create a hazardous and undesirable condition. Construction of a frontage road west of the highway between Ochoco Street and Avenue "A" appears, he stated, to be the only satisfactory solution to the problem. The cost of constructing such a frontage road, he estimated at $22,280 exclusive of right of way costs. The Liquor Commission, he added, now owns right of way valued at $12,000 and the remaining right of way he estimated could be acquired for about $7,500. He recommended that the Liquor Commission and the Highway Commission bear equally the cost of constructing the frontage road with the Liquor Commission to receive credit for $12,000 representing value of the land they now own. The Commission approved the arrangement as recommended.

The Engineer reported cancellation of a 25-mile per hour restricted speed zone on the Little Sheep Creek Secondary Highway between M. P. 0.00 and M. P. 5.07. The reduced speed zone, he stated, was placed to prevent damage to the newly constructed section of highway by reason of high vehicle speeds. All of the conditions which justified the placement of the restricted speed signs have now been eliminated, and the signs were removed on November 24, 1953 Inasmuch as the restricted speed zone was placed by resolution, he asked the Commission to adopt a resolution removing it. The Commission approved the request by adopting the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was considered from the City of Arlington for additional access from the new Columbia River Highway to Main Street at its intersection with First Street in Arlington. The Engineer recalled that a delegation from Arlington made a similar request at the August meeting of the Commission which request had been denied. It was his thought that the proposed connection could serve no useful purpose and that it would only introduce additional hazards by reason of one more access to the new highway. He pointed out that the existing intersection of the New highway at Main Street has been greatly improved by widening and channelizing. He recommended that the request be again denied. The Commission deferred action pending the appearance of a delegation on the following day. (On the following day the Commission informed the delegation that the matter would be given further study and that operation of exist-

ing facilities would be watched carefully to determine if they function properly, and if they do not function correctly, then whatever is necessary to make them do so will be authorized.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission approved and signed a supplemental agreement with the O. W. R. & N Railroad Company covering alterations and widening of the N. E. Halsey Street overcrossing on the T. H. Banfield Expressway in Portland.

A request was considered by the Commission from the Astoria Chamber of Commerce that the ferry, "M. R. Chessman", be continued in service during the winter season. The Engineer estimated a deficit of $34,000 in the operation of the ferries at Astoria during the period January 1 to December 31, 1953, and that on such basis the operation would show a deficit of about $42,000 for the year 1954, and if the "Chessman" is operated during the winter, the deficit could well amount to $48,000. Presently, he said, the ferry, "M. R. Chessman", is taken off the run during the winter months for purposes of overhaul and to reduce operation expense, the cost to operate it being considerably more than that to operate the "Tourist No. 3". He recalled that when the "M. R. Chessman" was put in service, it was planned to make the toll charges large enough to cover the cost of operation. He suggested in view of the deficit, that the toll rates be increased sufficiently to eliminate the anticipated deficit for the year 1954, and he presented a table of rates that would bring the desired results. The Commission deferred action on the matter pending the appearance of a delegation concerning this matter on the following day. (The Commission informed the delegation when they appeared that it was their opinion that the tolls charged should pay for the operation of the ferry, including depreciation, and that the Commission would be willing to operate the "Chessman" throughout the year, except for a period necessary for overhaul and maintenance, if users of the ferry will pay the necessary increase in fares. Later in the day, the Commission instructed the Engineer to make a study of tolls charged for ferry service on Puget Sound for comparable runs, and to submit the facts at the January meeting. (See ahead for additional entry.)

The Commission considered reports submitted by the Engineer and the Chief Counsel concerning a complaint made by Mr. Claude B. Miller, Ashland, against Mr. J. G. Bromley, District Maintenance Superintendent, and Mr. W. V. Poole, Section Foreman at Siskiyou. The Engineer explained briefly that the dispute revolves around a connection between the revised location of the Pacific Highway and the original location of this highway south of the Siskiyou Summit. He advised that in conformity with an agreement with Jackson County a section of old highway was conveyed to the County, and the County later conveyed a part of it to the adjoining property owners, one of whom was a Mr. Kissinger who closed a temporary roadway across his land which was being used by Mr. Miller. It was his opinion that the real issues involved are in the nature of a neighborhood squabble in which the Highway Department should not become involved. The Commission deferred action on the matter pending Mr. Miller's appearance before the Commission on the following day. (The Commission informed Mr. Miller, after he had made his oral presentation and left with them a written resume, that the matter would be carefully considered and that he would be informed of the

decision reached. Later in the day, Mr. Bromley and Mr. Poole appeared before the Commission and were advised by Chairman Chandler that the Commission had studied the matter carefully and that it is the feeling of the Commission that Mr. Bromley and Mr. Poole had done a good job, and accordingly the Commission would back them up in their actions.) (For details of this matter, see copy of the Engineer's written report to the Commission, dated December 4, 1953, in General Files.)

Consideration was given to a request submitted by The California-Oregon Power Company that the East Diamond Lake Secondary Highway be kept open for travel during the winter season to permit the hauling of supplies from Klamath Falls to its construction camp northwest of Diamond Lake. The Engineer reported that under authority from the Commission, this highway was kept open with a push-plow up to December 4 when the operation was closed down because of excessive depth of snow. He pointed out that The California-Oregon Power Company and its employees who have worked on this Company project for the last five years are familiar with the policy of the Commission to allow both secondary highways to close during the winter as it was not considered in the public interest to spend a large sum of money to keep them open for an average daily traffic of 30 vehicles. He suggested continued operation of the push-plow equipment as long as is possible to keep the road open for one-way travel and that the Power Company be informed that the Highway Department cannot do more than that because of shortage of equipment and men; also, that the suggestion be made that the most practicable outlet for the people of this community is over the North Umpqua Highway to Roseburg, as heretofore. Action on the matter was deferred by the Commission until the next day when a delegation was to appear regarding the project. (The delegation was informed that the Commission will do what it can with a push-plow but does not have a rotary plow available for use in this area; also, that it is the feeling of the Commission that the Power Company should cooperate in keeping the road open, and that the Engineer has been instructed to contact the Company with respect thereto.) (See ahead for additional entry.)

The Commission considered and ordered filed a report submitted by the Engineer concerning load weight violations covering a three-month period from August through October during the years 1950 to 1953 inclusive. According to the report a slight increase in violations was shown in 1953 over 1952, but the percentage of violations is still only 30 percent of the 1950 figure. It was the Engineer's thought that the recent opinion of the Attorney General with reference to suspended fines may tend to improve the situation. (For further details, see Tabulation of Log Hauling Operations, Exhibit "C", dated October, 1953, in the General Files.)

The Commission discussed with the Engineer a request from Messrs. Campbell and Kaney, Coos Bay, for permission to construct a frontage road on state highway right of way along the Bunker Hill-Delmar Section of the Oregon Coast Highway between Highway Engineer's Stations 386+00 and 394+00, two and one-half miles north of Delmar. The Engineer recalled that when the right of way was acquired, private access to the highway was granted at Stations 379+00 and 392+00, and access was also allowed at Station 394+00 for a logging road approach. Subsequent to that time, title to the properties has changed several times and conditions have now become quite complicated. To take care of the situation, he recommended that the access to the highway at Station 394+00 be closed and barricaded and that the abutting property owners

be granted a revocable permit to construct a frontage road on highway property from Station 382, an authorized access, to Station 390 on the condition that the abutting property owners will consent to the elimination of the approved access at Station 386+00. It should further provide, he stated, that Campbell and Kaney be required to construct a frontage road over their property in the vicinity of an unimproved road now in use between Station 390 and Station 394. Mr. Kaney, who was present, stated that these arrangements will be satisfactory to them. The Commission unanimously approved the arrangement as outlined by the Engineer.

The Engineer presented for consideration a proposed adjustment of the five-year construction program that was adopted by the Commission on September 24. 1953. made necessary. he said, to bring the portion of the program that is to be financed with bond monies, into as close conformity as is possible with the program that was submitted to the Legislature through a descriptive report prepared by Mr. Ralph Watson, Public Relations Consultant. He explained that the adjustment brings the total of the bond-financed program to within $175.000 of the amount of the bond money available, $72,284,942, and it also gives to each of the eight highways that are involved in the bond program approximately the same proportion of the program total which each would have received under the program that was submitted to the Legislature. He pointed out that the amount allocated to each highway is less than that shown on the program that was submitted to the Legislature because the original program was prepared on the assumption that $75,000,000 of bond monies would be available, whereas the Legislature authorized bond issues totalling only $72,000,000. The Engineer presented a copy of the five-year program that was adopted on September 24, 1953 on which were shown the changes required to effect the proposed adjustment referred to above, which changes, he stated, are the result of careful planning and represent an equitable distribution of the funds available. He also presented a tabulation in which the bond-financed portion of the program is summarized by highways and in which comparison is made between the amount of bond money each highway is to receive and the share or quota to which it is entitled on the proportionate basis established by the program that was submitted to the Legislature. The Engineer also presented a detailed program as revised, of the projects proposed to be financed with funds derived from the sale of $32,000,000 of highway bonds on August 7, 1953 which program, he stated, is in complete agreement with the adjusted five-year program mentioned above He recommended approval of the adjusted five-year program, and the projects proposed for the $32,000,000 bond program, which, he said, are in complete agreement, one with the other. The Commission gave the matter very careful consideration, and as a result thereof unanimously approved the adjusted five-year program and the detailed bond program as recommended by the Engineer.

There follows (1) tabulation showing a comparison of the program amounts with quotas established by programs submitted to the Legislature for highways in the bond program; (2) list of projects approved by the Commission for financing with monies derived from the sale of $32,000,000 of highway bonds; and (3) copy of the five-year construction program that was adopted on September 24, 1953 as revised at this meeting:

2685

COMPARISON OF PROGRAM AMOUNTS WITH QUOTAS ESTABLISHED BY PROGRAM SUBMITTED TO LEGISLATURE FOR HIGHWAYS IN BOND PROGRAM

December 3, 1953

Highway	Program As Submitted To Legislature in Report Prepared by Ralph Watson		Quotas Using Total Netted by Sale of Bonds and Percentages As In Program Submitted to Legislature	
	Amount	Percent	Percent	Amount
US 30	$16,837,000	22.22	22.22	$16,061,714
99	34,048,000	44.93	44.93	32,477,624
101	13,203,600	17.42	17.42	12,592,037
97	5,348,300	7.06	7.06	5,103,317
20	2,478,000	3.27	3.27	2,363,718
26	1,240,000	1.64	1.64	1,185,473
Ore 36	850,200	1.12	1.12	809,591
6	1,775,000	2.34	2.34	1,691,468
Totals	$75,780,100	100.00	100.00	$72,284,942 *

Highway	Quota (From Above)	Bond Program As Revised December 3, 1953				Variation of Program From Quotas
		1st Bond Program	2nd Bond Program		Total Bond Program	
			Contracted	To Be Contracted		
US 30	$16,061,714	$12,262,000	$ 1,100,000	$ 2,700,000	$16,062,000	+$ 286
99	32,477,624	13,961,000	6,005,000	12,512,000	32,478,000	+ 376
101	12,592,037	8,179,000	1,895,000	2,518,000	12,592,000	- 37
97	5,103,317	2,548,000	905,000	1,650,000	5,103,000	- 317
20	2,363,718	2,180,000	--	360,000	2,540,000	+ 176,282
26	1,185,473	1,230,000	--	--	1,230,000	+ 44,527
Ore 36	809,591	850,000	--	--	850,000	+ 40,409
6	1,691,468	--	940,000	665,000	1,605,000	- 86,468
Totals	$72,284,942	$41,210,000	$10,845,000	$20,405,000	$72,460,000	+$175,058

*Proceeds of Bond Sales $71,043,896
Interest on Amounts Loaned 1,241,046

$72,284,942

December 10, 1953

$32,000,000 BOND PROGRAM

Proposed For Approval December 10-11, 1953

Highway	Project	Amount
US 30	Banfield Expressway	
	42nd Ave. -92nd Ave., Grading	$1,100,000
	42nd Ave. -92nd Ave., Paving	545,000
	Emigrant Hill Section	
	Grading	2,000,000
	Grade Separation at Mission Jct.	80,000
	Guard Rail	75,000
	Subtotal, US 30	$3,800,000
US 99	Orr Corner-Monmouth Section	
	Grading, Paving and Structures	$ 300,000
	Willamette River-Hayesville Section	
	Willamette River-Gervais, Grading	735,000
	Structures	1,435,000
	Paving, Hayesville Traffic Interchange	200,000
	Paving, Willamette River-Hayesville	3,300,000
	Harrisburg-Junction City Section	
	Grading and Paving	150,000
	Junction City-Eugene Section	
	Prairie Road-Eugene Unit	
	Grading and Paving	280,000
	Bridge	20,000
	Widen R. R. Overcrossing	70,000
	Goshen-Divide Section	
	Goshen-Coast Fork, Grading	400,000
	Structures, First Group	430,000
	Structures, Second Group	560,000
	Paving	1,355,000
	Divide-Rice Hill Section	
	Anlauf-Rice Hill, Paving	1,200,000
	Deady-Shady Section	
	Bridge, N. Umpqua River at Winchester	725,000

December 10, 1953

Highway	Project	Amount
US 99 (cont)	Deady-Shady Section (cont.)	
	Grading, Winchester-S. Umpqua River	$ 565,000
	Grading, Fairgrounds Road-Shady	550,000
	Structures and Pavement	1,945,000
	Shady-Canyonville Section	
	Grading, Structures and Pavement	3,015,000
	Blackwell Hill-Medford Section	
	Blackwell Hill-Seven Oaks, Grade and Pave	610,000
	Seven Oaks-Medford, Grade and Pave	470,000
	Structures	202,000
	Subtotal, US 99	$18,517,000
US 101	Elbow Lake Section	
	North Unit, Grading and Paving	700,000
	China Camp Marsh Section	
	Grading and Paving	85,000
	Rocky Point-Brush Creek Section	
	Grading and Paving	1,110,000
	Structures	225,000
	Frankport-Gregg Creek Section	
	Grading, Paving and Structures	900,000
	Gold Beach-Pistol River Section	
	Grading, Paving and Structures	1,393,000
	Subtotal, US 101	$ 4,413,000
US 20	Brothers-Hampton Section	
	Paving	$ 185,000
	Vale-Cairo Section	
	West Unit	
	Grading, Paving & Structures	175,000
	Subtotal, US 20	$ 360,000
US 97	Sherman Jct. Willowdale Section	
	First Unit, Grading, Paving & Structures	$ 1,000,000
	Crooked River-Terrebonne Section	
	Grading and Paving	300,000
	R. R. Grade Separation Structure	55,000

Highway	Project	Amount
US 97 (cont.)	Bend-Lapine Section	
	South Unit	
	Grading and Paving	$ 550,000
	Lapine-Diamond Lake Jct. Section	
	Willamette Jct.-Diamond Lake Jct.	
	Grading, Paving and Structures	650,000
	Subtotal, US 97	$ 2,555,000
Oregon 6	Glenwood-North Plains Section	
	Grading	$ 675,000
	Dairy Cr. and Gales Creek Bridges	95,000
	Wilkesboro R. R. Overcrossing	125,000
	North Plains Jct. Grade Separation	45,000
	Paving	665,000
	Subtotal, Oregon 6	$ 1,605,000
	Total Program	$31,250,000

A tabulation of the revised official long-range program to be used by the Commission as a guide in the orderly and equitable distribution of the improvements to be made on the primary highway system during the coming few years appears on the following page:

December 10, 1953

FIVE-YEAR PROGRAM - BOND FUNDS AND FEDERAL AID

December 3, 1953

Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
US No. 30			
Banfield Expressway	$ 775,000	$ 1,645,000	$ 1,100,000
Columbia River:			
Big Creek Section	--------	--------	141,000
Gnat Creek-Bradley Park	607,000	--------	--------
Bugby Loops	--------	--------	--------
Clatskanie-Delena	965,000	--------	--------
East Unit, Goble-St. Helens	--------	--------	--------
Gorton Creek-Warren Creek	1,831,000	--------	--------
Warren Creek-Viento	1,065,000	--------	--------
Wygant Park-Hood River	2,269,000	--------	--------
Hood River-Mosier	1,360,000	--------	217,000
Mosier-The Dalles	2,200,000	--------	688,000
Arlington-Heppner Jct.	1,190,000	--------	371,000
Old Oregon Trail:			
Emigrant Hill	--------	2,155,000	--------
La Grande-North Powder	--------	--------	930,000
Baker-Pleasant Valley	--------	--------	--------
Durkee Overcrossings	--------	--------	--------
Olds Ferry-Ontario	--------	--------	--------
	$12,262,000	$ 3,800,000	$ 3,447,000

Total US No. 30 - $34,315,000

US No. 26			
Sunset Highway:			
Necanicum Jct.-N. Plains, Resurf.	$ --------	$ --------	$ 571,000
Warm Springs Highway:			
Forest Bdry.-Mill Creek	305,000	--------	--------
Wasco Co. Line-Deschutes River	--------	--------	--------
Ochoco Highway:			
Jones Ranch-Mitchell	925,000	--------	--------

December 10, 1953

FIVE-YEAR PROGRAM - BOND FUNDS AND FEDERAL AID
December 3, 1953

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
$ 1,000,000	$ 1,050,000	$ 630,000	$ 3,050,000	$ 600,000
--------	--------	--------	--------	--------
--------	125,000	--------	--------	--------
--------	--------	350,000	725,000	--------
--------	290,000	--------	--------	--------
--------	620,000	--------	--------	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
821,000	665,000	--------	--------	--------
220,000	--------	--------	--------	--------
--------	--------	--------	600,000	--------
--------	--------	--------	--------	--------
--------	--------	--------	560,000	--------
--------	--------	130,000	--------	170,000
--------	--------	--------	800,000	2,400,000
$ 2,041,000	$ 2,750,000	$ 1,110,000	$ 5,735,000	$ 3,170,000
$ --------	$ --------	$ --------	$ --------	$ --------
--------	--------	--------	--------	--------
--------	--------	340,000	--------	--------
--------	--------	--------	--------	--------

December 10, 1953

Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
John Day Highway:			
Dayville-Mt. Vernon (East Unit)	--------	--------	--------
Mt. Vernon-John Day	--------	--------	--------
Austin-Unity Jct.	--------	--------	190,000
	$ 1,230,000	$ --------	$ 761,000
Total US No. 26 - $3,161,000			
US No. 99			
Pacific Highway West:			
Harbor Drive Landscaping	$ --------	$ --------	$ 35,000
Jefferson St. Traffic Interchange	--------	--------	--------
Tigard-Newberg (Middle Unit)	--------	--------	429,000
Newberg Bridge	--------	--------	--------
Lafayette-N. Yamhill River	455,000	--------	--------
Orr Corner-Monmouth	--------	300,000	--------
North Corvallis	487,000	--------	--------
Monroe Line Change	--------	--------	--------
West Portland-Hubbard Highway:			
Barbur Blvd. -White School	4,410,000	--------	515,000
Pacific Highway East:			
Union Ave. -Swift Road Jct.	275,000	--------	--------
Union Ave. Service Roads	--------	--------	141,000
Ross Island Bridge Ramp	--------	--------	--------
Willamette River-Hayesville	--------	5,670,000	--------
Salem By-pass	866,000	--------	218,000
Battle Creek Jct. -Jefferson Jct.	--------	--------	--------
Harrisburg-Junction City	--------	150,000	--------
Pacific Highway:			
Junction City-Eugene	--------	370,000	--------
Judkins Point-Goshen, Paving	--------	--------	448,000
Goshen-Divide	--------	2,745,000	--------
Divide-Rice Hill	3,330,000	1,200,000	--------
Chenoweth Park-Deady	1,560,000	--------	615,000
Deady-Shady	830,000	3,785,000	300,000
Shady-Canyonville	--------	3,015,000	--------
North Grants Pass Section	143,000	--------	--------
Rock Point-Blackwell Hill	1,002,000	--------	--------
Blackwell Hill-Medford	--------	1,285,000	--------

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
396,000				
434,000				
$ 830,000	$	$ 340,000	$	$
$ 60,000	$	$	$	$
600,000				
200,000		696,000	125,000	175,000
	150,000			
571,000				
			400,000	
	630,000			
1,008,000		420,000		
		420,000		
220,000	915,000			
820,000				
452,000	385,000		950,000	2,500,000

December 10, 1953

Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
Pacific Highway (cont.):			
Medford-County Farm	$ 603,000	$ --------	$ --------
County Farm-Ashland	--------	--------	460,000
	$13,961,000	$18,517,000	$ 3,161,000
Total US No. 99 - $47,611,000			
US No. 101			
Oregon Coast Highway:			
Cannon Beach-Arcadia	$ 195,000	$ --------	$ --------
Bay City-Tillamook	487,000	--------	--------
Siletz Bay-Miner Creek	1,425,000	--------	--------
Elbow Lake-Gardiner	675,000	700,000	--------
Reedsport-Winchester Bay	1,020,000	--------	--------
Winchester Bay-Forest Bdry.	922,000	--------	--------
Hauser-Coos Bay	1,175,000	--------	--------
Bunker Hill Section	80,000	--------	--------
China Cr. Fill(N. of Coquille)	--------	85,000	--------
Rocky Point-Brush Cr.	--------	1,335,000	--------
Brush Cr.-Gregg Cr. *	2,200,000	900,000	--------
Gold Beach-Pistol River	--------	1,390,000	--------
	$ 8,179,000	$ 4,413,000	$ --------
Total US No. 101 - $15,807,000			
US No. 20			
Newport-Corvallis Highway:			
Newport-Toledo	$ 1,125,000	$ --------	$ --------
Blodgett Bridge	--------	--------	--------
South Santiam Highway:			
Noble Slough-Foster	--------	--------	--------

* Gregg Creek-Wedderburn to be improved with Forest Highway Funds

December 10, 1953

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
$ --------	$ --------	$ --------	$ --------	$ --------
--------	275,000	--------	--------	--------
$ 3,931,000	$ 2,355,000	$ 1,536,000	$ 1,475,000	$ 2,675,000
$ --------	$ --------	$ --------	$ --------	$ --------
--------	--------	--------	--------	--------
--------	--------	470,000	230,000	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
215,000	--------	--------	--------	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
--------	300,000	--------	--------	--------
--------	--------	--------	200,000	1,800,000
$ 215,000	$ 300,000	$ 470,000	$ 430,000	$ 1,800,000
$ --------	$ --------	$ --------	$ --------	$ --------
--------	--------	75,000	--------	--------
270,000	--------	--------	--------	--------

December 10, 1953

Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
Central Oregon Highway:			
Fort Rock Road-Brothers	$ --------	$ --------	$ --------
Brothers-Hampton	--------	185,000	--------
Hampton-Gap Ranch	630,000	--------	--------
Sage Hen-Burns	--------	--------	--------
Burns-Buchanan	425,000	--------	--------
Juntura-Vale (Intermittent Sec.)	--------	--------	--------
Vale-Cairo	--------	175,000	--------
	$ 2,180,000	$ 360,000	$ --------
Total US No. 20 - $6,435,000			
US No. 97			
Sherman Highway			
Moro-Grass Valley	$ --------	$ --------	$ --------
Grass Valley-Kent	--------	--------	--------
Dalles-California Highway:			
Sherman Jct.-Willowdale	--------	1,000,000	--------
Crooked River-Terrebonne	--------	355,000	--------
Bend-Lapine	855,000	550,000	--------
Lapine-Diamond Lake Jct.	1,288,000	650,000	242,000
Mazama Jct.-Lobert (Middle Unit)	--------	--------	--------
Modoc Point-Algoma	405,000	--------	--------
	$ 2,548,000	$ 2,555,000	$ 242,000
Total US No. 97 - $7,268,000			
US No. 395			
Pendleton-John Day Highway:			
Emigrant St. (Pendleton) Grade Separation	$ --------	$ --------	$ --------
	$ --------	$ --------	$ --------
Total US No. 395 - $450,000			
US No. 199			
Redwood Highway:			
Cave Jct.-Hayes Hill	$ --------	$ --------	$ --------
Bridges, E. & W. Forks Illinois River	--------	--------	--------

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
$ --------	$ --------	$ --------	$ 400,000	$ --------
--------	300,000	--------	--------	--------
--------	--------	--------	--------	--------
--------	595,000	--------	--------	260,000
--------	--------	--------	--------	--------
--------	--------	905,000	640,000	--------
--------	450,000	--------	--------	--------
$ 270,000	$ 1,345,000	$ 980,000	$ 1,040,000	$ 260,000
$ 103,000	$ --------	$ --------	$ 400,000	$ --------
--------	--------	--------	500,000	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
--------	--------	--------	--------	620,000
--------	--------	--------	300,000	--------
--------	--------	--------	--------	--------
$ 103,000	$ --------	$ --------	$ 1,200,000	$ 620,000
$ --------	$ 450,000	$ --------	$ --------	$ --------
$ --------	$ 450,000	$ --------	$ --------	$ --------
$ --------	$ --------	$ --------	$ 310,000	$ --------
--------	--------	340,000	--------	--------

December 10, 1953

Highway and Section	Bond Funds: Years 1951-52-53	Bond Funds: Years 1954-55	Bond Funds: Year 1952 (FY 1953)
Redwood Highway (cont.):			
Bridge, Applegate R.	$ --------	$ --------	$ --------
Hayes Hill-Grants Pass (Part Only)	--------	--------	--------
	$ --------	$ --------	$ --------
Total US No. 199 - $1,500,000			
US No. 126			
McKenzie Highway:			
Willamette River Bridge	$ --------	$ --------	$ --------
Deep Canyon Section	--------	--------	--------
Ochoco Highway:			
Redmond-Powell Butte	--------	--------	--------
	$ --------	$ --------	$ --------
Total US No. 126 - $1,030,000			
Oregon No. 36			
Siuslaw Highway:			
Swisshome-Indian Creek	$ --------	$ --------	$ --------
Spring Creek-Cape Jenny Cr.	--------	--------	--------
Low Pass Section	850,000	--------	--------
	$ 850,000	$ --------	$ --------
Total Oregon No. 36 - $1,230,000			
Oregon 6			
Wilson River Highway:			
Tillamook-Donaldson Creek	$ --------	$ --------	$ --------
Wilson River Tunnel Section	--------	--------	120,000
Glenwood-North Plains	--------	1,605,000	--------
	$ --------	$ 1,605,000	$ 120,000
Total Oregon No. 6 - $2,425,000			

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Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
$ --------	$ --------	$ 250,000	$ --------	$ --------
--------	--------	--------	--------	600,000
$ --------	$ --------	$ 590,000	$ 310,000	$ 600,000
$ --------	$ --------	$ --------	$ 700,000	$ --------
--------	--------	--------	--------	130,000
--------	--------	--------	200,000	--------
$ --------	$ --------	$ --------	$ 900,000	$ 130,000
$ --------	$ --------	$ --------	$ 250,000	$ --------
--------	--------	130,000	--------	--------
--------	--------	--------	--------	--------
$ --------	$ --------	$ 130,000	$ 250,000	$ --------
$ --------	$ --------	$ --------	$ 700,000	$ --------
--------	--------	--------	--------	--------
--------	--------	--------	--------	--------
$ --------	$ --------	$ --------	$ 700,000	$ --------

December 10, 1953

Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
Oregon No. 47			
Tualatin Highway:			
Forest Grove-Hillsboro	$ --------	$ --------	$ --------
Hillsboro (One-way Streets)	--------	--------	--------
Reedsville-Beaverton	--------	--------	--------
	$ --------	$ --------	$ --------
Total Oregon No. 47 - $1,200,000			
Oregon No. 18			
Salmon River Highway:			
Sheridan-Deer Creek	$ --------	$ --------	$ 216,000
Sulphur Creek-Rogue River	--------	--------	--------
	$ --------	$ --------	$ 216,000
Total Oregon No. 18 - $591,000			
Oregon No. 42			
Coos Bay-Roseburg Highway:			
Coquille-East, Approx. 2 mi.	$ --------	$ --------	$ --------
Suicide Creek-Pacific Hwy.	--------	--------	379,000
	$ --------	$ --------	$ 379,000
Total Oregon No. 42 - $729,000			
Oregon No. 38			
Umpqua Highway:			
Reedsport-Dean Creek West Unit	$ --------	$ --------	$ --------
	$ --------	$ --------	$ --------
Total Oregon No. 38 - $350,000			
Oregon No. 66			
Klamath Falls-Lakeview Highway:			
Sixth St. (Klamath Falls) O'xing	$ --------	$ --------	$ --------
	$ --------	$ --------	$ --------

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
$ --------	$ --------	$ --------	$ 600,000	$ --------
--------	--------	275,000	--------	--------
--------	--------	325,000	--------	--------
$ --------	$ --------	$ 600,000	$ 600,000	$ --------
$ --------	$ --------	$ --------	$ --------	$ --------
--------	--------	--------	375,000	--------
$ --------	$ --------	$ --------	$ 375,000	$ --------
$ --------	$ --------	$ --------	$ 350,000	$ --------
--------	--------	--------	--------	--------
$ --------	$ --------	$ --------	$ 350,000	$ --------
$ --------	$ --------	$ 350,000	$ --------	$ --------
$ --------	$ --------	$ 350,000	$ --------	$ --------
$ --------	$ --------	$ 555,000	$ --------	$ --------
$ --------	$ --------	$ 555,000	$ --------	$ --------

December 10, 1953

Highway and Section	Bond Funds Years 1951-52-53	Bond Funds Years 1954-55	Year 1952 (FY 1953)
Klamath Falls-Lakeview Hwy (cont.):			
Total Oregon No. 66 - $555,000			
Oregon			
Junction City-Eugene Secondary Hwy			
Grade Separation in Eugene (Jefferson and Washington Sts.)	$ --------	$ --------	$ --------
	$ --------	$ --------	$ --------
Total Oregon - $700,000			
Oregon No. 213			
Cascade Secondary Highway:			
Flavel St. (Portland) - King Rd.	--------	$ --------	$ --------
	$ --------	$ --------	$ --------
Total Oregon No. 213 - $200,000			
TOTALS - $125,557,000	$41,210,000	$31,250,000	$ 8,326,000
Reserves - Division 2	--------	--------	--------
Reserves - Division 3	--------	--------	--------
Reserves - Division 4	--------	--------	--------
GRAND TOTALS - $126,597,000			
	$41,210,000	$31,250,000	$ 8,326,000

The matter of paving the Emigrant Hill Section was brought up by Commissioner Reynolds. He pointed out that the present schedule does not call for paving until the year 1956, and he inquired why the work cannot be performed sooner. The Engineer pointed out that it will take the years 1954 and 1955 to perform the grading; however, he added, it may be possible to contract the surfacing work in the fall of 1955.

Commissioner Reynolds also brought up the matter of dangerous winter traffic conditions on the section of US 30 between Kamela and Hilgard. The Commission authorized the Engineer to make a study of this section with the view in mind

Federal Aid Funds				State Funds
Year 1953 (FY 1954)	Year 1954 (FY 1955)	Year 1955 (FY 1956)	Years 1956-57 (FY 1957) (FY 1958)	Years 1956-57
$ --------	$ --------	$ --------	$ 700,000	$ --------
$ --------	$ --------	$ --------	$ 700,000	$ --------
$ --------	$ --------	$ 200,000	$ --------	$ --------
$ --------	$ --------	$ 200,000	$ --------	$ --------
$ 7,390,000	$ 7,200,000	$ 6,861,000	$14,065,000	$ 9,255,000
--------	--------	240,000	470,000	--------
--------	--------	115,000	--------	--------
125,000	--------	90,000	--------	--------
$ 7,515,000	$ 7,200,000	$ 7,306,000	$14,535,000	$ 9,255,000

of providing some means of improvement, taking into consideration the advice of the maintenance forces and the State Police who have complained of existing conditions. The Engineer was also instructed to make a study of a possible transfer of funds from the Chenoweth-The Dalles Section of US 30 to the section between Hilgard and Kamela in order to finance the latter project; however, no transfer is to be made until the investigation has been completed and the Commission authorizes it.

The Engineer requested authority to advertise for bids for construction of right of way fence along US 30 around The Dalles Dam. He explained that in the agreement with the U. S. Army Engineers, the State is required to call for

bids and to supervise construction of right of way fence which is estimated to cost $27,000, and the Federal Government is required to reimburse the State for the actual cost as a portion of the money that the Government is to pay the State for reconstructing the highway. The Commission approved the request for performance when the U. S. Army Engineers have obtained necessary right of way.

The Commission considered a petition from residents of Lane County requesting the surfacing of the Fox Hollow Secondary Highway near Eugene. The Engineer recalled that at the previous meeting, a delegation had requested an exchange of highways in which Lane County proposed to take over the Fox Hollow Secondary Highway if the State would assume jurisdiction over what is known as the "Q" Street route between Springfield and Eugene, and the Commission at that time had authorized a survey involving the "Q" Street route. He recommended that action on this latest request be deferred pending completion of the survey and the Commission's decision on the request for the exchange of highways. The recommendation was approved by the Commission.

A request from Roy Burton, Chairman of the Street Committee of the Gresham City Council for installation of a traffic signal on the Mt. Hood Highway at its intersection with Cleveland Avenue in Gresham was discussed by the Commission. In view of the fact that an investigation conducted by the Traffic Engineer disclosed that the traffic volume at the intersection warrants the installation of such a signal, the Engineer recommended that a semi-actuated traffic signal be installed provided the City will pay one-half the cost of installation, estimated at $4,000, and will pay all of the costs to maintain the signal and to operate it. The recommendation was accepted by the Commission.

Consideration was also given by the Commission to a request submitted by Charles M. Reynolds, Portland, for installation of a traffic sign or light on S. E. Powell Boulevard at the entrance to City Isolation Hospital near 97th Avenue, Portland. The Engineer stated that an investigation conducted by the Traffic Engineer discloses that the vehicular and pedestrian traffic coupled with the good accident experience does not warrant the installation of the traffic signal. He recommended that the request for the signal be denied and in lieu thereof that standard "Hospital Zone" signs be installed on either side of this intersection. The recommendation was approved by the Commission.

Letters from George Bullion, Superintendent of the Tigard Elementary School and Mrs. John J. Bushnell of Tigard, regarding a hazardous condition on the Pacific Highway West in front of the Tigard Grade School were given the Commission's attention. The Engineer reported that the Pacific Highway West at this point has recently been widened to four lanes of traffic; further, that an investigation by the Traffic Engineer discloses that approximately sixty children use the crosswalk in front of the school and that the children experience difficulty in finding suitable gaps in traffic for safe crossing of the highway. The traffic volume at this place, he said, is slightly in excess of the minimum required by national warrant, in view of which he recommended that a school crossing signal be installed at a cost of $1,500, the cost to be borne by the State because Tigard is an unincorporated community. The recommendation was approved by the Commission.

A letter from Mr. Tom Turner, Portland, was discussed by the Commission. Mr. Turner requests installation of traffic signals at the intersections of S. W. Barbur Boulevard (US 99W) with S. W. Spring Garden Street and S. W. 26th Avenue, in Portland. The Engineer stated that an investigation discloses that vehicular and pedestrian volume do not warrant signal installations at these points and that the accident record is below that of the adjacent signalized intersections. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported that in response to a request from the City of Ashland, an investigation had been made concerning the need for traffic signals at a number of intersections on Main Street (US 99) in the downtown Ashland business section. On the basis of the facts disclosed, he said, the City was advised that there is warrant for installation of two semi-actuated interconnected signals at the intersections of Second and Main and at Pioneer and Main, and the City now has indicated that it would like to proceed with the installation at one intersection only, being at Second and Main. He recommended that the installation be authorized provided the City will agree to share equally in the cost of the initial installation, estimated at $3,600, and in addition will agree to pay all costs incident to maintenance and power consumption. The Commission accepted the recommendation.

A request from the City of Eagle Point for traffic signal installation at the intersection of North "C" Street and Main Street was discussed. The Engineer stated that "C" Street is the route of the Little Butte Secondary Highway and that the intersection has been investigated several times as a school crossing. He pointed out that presently the intersection is protected by a 25-mile per hour speed restriction, school crossing signs, pavement stencils, painted crosswalk, and a school boy patrol. A traffic count, he added, was taken on October 1, 1953, disclosing a low volume of traffic. Because the accident record is favorable and the traffic volume low, he recommended that the request for a signal be deniedand the problem be solved by installing oversize 25-mile per hour speed signs on either side of the intersection on "C" Street. The Commission approved the recommendation.

Also considered by the Commission were requests from the City of Grants Pass and the County Court of Josephine County for a complete study of traffic conditions in Grants Pass and its suburban areas. The Engineer advised that the County and the City have each agreed to pay one-third of the cost of such study which he estimated would amount to $6,000. He also said that the study will be of material benefit to the State Highway Department as well as to the County and City, and he recommended that it be authorized on the basis of the costs being divided equally among the three agencies. The recommendation was approved by the Commission which ordered the arrangement covered by written agreement.

Consideration was given to a proposed agreement with the Washington State Highway Commission and the Washington Toll Bridge Authority relative to construction of a new bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington, paralleling the existing structure. The Engineer advised that since the agreement forms were prepared, objections to the plans for the new bridge were offered by operators of river craft who allege that sufficient vertical clearance has not been provided and that the lift span is not located in the

the proper place. The objections, he said, were offered at a hearing conducted by the Army Engineers who have taken them under advisement. He estimated that it will cost about $1,550,000 additional to do what the river operators want. In view of this information, the Commission decided not to sign the agreements until the requirements of the Army Engineers have been ascertained.

The Engineer reported that in the acquisition of right of way for the Pendleton-Emigrant Hill Section of the Old Oregon Trail, all right of way is being acquired on the assumption that the State will construct a right of way fence on each side throughout the entire length of the project, which will require 30.1 miles of fence at an estimated cost of $40,000. He requested authority to prepare plans and call for bids for construction of the fences, the cost to be charged against right of way acquisition. The Commission granted the request.

The Commission gave careful consideration to a proposed Special City Allotment Fund Program for improvement of city streets during the year 1954. The Engineer pointed out that of a total of 62 applications received, 20 are recommended for approval and 42 are not recommended. Each project, he said, has been carefully analysed and approval or disapproval has been based primarily upon three facts:

1. Eligibility under the law
2. Priority of need after eligibility is determined
3. The number and date of former projects

As a result of discussion, the Commission unanimously approved the following projects:

SUMMARY OF APPLICATIONS RECOMMENDED FOR APPROVAL

City	Division	Estimated Cost		
		State	City	Total
Sutherlin	III	$ 15,000	$ --	$ 15,000
Reedsport	III	10,400	--	10,400
Turner	II	7,800	1,000	8,800
Umatilla	V	8,000	--	8,000
Oakridge	III	15,000	23,700	38,700
Bay City	II	7,500	--	7,500
Carlton	I	15,000	300	15,300
Gervais	II	12,500	--	12,500
Lafayette	II	12,800	--	12,800
Myrtle Creek	III	11,000	--	11,000
Riddle	III	15,000	--	15,000
Brownsville	II	15,000	11,400	26,400
Drain	III	15,000	--	15,000
Condon	V	15,000	2,500	17,500
Detroit	II	9,500	--	9,500
Glendale	III	11,800	--	11,800

City	Division	State	City	Total
Oakland	III	$ 7,000	$ --	$ 7,000
Weston	V	15,000	6,800	21,800
Amity	II	14,000	--	14,000
Burns	V	15,000	2,300	17,300
Total Recommended for Approval		$247,300	$ 48,000	$295,300
Estimated Excess from 1953 Fund		25,000		
Estimated Total 1954 Fund		$272,300 *		

* After actual costs have been determined, all State costs in excess of $250,000 will be transferred to the 1955 fund.

The Commission gave consideration to a request submitted by Carl Anderson, Chairman of the Bonneville School Board for construction of a culvert or small bridge over Devil's Creek on the old route of the Columbia River Highway which now is used as a frontage road on the southerly side of the Columbia River Highway near Dodson. It appears that school buses operate over this frontage road and are obliged to cross the new highway three times because of this gap at Devils' Creek, which creates a hazard that can be avoided were a bridge provided at this point. The Engineer advised that a definite hazard does exist due to traffic turning on and off the highway at this point and that construction of the bridge to close the gap will permit closure of the existing accesses between the frontage road and the main highway. He estimated the cost of the structure at $6,000, and he recommended approval of the expenditure, the funds to be taken from the 1954 Minor Betterment Budget. The Commission approved the recommendation unanimously.

Attention was given by the Commission to an offer submitted by J. Herbert Stone, Regional Forester, U. S. Forest Service, to transfer to the State as a state secondary highway, a road described as the Clackamas River Forest Development Road in Clackamas County, particularly the section between Faraday and Oak Grove Fork, 26 miles in length. The Engineer advised that an extensive investigation has been made of the road,and from the findings, he cannot recommend that it be placed on the state system at this time. He pointed out that the traffic that uses the road consists largely of logging trucks and that to provide the proper kind of a facility for such traffic will require a large sum of money that is not presently available. He estimated the annual cost to maintain the road at about $2,000 per mile and the cost to improve the road to meet secondary highway standards at about $1,500,000. He also recalled the Commission's long established policy not to add more highways to the secondary system until construction of the unimproved sections on that system are farther advanced. In view of the facts presented by the Engineer, the Commission decided not to accept the road at this time.

Widening of the Corvallis-Newport Highway within the city limits of Toledo was considered by the Commission, The Engineer reported receipt of a

resolution from the City requesting widening to a width of 44 feet and construction of curbs through the main business district of the city. A reconnaissance survey of the project, he said, indicates that the proposed improvement will cost approximately $75,000. He expressed the thought that although in the future the highway will probably by-pass the town, it may be necessary in the meantime to improve the existing route as a stop-gap measure. Because no funds are available now to finance the work, he suggested that the project be given consideration in a future program when funds can be spared. The Commission accepted the suggestion.

The Commission also discussed a request from the City of Toledo for elimination of sharp curves in the Corvallis-Newport Highway west of the city limits. The Engineer stated that subsequent to receipt of the City's resolution requesting improvements of the highway within the City, a delegation appeared in his office and asked for elimination of eight sharp curves in a three-quarter-mile section extending westerly from the west city limits of Toledo to the east end of the reconstructed highway. All of the curves, he stated, are sharp, and he recommended improvements thereto that are estimated to cost about $25,000, the work to be done as a Minor Betterment item. The recommendation was approved by the Commission.

The Commission unanimously approved the following increases in project authorizations as requested by the Engineer:

1. Hauser-Coos Bay Section of the Oregon Coast Highway, Contract No. 3744. Amount of overrun - $60,000.

2. Newport-Toledo Section of Corvallis-Newport Highway, Contract No. 3741. Amount of overrun - $67,000.

The Engineer explained that the overrun on the Hauser-Coos Bay Section was caused by greater subsidence in embankments than was anticipated, and the necessity to place additional asphaltic concrete where the subgrade could not be stabilized by ordinary methods. The overrun on the Newport-Toledo Section, he stated, was caused almost entirely by slides during construction progress.

The Commission approved the Engineer's request for authority to conduct relocation surveys as follows:

1. Willowdale-Madras Section of The Dalles-California Highway, 20 miles, estimated cost - $40,000.

2. Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway, 11 miles, estimated cost $7,700.

3. Beaverton-Forest Grove Section of the Tualatin Valley Highway, 14.5 miles, estimated cost - $15,000.

The Engineer explained that it is planned to conduct the surveys during the winter months, assigning thereto engineering personnel who are not engaged on construction work.

The Engineer requested authority for expenditure of $4,500 to widen the northerly 25-foot span of the Myrtle Creek Overcrossing on the Pacific Highway in Douglas County in order to accommodate the movement of 40-foot equipment units in combination under permit as authorized by the 1953 legislature. He said that requests have been received for permission to operate a combination consisting of a tractor and 40-foot semi-trailer over US 99, US 97, US 30, and US 730, that test runs were conducted, and it was ascertained that such combination of vehicles can operate safely without encroachment in the opposing lane of traffic at all points except across the Oakland and Myrtle Creek Overcrossings on the Pacific Highway. He further stated that investigation reveals that it is not practical to widen the Oakland Overcrossing as it will be by-passed by new construction next year. The Myrtle Creek Overcrossing, however, will be in use for several years, and he recommended in view thereof, that it be widened to 25 feet from its existing width of 19 feet 4 inches, which will cost about $4,500, the work to be done as a Minor Betterment Project. The recommendation was accepted by the Commission.

A request from the County Court of Yamhill County for a revision of the County's 1955 Federal Aid Secondary Highway program so as to provide for construction of structures only over Baker Creek and Panther Creek on Yamhill County Federal Aid Secondary Road No. 111, and construction of an additional bridge across Baker Creek on Federal Aid Secondary Road No. 112. The Engineer recalled that at the September meeting, the Commission approved an allocation of $81,000 to construct bridges over Baker and Panther Creeks on FAS Road No. 111, including approaches thereto, but the County finds that it has excess materials which are available for the bridge approaches, and such being the case, the County prefers to finance the approaches with County money and to use the Federal money to pay for the bridge structures only which are estimated to cost $47,000. The County also requests that the remaining $34,000 be used to finance construction of a new bridge across Baker Creek on FAS County Road No. 112. He recommended approval of the County's request. The Commission accepted the recommendation and so ordered.

Attention was given by the Commission to a request from the Port of Portland for development of an entrance roadway to the Portland International Airport by improving N. E. 82d Avenue, (Cascade State Secondary Highway) from T. H. Banfield Expressway to Killingsworth Avenue and construction of an extension of 82d Avenue northerly from Killingsworth Avenue to the airport. The Engineer reported that improvement of 82d Avenue between T. H. Banfield Expressway and Sandy Boulevard, which section now is a four-lane facility, will require expenditure of a large sum of money that presently cannot be justified. It was his thought, however, that the Commission should at some time within the next few years widen to a four-lane facility that portion of 82d Avenue between Sandy Boulevard and Killingsworth Avenue, which is now state highway, and that construction of an extension of 82d Avenue northerly from Killingsworth Avenue to the airport, which section is not on the state highway system and will require some new construction and some improvement of existing county roads, is the concern of Multnomah County rather than the State. The Commission concurred in the viewpoint of the Engineer and ordered that the Port of Portland be informed that the Commission will give consideration to improvement of the section between Sandy Boulevard and Killingsworth Avenue when funds become available to

finance the work, but the Commission feels that the obligation to provide the facility north of Killingsworth belongs to Multnomah County.

The Commission considered and by unanimous vote granted the following requests for extensions of time within which to complete state highway contracts, all without penalty as recommended by the Engineer:

1. Todd Building Company, Contract No. 3922 for construction of the Yoncalla Overcrossing on the Pacific Highway in Douglas County, requested an extension of time from September 30 to November 30, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

2. Tom Lillebo, Contract No. 3462 for construction of the Coos River Bridge on the Coos River Secondary Highway in Coos County, requested an additional extension of time from February 1 to September 11, 1953 within which to complete this work. The Engineer recommended that the extension of time be granted as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

3. Warren Northwest, Inc., Contract No. 3929 for grading and paving the 82d Avenue-Halsey Street Connection, 92d Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, requested an additional extension of time from October 15, 1953 to July 1, 1954. The Engineer recommended that the extension of time for completion of this work be granted as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

4. Inter City Sand & Gravel Company, Inc., Contract No. 3995 for grading and oiling on the Springfield Section of the Eugene-Marcola Road in Lane County, requested an extension of time from September 30, 1953 to October 7, 1953 within which to complete the work on this contract. The Engineer recommended that the extension of time be granted as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

5. Roy L. Houck & Son, Contract No. 3836 for grading and paving the White School Junction Unit, Barbur Bouelvard-White School Section of the West Portland-Hubbard Highway in Marion County, requested an extension of time from September 30, 1953 to July 30, 1954 within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter presented from the Bureau of Public Roads concurred therein.

6. Porter W. Yett, Contract No. 3829 for paving the Catching Slough-Enegren Ferry Section of the Coos River Secondary Highway in Coos County, requested an extension of time from August 31, 1953 to October 1, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

7. F. O. Laws, Contract No. 3975 for construction of roadbed embankment and slope protection on he west approach to the Salem Bridge on the Salem-Dallas Highway on Polk County, requested an additional extension of time from September 30, 1953 to October 20, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

8. E. C. Swaggart Company, Contract No. 3841 for rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties, requested an extension of time from October 31 to November 15, 1953 within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty.

9. H. J. & H. W. Miller, Contract No. 3977 for paving the Milton-Freewater (N. E. 5th Avenue) City Street in Umatilla County, requested an extension of time from September 30 to October 20, 1953 within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty.

10. Arthur Simonsen, Contract No. 3992 for grading and oil mat surfacing on the New Bridge-Richland Section of the New Bridge County Road in Baker County, requested an extension of time from October 15, 1953 to July 31, 1954 within which to complete this job. The Engineer recommended that the extension of time be granted as requested without penalty. A letter presented from the Bureau of Public Roads concurred therein.

11. Funderburk Construction Company, Contract No. 3623 for grading and oil mat surfacing on the Lone Rock Bridge-Rock Creek Section of the North Umpqua County Road in Douglas County, requested an additional extension of time from June 30 to August 6, 1953 within which to complete the work. The Engineer recommended that the extension of time be granted as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

12. Rogers Construction, Inc., Contract No. 3861 for the Parkdale Rock Production Project on the Mt. Hood and Hood River Highways in Hood River County, requested an extension of time from September 30 to November 15, 1953 within which to complete the project. The Engineer recommended that the extension of time as requested be granted without penalty.

13. Rich & Sons Nursery, Contract No. 3964 for landscaping the Coburg Junction (Eugene) Section of the Pacific Highway in Lane County, requested an extension of time from October 31 to November 30, 1953 within which to complete this work. The Engineer recommended that the extension of time be granted as requested, without penalty.

14. Trowbridge & Flynn Electric Company, Contract No. 3968 for installation of traffic signal systems in Oregon City and Forest Grove on the Oswego and Tualatin Highways in Clackamas and Washington Counties, requested an extension of time from October 31 to November 14, 1953 within

which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

15. R. E. Meade & Company, Contract No. 3832 for construction of three structures on the Divide-Rice Hill Section of the Pacific Highway in Douglas County, requested an extension of time from October 31, 1953 to and including December 31, 1953. The Engineer recommended that the extension of time be granted as requested without penalty. A letter from the Bureau of Public Roads was presented concurring therein.

16. General Construction Company, Contract No. 3696 for the Hood River Bridge Concrete Work and Steel Erection Project on the Columbia River Highway in Hood River County, requested an extension of time from July 31, 1953 to December 15, 1953 within which to complete the work on this contract. The Engineer recommended that the extension of time be granted as requested without penalty. A letter from the Bureau of Public Roads was presented concurring therein.

17. La Grande Concrete Pipe Company, Contract No. 3978 for grading and paving Union (Dearborn Street) City Street in Union County, requested an additional extension of time from October 31 to November 30, 1953 within which to complete the work on this contract. The Engineer recommended that the extension of time be granted as requested without penalty.

18. Keith Brothers Construction Company, Contract No. 3959 for grading and oil mat surfacing on the China Camp Marsh Section of the Oregon Coast Highway in Coos County, requested an additional extension of time from November 14, 1953 to July 31, 1954 within which to complete this work. The Engineer recommended that the extension of time be granted as requested without penalty.

19. C. J. Eldon, Contract No. 4034 for construction of the "D" River Dolphins on t e Oregon Coast Highway in Lincoln County, requested an extension of time from November 30, 1953 to and including December 31, 1953 within which to complete the work on this contract, The Engineer recommended that the extension of time be granted as requested without penalty.

20. Acme Construction Company, Contract No. 3806 for grading and paving the County Farm-Ashland Section of the Pacific Highway in Jackson County, requested an additional extension of time from October 30 to November 20, 1953 within which to complete this project. The Engineer recommended that the extension of time be granted as requested without penalty. A letter from the Bureau of Public Roads was presented concurring therein.

21. Warren Northwest, Inc., Contract No. 3778 for paving the west approaches to the Salem Bridges on the Salem-Dallas Highway in Polk County, requested an additional extension of time from October 31 to December 31, 1953 in which to complete work on this contract. The Engineer recommended that the extension of time be granted as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

22. Berke Brothers, Contract No. 3601 for grading and paving on the Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County, re-

quested an extension of time from August 31 to October 14, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter presented from the Bureau of Public Roads concurred therein.

23. Valley Construction Company, Contract No. 3763 for construction of the Haynes Slough Bridge on the Oregon Coast Highway in Coos County, requested an additional extension of time from October 31 to and including November 30, 1953 to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein.

24. T. W. Thomas, Contract No. 3792 for grading and paving on the Medford-County Farm Section of the Pacific Highway in Jackson County, requested an additional extension of time from October 30 to November 14, 1953 within which to complete the work on this contract. The Engineer recommended that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein.

25. Homer G. Johnson, Contract No. 3854 for rock production on the Foster-Toll Creek Section of the Santiam Highway in Linn County, requested an extension of time from July 31 to October 31, 1953 within which to complete the work on this project. The Engineer recommended that the extension of time as requested be granted without penalty.

26. J. R. Taggart, Contract No. 3734 for bridge, grading and oil mat surfacing on the Tangent (Orleans-Oak Creek School) Section of the Orleans-Lebanon County Road in Linn County, requested an extension of time from October 31, 1952 to June 25, 1953 within which to complete the work on this contract. The Engineer recommended that the extension of time as requested be granted without penalty even though the Bureau of Public Roads does not concur.

(For further details regarding the extensions of time listed above, see copies of the Contractors' requests and the Engineer's recommendations to the Commission on file in the respective contracts in the Secretary's Office.) *

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* FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendations of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract Nos. 3601, 3602, 3607, 3623, 3663, 3716, 3719, 3729, 3734, 3763, 3765, 3792, 3804, 3816, 3829, 3835, 3850, 3854, 3861, 3895, 3896, 3908, 3909, 3933, 3964, 3966, 3967, 3968, 3972, 3975, 3977, 3995, 3996, 4010, 4012, and 4016 for construction of state highway projects have

been completed according to the requirements of the contracts or modifications thereof, and said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the following cities and towns have fulfilled legal requirements for expenditure of State Tax Street Funds accrued to them as follows:

During second six-month period of 1951:

Jordan Valley	$ 595.06

During first six-month period of 1952:

Jordan Valley	$ 740.89
Sumpter	458.35

During second six-month period of 1952:

Jordan Valley	$ 638.79
Sumpter	395.18

During first six-month period of 1953:

Boardman	$ 397.84
Canyon City	1,684.18
Fossil	2,138.38
Gates	1,399.07
Pilot Rock	2,808.08
Sumpter	484.04

During second six-month period of 1953:

Adams	$ 444.75
Antelope	173.28
Barlow	216.60
Clatskanie	2,602.07
Condon	2,795.57
Cornelius	2,882.21
Granite	115.52
Harrisburg	2,489.44
Malin	1,709.69
Manzanita	1,169.63
Metolius	453.41
Monroe	1,045.45
Monument	$ 658.46
Mosier	747.99
Oceanlake	2,021.59
Pilot Rock	2,446.12
Prairie City	2,373.92
Prescott	343.67
Sherwood	1,660.59
Sisters	2,088.01
Talent	2,134.22
Turner	1,761.67
Umatilla	2,390.04

The Engineer advised that the plans for the improvements proposed to be financed with the funds under discussion have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission accepted the recommendation by adopting the attached resoluti[illegible]s relative thereto marked

EXHIBITS "C-1" through "C-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from Multnomah County and the Parkrose Chamber of Commerce for construction of a grade separation structure on the T. H. Banfield Expressway at N. E. 112th Avenue instead of at N. E. 132d Avenue as originally proposed. The Engineer recalled that an agreement had been entered into with Multnomah County covering closures and revisions of county roads crossing or adjacent to the Expressway, which agreement provides for a grade spearation structure costing approximately $190,000, when needed at or near 132d Avenue, with the State to contribute $65,000 and the County approximately $125,000. The County, he stated, is now of the opinion that a grade separation structure at 112th Avenue should be given priority over the one at 132d Avenue and that the project should go forward soon. The cost of the structure, he said, will be approximately the same at either location, and he gave as his thought that the State should meet the County's wishes in the matter. He pointed out, however, that compliance with the request will mean immediate, rather than a later, expenditure of approximately $65,000. He recommended approval of the substitution of projects. The Commission accepted the Engineer's recommendation, it being clearly understood the State's obligation to construct a structure at 132d Avenue is completely released. The Commission ordered the matter covered by appropriate written agreement.

Attention was given by the Commission to a request submitted by Mr. E. L. Thompson, Coquille, for a stockpass across the Oregon Coast Highway between Coquille and Bandon. The Engineer recalled that a similar request from Mr. Thompson was received in June and was denied by the Commission, and he advised that no change in conditions has occurred since then to warrant an alteration in his previous recommendation. He again recommended that the request be denied. The recommendation was adopted by the Commission.

The Engineer reported completion of the following surveys heretofore authorized by the Commission:

1. Survey for reconstruction of the Crabtree Creek Bridge on the Albany-Lyons Secondary Highway in Linn County

2. Survey for reconstruction of the Goble-St. Helens Section of the Lower Columbia River Highway.

He explained details with respect to both surveys and exhibited maps showing the proposed location of each. He recommended approval of both surveys. The Commission accepted the Engineer's recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "H-1" and "H-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A claim submitted by Mr. George Molitor in amount $15.85 for damage caused to his mowing machine by survey stakes left in his field by a State Highway Department Engineering crew was discussed. The Engineer advised that the

claim has been carefully investigated and that it is just. He, therefore, recommended payment of the claim. The Commission approved the recommendation.

The Commission approved out-of-state travel expense for the following personnel:

1. G. S. Paxson, Assistant State Highway Engineer, to attend a meeting of the California Street and Highway Conference in Los Angeles, February 3, 4, and 5, 1954. Estimated cost $120.

2. Carl W. Jordan, Director, Travel Department, to attend a meeting of the Board of Directors and Officers of the Pacific Northwest Travel Association in Helena, Montana, January 15 and 16, 1954. Estimated cost $91.

3. R. H. Baldock, State Highway Engineer, to attend a meeting of the Highway Research Board in Washington, D. C. January 12-15, 1954. Estimated cost $475, of which amount the Highway Research Board will pay $185.

4. George Hester, Jr., to attend the same meeting at an estimated cost of $346.70.

5 C. W. Enfield, Chief Counsel, to attend the same meeting of the Highway Research Board at an estimated cost of $358.70.

6. G. S. Paxson to attend the same meeting and a meeting of the American Concrete Institute Committee on Concrete Pavements. Estimated cost to the State $24, the balance to be paid by the Highway Research Board.

A request from the Gold Hill City Council for designation of the old route of the Pacific Highway through the City of Gold Hill as an alternate US 99 route was considered by the Commission. Also considered was the City's request for removal of the sign which reads "Entrance to Route 99 Closed by Bridge Out Two Miles From Here". The Engineer stated that he can not recommend designation of the alternate route because it is not in conformity with nationally accepted policy of the American Association of State Highway Officials with regard to such matters, such association being charged with the numbering of highways. He accordingly recommended that the request be denied. He also recommended against removal of the sign as it would possibly give the traveling public the idea that it could return to old route 99 at its connection with the new highway north of Gold Hill, which is not true. He mentioned that the difficulty will be eliminated when the bridge revision is completed. The Commission approved the recommendation.

The Engineer reported that the Hood River-Mosier Section of the Columbia River Highway in Wasco County has been completed and opened to traffic. He recalled that the agreement previously entered into with the County provides that the old highway section shall be turned over to Wasco County for disposal. He recommended that that be done at this time. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved and later signed a form of agreement with Douglas County and the City of Canyonville providing for disposal of the Canyonville-O'Shea Creek Section of the Tiller-Trail Highway in Douglas County when construction of the highway on revised alignment has been completed.

In connection with the bids received earlier in the day for construction of the Emigrant Hill Section of US 30, it was brought out that Umatilla County has not yet signed the agreement which provides that the County will assume jurisdiction over the old highway section when the new section is completed. The Commission ordered that the award of the contract be deferred until the County has signed the agreement.

The Commission approved a service agreement with the California-Oregon Power Company providing for furnishing electric power to the remote-controlled radio station on "Black Cap" northeast of Lakeview.

A request from the Coos-Curry Pioneer Historical Society to purchase or lease a small parcel of land which lies between Coos Bay and Coquille on the Oregon Coast Highway near Coaledo, was considered by the Commission. The Engineer advised the land lies between the old and new highway location, and if the Society is granted use of the property, all access to the new highway should be restricted and access to and from the area desired by the Historical Society should be confined to the old road. As a result of discussion, the Commission authorized sale of the property to the Historical Society with access restrictions as outlined by the Engineer. The matter was referred to the Right of Way Department to handle the details.

The Commission gave consideration to a request from Mr. M. W. Laubenfels, Professor of Geology at Oregon State College, to purchase two electric stoves made by the State Highway Department. The Engineer stated that Mr. Laubenfels submitted his request in behalf of the Lions Club of Corvallis which wants to install them in Corvallis city parks. He recommended sale of the stoves to him at $200 each. The Commission accepted the recommendation.

Renewal of an agreement with the Oregon Physicians Service to provide medical and hospital service to Highway Department employees during the year 1954 was considered by the Commission. The Engineer advised that the Oregon Physicians Service recently submitted to him a revised form of agreement which proved to be unacceptable so was returned to the Company. He recommended that the contract in existence during the year 1953 be extended through the year 1954. The recommendation was approved by the Commission.

The Engineer reported that due to the death of Mr. John A. Laing, a vacancy exists on the Travel Advisory Committee. He suggested appointment of Mr. Arden X. Pangborn, Editor of the Oregon Journal, a former member of the Committee, to fill the vacancy. The suggestion was approved by the Commission whereupon the Secretary was instructed to ascertain whether or not Mr. Pangborn is willing to serve.

A suggestion from the architects for the Highway Building in Salem that it would be proper to install a bronze plaque in the lobby of the building was con-

sidered by the Commission. The Engineer presented suggested wording for such a plaque as follows:

State
Seal

STATE HIGHWAY OFFICE BUILDING

The erection of this building was authorized in

1948 by the Oregon State Highway Commission

T. H. Banfield, Portland, Chairman
Ben R. Chandler, Coos Bay
Arthur W. Schaupp, Klamath Falls

It was completed in 1952 by

The Oregon State Highway Commission

Ben R. Chandler, Coos Bay, Chairman
Charles H. Reynolds, La Grande
Milo McIver, Portland

R. H. Baldock, State Highway Engineer

Whitehouse, Church, Newberry & Roehr, Architects
Sound Construction & Engineering Co;, Contractors

The Commission approved the wording and authorized installation of the plaque.

The Commission discussed and upon recommendation of the Engineer unanimously approved requests for reduced speed zone designations as follows:

1. On the Oregon Coast Highway between a point 0.30 mile north of the entrance to Seal Rock State Park (M. P. 163.82) and a point 100 feet south of the entrance to Seal Rock State Park (M. P. 164.14). The Engineer reported that an investigation concerning the accident ratio and prevailing speeds as well as roadside conditions indicates that a 45-mile per hour speed zone should be established, and he so recommended.

2. On the Oregon Coast Highway between the south city limits of Bandon (M. P. 292.69)and a county road junction at M. P. 293.02. The Engineer reported that the State Speed Control Board has established a 40-mile per hour reduced speed zone in the City of Bandon and that an investigation reveals that the zone should be extended southerly to the

junction with the county road. He recommended appropriate action by the Commission to that end.

3. On the Santiam Highway from the east city limits of Albany at M. P. 0.06 to Clay Street at M. P. 0.30, 35 miles per hour. From Clay Street (M. P. 0.30) to a point 200 feet east of Airport Road (M. P. 1.08) 45 miles per hour. The Engineer reported that the State Speed Contol Board has established a 35-mile per hour speed limit within the City of Albany. An investigation, he said, discloses that the reduced speed zone should be extended easterly as indicated above, and he so recommended.

The attached resolutions formally designating the above-listed reduced speed zones, marked EXHIBITS "E-1" and "E-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

A claim submitted by James A. Prince for damages allegedly suffered due to loss of water supply caused by construction of the North Unit-Enterprise Forest Boundary Section of the Enterprise-Lewiston Highway was discussed by the Commission. The Engineer reported that the well in question is approximately fourteen feet deep and is in a tight gravel formation which also appears in the highway cut, and that seepage appears in the formation on the highway cut slope about 225 feet distant from Mr. Prince's well. There appears to be no doubt, he stated, that the well was supplied by water percolating through a gravel strata. He pointed out that the Chief Counsel has rendered an opinion in this instance citing that the Highway Commission is not liable for disturbance or interference with percolating waters as distinguished from interference or disturbance of water that flows in a defined channel, either above or beneath the surface of the ground. He, therefore, recommended that Mr. Prince be notified that the Highway Commission has no liability for the drying up of his well. The Commission approved the recommendation.

The Commission confirmed the dates January 21 and 22, 1954, for its next regular meeting to be held in Portland. The Commission also tentatively set Wednesday and Thursday, February 24 and 25, as the date for its next following meeting. The Secretary was instructed to make the usual arrangements for use of the Green Room in the Imperial Hotel for both meetings.

The Commission discussed the following matters of unfinished business listed on the Secretary's summary dated October 30, 1953:

1. Controversy over charges for swimming facilities at Honeyman State Park: The Parks Superintendent submitted a report on this matter earlier in the day. The item was ordered deleted from the list.

2. Requests for improvement of US 99W and Amity-Dayton Highway in the vicinity of McMinnville: The Engineer reported that the field work on the survey for this area has been completed and that his report on the subject will be ready for consideration by the Commission at its next meeting.

This item is to be deleted from the list of Unfinished Business.

3. Recommendation of Westmost Grange that properties of Jess Strader and Ed Divilbiss at Bandon Beach be acquired for state park purposes: The Parks Superintendent advised that negotiations with the property owners are under way, but he has nothing particularly to report at this time. The Commission ordered this item retained on the list of Unfinished Business.

4. Request for improvement of the Klamath Falls-Malin Highway northerly from Hatfield Junction through Merrill to Lost River in Klamath County: This matter was reported on by the Engineer earlier in the day; consequently, the Commission ordered the item removed from the list.

5. Request for improvements to US 395 in the Crooked Creek area north of Lakeview: This matter also was reported on by the Engineer earlier in the day and was ordered removed from the list of Unfinished Business.

6. Request for placing the Clear Lake-Belknap Springs Forest Road on the State Highway System: The Engineer advised that his investigation in this matter is not yet complete, but he will contact the Linn County Court relative thereto as soon as possible. This item is to remain on the list of Unfinished Business.

7. Status of the Starkey Secondary Highway: The Engineer stated that he has not yet contacted the Union and Umatilla County officials re this project but will do so as soon as possible. This item is to remain on the list of Unfinished Business.

8. Proposed acquisition of land at Clay and Columbia Streets for proposed connection between West Portland Expressway and Harbor Drive: The Engineer's report on this matter was rendered earlier in the day so the Commission ordered the item deleted from the list of Unfinished Business.

9. Resolution reclassifying the Salem-Dallas and the Dallas-Coast Highways: The Engineer recalled that the 1953 Legislature in listing highways to be included in the system of state highways included the Willamina-Salem Highway extending westerly from Salem through Rickreall to Dolph Corner; thence to a junction with the Salmon River Highway south of Willamina. They also included the Dallas-Rickreall Highway, being a segment of the old Salem-Dallas Highway starting at Rickreall and extending westerly and southerly to the City of Dallas. The Legislature, he stated, did not classify the routes as to primary or secondary status, leaving that function to the Highway Commission. He further stated that the matter has been carefully studied and that it is his recommendation that the Willamina-Salem Highway which includes the eventual Rickreall-Dolph Corner Cutoff, be classified as a Primary Highway, and that the Rickreall-Dallas Highway be classified as a secondary highway, and that the section of the Old Dallas-Coast Highway extending from Dallas to Dolph Corner retain its classification as a secondary highway. The Commission accepted the Engineer's recommendation by adopting the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein. This item is to be deleted from the list of Unfinished Business.

10. Request of The California-Oregon Power Company that the East Diamond Lake Highway be kept open during the winter months to facilitate transportation of supplies from Klamath Falls to the COPCO Camp northwest of Diamond Lake: The item was ordered deleted from the list of Unfinished Business inasmuch as the Engineer's report on it was rendered earlier in the day.

11. Request of the City of La Grande for permission to construct a new channel for Mill Creek on state highway right of way to facilitate disposal of water from a storm sewer: The Engineer reported that the City has withdrawn its request and now plans to use the old channel. The item was ordered removed from the list.

The Commission considered and approved a list of papers that were signed by the Secretary in behalf of the Commission during the period October 27 to December 9, 1953.

Attention was given by the Commission to a letter from the City Recorder of Vale concerning the one-way routing of highway traffic over "A" Street and Washington Street in that City. The Engineer stated that he has not yet had time to study this matter so is not prepared to make a recommendation at this time. Action on this item was deferred by the Commission pending receipt of the Engineer's report.

The Commission discussed with the Engineer the bids received during the morning session for highway construction and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Grading and oiling 5.80 miles on the Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway about 26 miles east of Baker in Baker County: The Commission elects to accept the bid of Newport Construction Company, Portland, the low bidder, in the sum of $257,074.60, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grade widening and paving 20.5 miles on the Brothers-Hampton Section of the Central Oregon Highway east of Brothers in Deschutes County: Warren Northwest, Inc., Portland, the low bidder, has been awarded this contract in the sum of $432,188.50, which is their bid price.

"Construction of automatic traffic signal installation at one street and highway intersection on the Pacific Highway in Central Point in Jackson County: The Commission has awarded the contract to the low bidder, Steeck Electric Company, Roseburg, at their bid price of $2,997.

"Roadbed widening and paving of 6.0 miles on the Gillespie Corner-Lorane Section of the Territorial Highway about 12.6 miles south of Veneta in Lane County: The Commission has awarded the contract to L. P. Stubblefield, Eugene, the low bidder, at his bid price of $205,419.50.

"Grading 0.88 mile of roadbed and connections and 7.52 miles of paving on the Mill City-Niagara Section of the North Santiam Highway east of Mill City including the North Santiam Forest Wayside Access Road about 3 miles west of Mill City and the Mehama Connection at Mehama in Marion County: Warren Northwest, Inc., Portland, the low bidder, has been awarded this contract at their bid price of $168,644.

"Construction of North Santiam Highway Overcrossing and Mill Creek Bridge on the North Santiam Highway near Salem in Marion County: The Commission has awarded the contract to the low bidder, C. J. Eldon, Portland, at his bid price of $83,940

"Installation of Salem Traffic Signal at the intersection of Pine Street and Broadway Avenue in the City of Salem in Marion County: All bids for this project have been referred to the City of Salem for action inasmuch as it is a city project.

"Construction of Cold Springs Overcrossing over the Pendleton-Cold Springs Highway at Cold Springs Junction in Umatilla County: The Commission has awarded the contract to R. H. Jones, Hillsboro, the low bidder, at his bid price of $11,932.

"Grading 15.04 miles on the Emigrant Hill Section of the Old Oregon Trail east of Pendleton in Umatilla County: The Commission elects to accept the bid of Berke Brothers and C. R. O'Neil, Portland, the low bidder, in the sum of $1,515,560, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received."

The Commission discussed with the Engineer requests and problems to be brought up by delegations on the following day. No action was taken on such matters pending appearance of the delegations.

Commissioner Reynolds brought up for discussion several telegrams received from the City of Burns concerning investigations that are under way to determine a permanent route for US 20 through the City. The Engineer stated that field surveys are being carried on but are not yet complete so he has nothing to report at this time. The Commission ordered that the telegrams be answered by stating that when the Engineer's report on the subject has been rendered to the Commission, all interested parties will be given an opportunity to be heard on the subject before the Commission makes a decision whether to improve the present route of the highway or to relocate it.

Mr. W. C Williams, Deputy State Highway Engineer, reported that the Morrow County Court has requested that a survey be made for a road extending from the Paterson Ferry, seven miles east of Boardman, to a junction with US 30 and has also requested a survey for a new road extending from a point $4\frac{1}{2}$ miles east of Boardman south to Heppner following the easterly boundary of the bombing range. He estimated the cost of the Paterson Ferry survey at $2,000 and the survey south of Boardman at $5,500. The Engineer recommended approval of both

requests on the condition that the County will pay all costs involved and will advance the estimated cost of the work. The Commission approved the recommendation.

The Commission discussed letters from Mr. Roy Webster, President Hood River Chamber of Commerce, concerning sub-normal business that businessmen of Hood River are experiencing since advent of the new water-level highway (US 30) through Hood River, and offering suggestions to remedy the situation. The Commission referred the communications to the Engineer for investigation and report.

Chairman Chandler pointed out that the terms of office for Mr. R. H. Baldock, State Highway Engineer, and Mr. H. B. Glaisyer, Commission Secretary, will expire on February 28, 1954, and he gave as his feeling that their re-appointment should be considered at this meeting. Commissioner Reynolds moved that both men be re-appointed for a term of four years commencing March 1, 1954 at the expiration of their present terms. The motion was adopted by the Commission unanimously, and it was so ordered.

Chairman Chandler inquired if the department makes use of a question box to receive employees' suggestions or if any reward is offered employees for good suggestions. The Engineer advised that credit is given employees through the medium of the Personnel Magazine, and that employees in the lower brackets are given recognition through the merit rating system. He further stated that it is planned later on to offer some sort of an award among young engineers for noteworthy accomplishments.

Chairman Chandler also brought up the matter of changing the traffic signal at Bay Shore Drive and Central Avenue in Coos Bay. It was his thought that in order to speed up traffic movements, traffic should be allowed to move at all times along the east side of the northbound lane. The Engineer was instructed to investigate the matter.

The meeting adjourned at 4:45 p.m. to reconvene the following morning at 9:00 a.m.

Portland, Oregon
December 11, 1953

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer

W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction were opened and read aloud by the Secretary, as follows, at the conclusion of which he announced that the award of contracts would be made by the Commission at 2:30 p.m. in the same room:

COLUMBIA COUNTY
MIST-CLATSKANIE SECONDARY HIGHWAY

Koppisch Construction Co. Inc., Astoria	$ 19,675.00
Atlas Construction Co., Portland	20,780.50
Grimstad and Vanderveldt, Astoria	24,923.50
Inland Construction Company, Milwaukie	25,303.00
D. F. McKenzie, Salem	25,902.50
F. O. Laws, Salem	27,685.00
John A. Logan, Portland	28,949.70
P. C. Knox, Gladstone	29,587.50
O & K Construction Company, Gresham	29,820.00
Schrader Construction Company, Portland	30,090.00
Arthur Simonsen, Baker	30,177.50
Henry H. Miller, Roseburg	30,992.00
A. H. Saxton & Son, Corvallis	33,647.50
George R. Rouse, Salem	33,711.50
Logan, Taylor and Company, Portland	35,595.00
L. T. Forman, Boring	35,860.00
Kuckenberg Construction Company, Portland	36,137.50
C. J. Eldon, Portland	36,697.00
G. Frank King, Portland	37,927.50
M. L. O'Neil & Son, Eugene	40,817.50
Fodge and Collins, Waldport	41,512.50
Goodat Crane Service, Portland	46,417.50
Lee Construction Company, St. Helens	62,067.74

DOUGLAS COUNTY
TILLER-TRAIL SECONDARY HIGHWAY

A. H. Saxton & Son, Corvallis	$ 85,051.50
F. L. Somers, Klamath Falls	89,775.00
Valley Construction Company, Portland	96,520.00
C. J. Eldon, Portland	99,015.50
Babler Brothers, Inc., Portland	109,535.00
Henry H. Miller, Roseburg	115,132.90
Acme Construction Company, Eugene	118,727.50

JACKSON COUNTY
SEVEN OAKS OVERCROSSING

Bessonette and Graff, Medford	$ 69,839.00
Stanley G. Parrish, Medford	69,981.00
Tom Lillebo, Reedsport	76,335.00
Young and Smith, Grants Pass	76,850.00
Central Heating Company, Eugene	77,360.00
Ausland and Dodson, Grants Pass	77,772.00
Valley Construction Company, Portland	79,130.00
Hannan Brothers, Portland	80,548.00
Hamilton & Thoms, Eugene	82,660.00
John Kovtynovich, Eugene	83,470.00

MARION COUNTY
GRADING AND PAVING NORTH SANTIAM HIGHWAY

	Guard Fence Alternates	
	Using Concrete & Metal Posts	Using Wood Posts
Fred H. Slate Co., Oreg. Ltd., Portland	$ -------	$159,395.00
Geo. E. Blaisdell & Son, Portland	160,325.50	160,325.50
Roy L. Houck & Son, Salem	174,085.50	174,085.50
Central Paving Co., Independence	179,276.00	179,276.00
White Bros. Co., Seattle, Washington	180,301.00	179,701.00
J. M. Arenz, Portland	186,741.00	185,491.00
Herman Kathman, Seattle, Washington	188,493.00	------
Vernie Jarl, Gresham	-------	199,711.00
Babler Brothers, Inc., Portland	206,295.00	------
McNutt Brothers, Eugene	265,057.00	------

MARION COUNTY
GRADING PORTLAND-SALEM EXPRESSWAY

	Guard Fence Alternates	
	Using Concrete & Metal Posts	Using Wood Posts
Roy L. Houck & Son, Salem	$864,908.00	$864,908.00
Guy F. Atkinson Co., Portland	896,721.50	896,721.50
J. N. Conley & R. A. Heintz Constr. Co., Portland	912,346.50	912,181.50
Babler Brothers, Inc., Portland	914,560.00	-------
Vernie Jarl, Gresham	949,945.00	-------
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	-------	974,228.00
McNutt Brothers, Eugene	1,440,866.00	-------

December 11, 1953

"428"

MULTNOMAH COUNTY
BONNEVILLE HIGHWAY ILLUMINATION

George L. Rochat & Son, Portland	$ 4,499.00
Walton-Brown Electric Company, Salem	4,697.00
Trowbridge Electric Company, Roseburg	5,050.00
Mark Smith & So., Klamath Falls	5,094.90
Olson Electric Company, Vancouver, Washington	5,865.74
W. R. Grasle Company, Portland	6,283.00

The Commission signed the following agreements, deeds and other papers:

"Indentures of Access" covering the following:

a. Saling property on Hauser-North Bend Section of the Oregon Coast Highway, Coos County.

b. Woodworth property on Hauser-North Bend Section of the Oregon Coast Highway, Coos County.

c. Nordstrom property on Forest Boundary-Hauser Section of Oregon Coast Highway, Coos County.

d. Bolt property on Hauser-North Bend Section of Oregon Coast Highway, Coos County.

"Revocable Permit" covering permit to remove gravel from property owned by Elsie Allen McKay, located within Umatilla Indian Reservation on Pendleton-Deadman's Pass Section of Old Oregon Trail Highway.

"Trust Agreement" with Bonneville Power Administrator covering changes in Bonneville transmission line on Pendleton-Deadman's Pass Section of Old Oregon Trail Highway, Umatilla County.

"Bargain and Sale Deed" covering deeding to Coos County 1.48 acres of land on US 101 at Shingle House Slough for county road right of way.

"Bargain and Sale Deed" covering sale to Mr. and Mrs. H. C. Kirby 0.55 acre of land on Viento-Hood River Section of Columbia River Highway, Hood River County.

"Bargain and Sale Deed" covering sale to Mr. and Mrs. George F. Simmons of 3.1 acres of land on Newport-Toledo Section of Corvallis-Newport Highway, Lincoln County.

"Cancellation of Lease" with Westfall Engineering Company covering state property on T. H. Banfield Expressway, Portland.

"Industrial Lease" with Northwest Technical Institute covering leasing of state property on T. H. Banfield Expressway, Portland.

"Agreement" with State Liquor Commission re construction of frontage road along McLoughlin Boulevard opposite State Highway Division Headquarters, Portland.

"Agreement" with Douglas County and City of Canyonville covering abandonment of Canyonville-O'Shea Creek Section of Tiller-Trail Secondary Highway, Douglas County.

"Service Agreement" with California-Oregon Power Company covering service to remote-controlled radio station on "Black Cap".

"Agreement" with Marion County covering maintenance of Market Road No. 91, from city limits to Pacific Highway.

"Agreement & Bill of Sale" to Portland General Electric covering title of power line extension into Silver Falls State Park.

"Throughway Agreement" with Marion County covering the Gervais-Hayesville Unit, Portland-Salem Expressway.

"Bargain & Sale Deed" to Louis Audet re property lying in East half ($E\frac{1}{2}$) of Section 1, Township 2 South, Range 46 East, W. M., Wallowa County. This parcel of land contains 6.43 acres. Consideration $1.00.

"Supplemental Agreement" with O. W. R. & N Railroad Company covering alteration and widening of overcrossing N. E. Halsey Street, Multnomah County.

"Agreement" with City of Portland re street closures on 42d Avenue-92d Avenue Sections of T. H. Banfield Expressway.

"Project Agreement" re Arlington-Heppner Junction Section (Structures)

"Bargain & Sale Deed" to City of Albany conveying 4 parcels of land situate in Hackleman's Second Addition to the City of Albany.

Mr. Claude B. Miller, Ashland, appeared before the Commission to present a complaint concerning Mr. J. G. Bromley, District Maintenance Superintendent, Grants Pass, and Mr. W. V. Poole, Maintenance Foreman, whose headquarters are at Siskiyou. Mr. Miller's complaint appeared to involve an alleged illegal use of state equipment on a section of the old Pacific Highway near the summit of the Siskiyou mountains, which had been abandoned to Jackson County. It also appeared that Mr. Miller's complaint involves a dispute with his neighbor, a Mr. Kissinger, on this abandoned section of road concerning road approaches. He protested the action of the Commission in abandoning the old road to Jackson County without making provision for an outlet that he desired. It was his expressed feeling that the State had no right to so abandon the road and he urgently requested a winter outlet from his property. He left with the Com-

mission a written resume of his complaint. The Commission informed him that the matter would be given further study and that he would be advised when a decision has been reached. (See ahead for additional entry.)

Mr. J. L. Curtis, Safety Director for the Oregon Timber Transport Operators, came before the Commission and asked that log haulers be allowed to truck-haul logs over state highways during certain hours of darkness. He explained that under the terms of permits now issued, no such hauling is allowed after 8:00 p.m. which, in some instances, causes haste and carelessness on the part of the operator to get his load to the dump by that time. It is not the intent of the log haulers, he stated, to ask for hauling on a twenty-four hour basis, but they are only asking that some provision be incorporated in the permits to allow some hauling after 8:00 p.m. He pointed out that for most log haulers, it is not feasible to load in the dark, whereas they can haul and dump during the hours of darkness. Chairman Chandler stated that there are many angles to be considered in such a request and that the 8:00 p.m. deadline was set to allow trucks loaded in daylight to dump their loads before dark on the same day. He added that the Commission is also interested in the matter from the standpoint of safety. He concluded the discussion by stating that the request will be given careful study.

Messrs. H. A. Hurlbut and D. C. Mapel, employees of the California-Oregon Power Company, came before the Commission concerning the removal of snow on the East Diamond Lake Secondary Highway in order to give company employees residing at Toketee Falls northwest of Diamond Lake a way out of this isolated spot during the winter season. Mr. Mapel stated that during winter months people in the past have used the North Umpqua road into Roseburg to secure supplies, medical aid, etc., but this road is now in such bad condition that it is almost impassable. He requested that the State keep state highways open to traffic to Diamond Lake. Mr Hurlbut pointed out that the Power Company has a Snogo mounted on a truck, and he inquired if the Highway Commission would allow the use of the Power Company's Snogo on a state highway. He stated, however, that he and Mr. Mapel represent the community and cannot speak for the Power Company. The Engineer observed that the highway referred to would be kept open with a "V"-type plow as long as possible, but the State does not have a Snogo to work this area. Chairman Chandler informed the two men that the Commission would do what it can and that the Engineer will be requested to ascertain from the Power Company how much cooperation it will contribute in keeping the road open to traffic.

A delegation representing the Astoria Chamber of Commerce and other coastal communities came before the Commission and urged that the ferry, "M. R. Chessman", be continued in operation during the winter months. The group included the following people: Joe Flynn, Manager, Astoria Chamber of Commerce; Fred Andrus, Editor, ASTORIAN BUDGET; E. R. Baldwin, Warrenton City Manager; Dr. Noel Rawls, Warrenton City Commissioner; Arthur O. Waud, Manager, Oregon Coast Association, Tillamook; Avery Combs, President of Seaside Chamber of Commerce; Ralph A. Miller, Director of Seaside Chamber of Commerce; Berger Nielsen, Manager of Seaside Chamber of Commerce; Lester U. Raw, Mayor of the City of Seaside; and Alfred O. Johnson, Naselle, Washington. Mr. Flynn introduced the members of the delegation. He pointed out that the ferry ordinarily is removed from service about December 1, just preceding the Christmas season which creates quite a problem because many trucks cannot use the smaller ferries. Mr. Johnson

stated that many people in Washington who previously had traded in Astoria are shifting their purchasing to Longview and other Washington cities, due, principally, to delays in the ferry operation. He urged that the "M. R. Chessman" be kept in service continuously. Mr. Waud read aloud a statement from the Oregon Coast Association endorsing the efforts of the Astoria Chamber of Commerce to continue the "M. R. Chessman" Ferry in service during the winter months and also endorsing the efforts of the Port of Astoria in attempting to secure a bridge across the Columbia River. Mr. Baldwin stated that the City of Warrenton is in favor of this request, and he then inquired as to the status of the proposed Youngs Bay Bridge.

Chairman Chandler replied that it is expected that the survey will be completed by about June 1, 1954, but there is no money available to finance construction. He pointed out that a considerable amount of bond money is being spent on the Lower Columbia River Highway which will be of material benefit to residents of Astoria and other nearby cities. He recalled that when the "M. R. Chessman" Ferry was constructed and placed in service, it was planned to charge tolls which would prevent the ferry from operating at a deficit. For the year 1953, he said, the Ferry will not pay expenses and the deficit for 1954 is estimated to be even greater. He also said that to operate the larger ferry during the winter months will require an increase in tolls to meet costs, and the Commission will be glad to operate the ferry if the people will pay the necessary increased toll charge. He pointed out that in 1946 when the ferry was under private operation, only two small ferries were used, and the Commission then yielded to requests to provide a larger ferry at a cost of approximately one-half million dollars. Ferry operation costs, he stated, have gone up considerably since that time. He inquired what reaction there would be if the rates were increased.

Mr. Flynn stated that he is quite certain there will be opposition, and he gave as his feeling that the State has an obligation to furnish ferry service even at a deficit. He declared that tolls have been decreased twice on the Longview Bridge with a result that the revenues have increased. It was his thought that better ferry service will increase ferry revenues.

Commissioner Reynolds expressed the thought that the ferry should not be operated on a deficit basis. Chairman Chandler stated that the Commission feels that it cannot operate the ferry with increasing deficits occurring year after year and that highway gas tax money should not be used to subsidize business interests in any particular locality. Commissioner McIver inquired what the people's attitude would be were the Commission to put the ferry operation back into private hands. Mr. Flynn replied that they have not considered the matter from that angle. Chairman Chandler concluded the discussion by stating that the Commission at the present time is willing to continue the "M. R. Chessman" Ferry in operation, except for the period necessary for overhauling, if the users of the ferry will pay an increase in toll to compensate for the additional cost. Following departure of the group the matter was again discussed by the Commission, and the Engineer was then instructed to investigate tolls charged in the State of Washington for comparable ferry service and to submit a full report at the January meeting. Mr. W. W. Stiffler, Assistant State Highway Engineer, was authorized by the Commission to contact proper officials in the

State of Washington to secure such information.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

A delegation from the City of Arlington came before the Commission concerning improved access to the new Columbia River Highway in the City. The following people composed the group: Val Austin, Arlington Chamber of Commerce; Foster Odom, Arlington City Councilman; and Kent Wilhelm, Dr. J. V. Wilhelm and George McCloskey, all members of the Arlington Chamber of Commerce. Mr. Austin acted as spokesman. He explained that they represent principally farmers and business people of Arlington, and they would like to have a one-way entrance into their city from U. S. 30 along Columbia Street. It was his thought that if such a connection were opened up that it would relieve considerably traffic congestion in the fall when many wheat trucks come into Arlington to unload grain. Chairman Chandler stated that the Commission has studied the Engineer's report on the subject and has personally inspected the project on the ground, all of which indicates to the Commission that the plan as adopted will suffice. Commissioner Reynolds stated that it is the intention of the Commission to watch the situation carefully and if it appears that the present plan is not working satisfactorily,then whatever is required will be done to make it function properly. The Engineer was instructed to have the Traffic Engineer stop at Arlington when he is in that vicinity and explain to the people there further details of the Commission's plans in an endeavor to eliminate misunderstandings they might have.

Mr. R. J. Herrington, City Engineer, North Bend, and Mr. Harry Grahm, North Bend City Councilman, came before the Commission to urge improvement of Virginia and Broadway Streets, route of the Cape Arago State Secondary Highway within the City. Mr. Herrington pointed out that curb or sidewalk grades never have been established on these streets and that their improvement is needed in an orderly development of the area. He inquired as to how much cooperation the City can expect from the State in the construction of curbs, sidewalks, and paving. Mr. Grahm added that if the grades are established and the improvements made, the City then can improve the side streets. Chairman Chandler stated that it would be at least a year before money would be available for the project; however, the Commission in the meantime will have a survey made to determine the cost of the various items of improvement and to set grade stakes so the City can know what it will have to do. The Engineer was thereupon authorized to make such survey from which a determination will be made as to what cooperation the State can provide and what must be provided by the City. No commitment was made as to when the work will be done.

Messrs. Arthur Damschen, Chairman of the Parkrose Chamber of Commerce; John Matney and R. B. McLoughlin, members of the Parkrose Chamber of Commerce; Harry Pearce, Parkrose Fire District; and Don Campbell, Parkrose School District No. 3, came before the Commission concerning construction of a grade separation on the T. H. Banfield Expressway at 112th Avenue. They were informed by Chairman Chandler that the Commission on the previous day had approved construction of such structure as a substitute for a similar structure at 132d Avenue with the understanding that the Commission will be released from all obligation to construct the grade separation at 132d Avenue. The delegation expressed satisfaction with the Commission's action.

Mr. J. G. Bromley, District Maintenance Superintendent, Grants Pass, and Mr. W. V. Poole, Section Foreman at Siskiyou, appeared before the Commission concerning charges filed against them by Mr. Claude Miller earlier in the day. Chairman Chandler informed them that the Commission is familiar with the facts in the case and regrets that the accusations were made. He complimented both men in the way they have conducted themselves and stated that the Commission will back them up. The Commission, he added, is aware that the accusations are not founded on fact but are largely the outgrowth of a personal neighborhood feud.

The Right of Way Engineer reported sale by auction of a small parcel of land in Lot 7, Block "I" in South Pendleton to Sheow Nom Lee and Eng Shee Lee for the sum of $158.50. The Lees, he stated, submitted the high bid for this property which is no longer needed for highway purposes. The Commission approved the sale as reported.

Mr. C. W. Enfield, Chief Counsel, reported that the Superbilt Manufacturing Company has submitted an offer to effect a compromise settlement of the condemnation case of State vs. Superbilt Manufacturing Company, et al, upon payment by the State of the sum of $225,000. After a brief discussion of this matter, the Commission determined that the property sought to be acquired by this action is not worth the sum of $225,000 and accordingly rejected the offer of settlement.

The Commission discussed with the Engineer the bids received at the morning session and at 2:30 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the action of the Commission being by unanimous vote:

"Grading and rock base on 0.13 mile on the Fall Creek Section of the Mist-Clatskanie Secondary Highway about 3.4 miles south of Clatskanie in Columbia County: The Commission elects to accept the bid of Koppisch Construction Company, Inc., Astoria, the low bidder, in the sum of $19,675, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading 0.59 mile, 0.63 mile paving and construction of a bridge on the Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway east of Canyonville in Douglas County: The Commission awarded this contract to the low bidder, A. H. Saxton & Son, Corvallis, at their bid price of $85,051.50.

"Construction of Seven Oaks Overcrossing of Southern Pacific Company's tracks near Central Point on the Pacific Highway in Jackson County: The Commission elects to accept the bid of Bessonette and Graff, Medford, the low bidder, in the sum of $69,839, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving 1.35 miles on the Salem-Lancaster Drive Section of the North Santiam Highway east of Salem in Marion County: The Commission elects to accept the bid of Fred H. Slate Company Oregon Limited, Portland, the low bidder, in the sum of $159,395, and the State Highway Engineer is dir-

ected to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading 12.16 miles on the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway north of Salem in Marion County: The Commission elects to accept the bid of Roy L. Houck & Son, Salem, the low bidder, on the basis of concrete posts, in the sum of $864,908, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Installation of highway illumination at Bonneville interchange on the Columbia River Highway in Multnomah County: All bids rejected as being too high."

An agreement with the City of Portland regarding street closures on the 42d Avenue-92d Avenue Section of the T. H. Banfield Expressway was presented. The Engineer reported that the agreement had been examined and found satisfactory, and he recommended that it be approved. The Commission adopted the recommendation.

The Engineer reported that Union Pacific Railroad officials had given their approval to the starting of work on the 42d Avenue-92d Avenue Section of the T. H. Banfield Expressway as it affects their property. Bids for this project, he stated, were received on October 30, 1953, and the Commission accepted the bid of Gibbons & Reed and authorized the Engineer to award the contract as soon as right of way matters were cleared and approval of the Bureau of Public Roads is received. He recommended that the contract be awarded as of this date. The Commission approved the recommendation and so ordered.

Chairman Chandler stated that the Commission feels that the employees of the State Highway Department during this past year have done splendid work and the Commission is very appreciative. He commended Mr. R. H. Baldock, the State Highway Engineer, Mr. W. C. Williams, Deputy State Highway Engineer, and Mr. W. W. Stiffler, Assistant State Highway Engineer for their excellent services in carrying out a huge program of construction and maintenance. The State of Oregon, he said, is outstanding in the nation in contract performance. He also complimented the following: Mr. R. L. Porter, Right of Way Engineer, for performing a fine job in acquiring right of way; Mr. C. W. Enfield for the excellent service being provided by the Legal Department; Mr. C. H. Armstrong, Parks Superintendent, for a fine job in developing state parks; Mr. C. H. Maison for excellent work in handling the accounting functions and keeping reports up-to-date; Mr. Carl Jordan for the fine work he and his department have performed in disseminating travel information; Mr. H. B. Glaisyer and his staff, Mr. Floyd Query, Miss Johanna McCaffrey, and Miss Monica Duda for their excellent work in handling the secretarial duties; and Mr. John Cattrall, City and County Relations Engineer, for the excellent relationship which exists between the State Highway Department and the various cities and counties. Mr. Baldock responded in behalf of the State Highway Employees, stating that in his opinion the State has never had a finer Commission than the one it now has.

There being no further business, the meeting was declared adjourned at 2:45 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

December 11, 1953

EXHIBITS "A" through "J"

Minutes Of

December 10 and 11, 1953

EXHIBIT "A"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows.

CLAY AND COLUMBIA STREET INTERCHANGE SECTION-WEST PORTLAND EXPRESSWAY

20645 Schnitzer-Wolf Investment Company & Union Oil Company of California (Johnson)
Right of Way (Harbor Drive between Clay and Market)
Option extended to December 15, 1953

25,000 sq. ft. at $3	$ 75,000.00
Warehouse: 5000 sq. ft. at $10.50	52,500.00
Damage to remainder	11,250.00
Release of Union Oil interest, lump sum	1,000.00
TOTAL-chrg to Right of Way	$139,750.00

EXHIBIT "A" (cont)

CLAY AND COLUMBIA STREET INTERCHANGE SECTION-WEST PORTLAND EXPRESSWAY (cont)

20645 Schnitzer-Wolf Investment Company & Union Oil Company of California (cont)

Amount to be paid Schnitzer-Wolf Investment Co.		$138,750.00
Amount to be paid Union Oil Co. of Calif. for leasehold interest		1,000.00
GRAND TOTAL-chrg to Right of Way		$139,750.00

Grantor to remove fences from right of way. Grantor to have possession of buildings as tenant at $260 per month. Grantor to remove crane and press within 60 days after option accepted. Grantor to remove all debris.

Access controlled-none allowed

20668 Lyons, William J. and Hazel I. (Johnson)
Right of Way (Harbor Drive & S. W. Montgomery)
Option expires March 31, 1954

10,000 sq. ft. at $2	$20,000.00	
48' x 60' house, no allowance		
Amount to be paid owners chrg to Right of Way		$ 20,000.00

Tenants on property become tenants of state the month following receipt of compensation.

Takes all-

20667 Erickson, Irving T. and Dorothy D. (Johnson)
Right of Way (SW. corner of SW Mill and Harbor Drive)
Option expires April 22, 1954

10,000 sq. ft. at $2.10	$21,000.00	
Amount to be paid owners-chrg to Right of Way		$ 21,000.00

Takes all-

UNIT #4-T. H. BANFIELD EXPRESSWAY

21160 Marley Brown Lumber Service, Inc. (Johnson)
Right of Way (N.E. Halsey between N.E. 90th and N.E. 92nd)
Option expires February 3, 1954

1.256 acres at $10,000	$12,560.00	
Amount to be paid owners-chrg to Right of Way		$ 12,560.00
State to assume last quarter of 1953-54 taxes. Estimate		50.00

EXHIBIT "A" (cont)

UNIT #4-T. H. BANFIELD EXPRESSWAY (cont)

21160 Marley Brown Lumber Service, Inc. (cont)
GRAND TOTAL (Estimate) chrg to Right of Way $12,610.00

Access not controlled- (Union Pacific Track)

GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21135 Malcolm, Elvin O. and Phyllis M. (Grant)
Right of Way
Option expires May 3, 1954

7,405 sq. ft. at $0.09+	$ 700.00	
Allowance for labor, removal of forms and fence	200.00	
Amount to be paid owners-chrg to Right of Way		$ 900.00

Grantor to remove fencing and foundation forms by April 1, 1954.

THINGS TO BE DONE BY THE STATE

Access at third St. South, residential use. State to assume 1953-54 taxes. Estimate	9.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 909.00

Access controlled-

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

18705 Shultz, Walter A. and Amy (Grant)
Right of Way (Sidewalk)
Option expires May 5, 1954

55.5 sq. ft. at $0.18+	$ 10.00	
Amount to be paid owners-chrg to Right of Way		$ 10.00

Access not controlled-

ASTORIA SECTION-OREGON COAST HIGHWAY

21249 City of Astoria (Black)
Right of Way
Deed signed November 16, 1953.

19,425 sq. ft. for parking area for patrol cars	$ 1.00	
Amount to be paid owners-chrg to Right of Way		$ 1.00

Access not controlled-

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20893 Weinman, Fred and Elsie (Harrington)
Right of Way
Option expires May 2, 1954

10.23 acres at $210	$2,148.30
0.10 acre, lump sum	100.00
169 rods fence at $4	676.00
Encroachment damage	950.00

Amount to be paid owners-chrg to Right of Way $3,874.30

Access controlled-none allowed

20933 Hahn, Herman A. and Leona (Benner)
Right of Way
Option expires April 28, 1954

1 acre at $500	$ 500.00
13.22 acres at $400	5,288.00
132 rods fence at $4	528.00
Allowance to relocate 1.7 acres strawberries	180.00
Damage, due to odd shaped remainder	1,986.00

Amount to be paid owners-chrg to Right of Way $8,482.00

THINGS TO BE DONE BY THE STATE

Re-establish road connection at Sta. 1+50, South side.

Access controlled-none allowed

20431 Mumper, Marie (Benner)
Right of Way
Option expires April 5, 1954

1.09 acres at $500	$ 545.00
13.49 acres at $350	4,721.50
326 rods fence at $4	1,304.00
Severance damage	786.10

Amount to be paid owner-chrg to Right of Way $7,356.60

Grantor to have until Jan. 1 to remove standing timber.

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20431 Mumper, Marie (cont)

State to assume 1953-54 taxes. Estimate $ 74.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 7,430.60

Access controlled-none allowed

20907 Windecker, George E. and Helen J. (Benner)
Right of Way
Deed signed November 12, 1953.

7.38 acres at $514+	$ 3,795.00
28.583 acres at $400	11,433.20
179.6 rods fence at $4	718.40
Damage: odd shape & elevation of County Road	2,154.00

Amount to be paid owners-chrg to Right of Way $18,100.60

Grantor to have until Jan. 1, 1954 to remove standing timber.

THINGS TO BE DONE BY THE STATE

Re-establish driveway from Co. Road #613 to residence, South side at Sta. 5+00. Re-establish power pole if disturbed.

Access controlled-none allowed

20942 Heth, Harry and Violet (Benner)
Right of Way
Option expires April 27, 1954

0.06 acre, ± , lump sum	$ 68.00
8 rods fence at $4	32.00

Amount to be paid owners-chrg to Right of Way $ 100.00

Access controlled-none allowed

20938 Skiff, Mark S. and Thelma D. (Benner)
Right of Way
Option expires May 4, 1954

EXHIBIT "A" (cont)

GERVAIS -HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20938 Skiff, Mark S. and Thelma D. (cont)

0.92 acre at $350	$ 322.00
30 rods fence at $4	120.00
Amount to be paid owners-chrg to Right of Way	$ 442.00

Access controlled-none allowed

20890 Pence, Grace D. R. (Harrington)
Right of Way
Option expires May 2, 1954

15.22 acres at $300	$ 4,566.00
0.15 acre, lump sum	50.00
0.55 acre, lump sum, Easement for detour road	150.00
Damages-severance, fill, shape	2,760.00
343 rods fence at $4	1,372.00
Amount to be paid owners-chrg to Right of Way	$ 8,898.00

THINGS TO BE DONE BY THE STATE

Place 72" culvert under hwy. at Sta. 1508+20, may be used for sheep underpass. Make provision for drainage between Sta. 1496+95 and 1520+00. May use Co. Road to move farm machinery.

Access controlled-none allowed

20901 Gouley, Homer and Fannie E. (Harrington)
Right of Way
Option expires May 9, 1954

2.80 acres at $400	$ 1,120.00
51 rods fence at $4	204.00
Amount to be paid owners-chrg to Right of Way	$ 1,324.00

Access controlled-none allowed

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20904 Faix, Jacob and Luella M. et al (Harrington)
Right of Way and Easement
Option expires May 10, 1954

11.02 acres at $400	$ 4,408.00	
0.40 acre, lump sum	250.00	
0.30 acre, 2 year easement for detour road	100.00	
124 rods fence at $4	496.00	
Damage due to odd shape	768.00	
Allowance to establish new berry fields	800.00	
Total-chrg to Right of Way		$ 6,822.00
Amount to be paid owners-chrg to Right of Way		$ 6,022.00
Amount to be paid Lessee (Harris)-chrg to Right of Way		800.00
GRAND TOTAL-chrg to Right of Way		$ 6,822.00

Access controlled-none allowed

20909 Girod, Henry A. and Juanita E. (Benner)
Right of Way
Option expires May 11, 1954

0.07 acre, lump sum	$ 39.00	
9 rods fence at $4	36.00	
Amount to be paid owners-chrg to Right of Way		$ 75.00

Access controlled-none allowed

20934 Girod, Henry A. and Juanita E. (Benner)
Right of Way
Option expires May 11, 1954

0.32 acre, lump sum	$ 220.00	
20 rods fence at $4	80.00	
Amount to be paid owners-chrg to Right of Way		$ 300.00

Access controlled-none allowed

EXHIBIT "A" (cont)

GERVAIS -HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

13925 Benes, Anton and Mary (Witt)
Right of Way
Option expires April 29, 1954

46,174 sq. ft. at $0.16½-	$ 7,617.50
House: 1097 sq. ft. at $6+	6,613.00
Double garage: 400 sq. ft. at $3	1,200.00
6 cabins with attached garages at $1750	10,500.00
Laundry and storage shed: 280 sq. ft. $5	1,400.00
Complete water system	1,200.00
4 septic tanks and 2 wells	1,000.00
Lawns, trees, shrubs, landscaping	1,469.50
Equipment in cabins (furniture, bedding, etc.)	1,500.00
Amount to be paid owners-chrg to Right of Way	$32,500.00

Takes all-

20839 Rodgers, W. C. and Mary (Black)
Right of Way
Option expires May 11, 1954

19.74 acres at $150	$ 2,961.00
105 rods fence at $4	420.00
Damage due to odd shape	1,319.00
Amount to be paid owners chrg to Right of Way	$ 4,700.00

Access controlled-none allowed

21204 Begin, W. F. and Aileen (Black)
Right of Way (County Road)
Option expires May 9, 1954

0.42 acre at $100	$ 42.00
30 rods fence at $4	120.00
4 trees at $25	100.00
Amount to be paid owners-chrg to Right of Way	$ 262.00

GERVAIS-HAYESVILLE UNIT- WILLAMETTE RIVER- HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21204 Begin, W. F. and Aileen (cont)

THINGS TO BE DONE BY THE STATE

Re-connect driveway

Access not controlled-

20889 Linkey, C. I. and Alma E. (Harrington)
Right of Way
Option expires May 8, 1954

10.75 acres at $254+	$ 2,731.25	
22.85 acres at $200	4,570.00	
151 rods fence at $4	604.00	
Damage due to odd shape	1,598.22	
Amount to be paid owners-chrg to Right of Way		$ 9,503.47

Access controlled-none allowed

20837 Benjamin, Gilbert H. and Eva B. (Black)
Right of Way
Option expires May 9, 1954

76.6 acres at $100	$ 7,660.00	
93 rods fence at $4	372.00	
Damage due to odd shape	868.00	
Amount to be paid owners-chrg to Right of Way		$ 8,900.00

Access controlled-none allowed

20887 Boesl, Andreas W. (Harrington)
Right of Way
Option expires May 3, 1954

0.64 acre, lump sum	$ 150.00	
25 rods fence at $4	100.00	
Encroachment damage	250.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20887 Boesl, Andreas W. (cont)

Provide for drainage on North side of Grantor's property.

Access controlled-none allowed

20898 Aspinwall, Ashley M. (Estate) (Harrington)
Right of Way
Option expires April 28, 1954

9.43 acres at $250	$ 2,357.50
1.0 acre at $350	350.00
63 rods fence at $4	252.00
Damage due to odd shape and fill	500.00
Amount to be paid owners-chrg to Right of Way	$ 3,459.50

Access controlled-none allowed

21272 Screiner, Robert, et al (Harrington)
Right of Way and Detour Road Easement
Option expires May 1, 1954

0.21 acre, lump sum	$ 200.00
0.21 acre, lump sum (Easement)	50.00
Amount to be paid owners-chrg to Right of Way	$ 250.00

THINGS TO BE DONE BY THE STATE

When easement area turned back to Grantors, roadbed materials to be removed and ground worked up to present condition.

Access controlled-none allowed

21294 Leith, William and Martha Althea (Black)
Right of Way
Option expires May 17, 1954

0.19 acre at $200	$ 38.00
16 rods fence at $4	64.00

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21294 Leith, William and Martha Althea (cont)

Settlement to avoid litigation	$ 48.00	
Damages due to odd shape	200.00	
Amount to be paid owners-chrg to Right of Way		$ 350.00

Access not controlled-County Road

20940 Wallace, Bruce R. and Willimena L. (Benner)
Right of Way
Option expires May 17, 1954

1.34 acres at $1,000	$ 1,340.00	
10 rods fence at $4	40.00	
Damages: Loss of necessary acreage	1,620.00	
Amount to be paid owners-chrg to Right of Way		$ 3,000.00

Access controlled-none allowed

20843 Marshall, R. S. and Katharine R. (Black)
Right of Way
Option expires May 16, 1954

23.02 acres at $140	$ 3,222.80	
218 rods fence at $4	872.00	
Two trees at $25	50.00	
Severance damages	1,455.20	
Amount to be paid owners-chrg to Right of Way		$ 5,600.00

Access controlled-none allowed

20850 Brown, J. A. and Alvina M. (Black)
Right of Way
Option expires April 22, 1954

0.03 acre, lump sum	$ 44.00	
4 rods fence at $4	16.00	

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20850 Brown, J. A. and Alvina M. (cont)

2 fence corners at $20	$ 40.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access controlled-none allowed

20943 Gillespie, Grover C. and Myrtle E. (Benner)
Right of Way
Option expires May 15, 1954

0.8 acre, lump sum	$ 450.00	
21 rods fence at $4	84.00	
Damage due to odd shape	16.00	
Amount to be paid owners-chrg to Right of Way		$ 550.00

Grantor has until March 1, 1954 to remove trees.

Access controlled-none allowed

21206 Charge, John and Ruth (Benner)
Gravel Pit
Option expires May 4, 1954

78.55 acres ±, lump sum	$45,000.00	
Amount to be paid owners-chrg to Gravel Site		$45,000.00

Grantor allowed to use haul road. Has right to take water from property conveyed.

THINGS TO BE DONE BY THE STATE

State to fence East line of tract on border of Grantors land.

To be approved subject to State being able to acquire leasehold rights, if any.

21181 Weisz, John and Mable (Black)
Right of Way
Option expires May 11, 1954

11.46 acres at $195-	$ 2,400.00

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT -WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21181 Weisz, John and Mable (cont)

0.44 acre construction easement, lump sum	$ 200.00
275 rods fence at $4	1,100.00
Severance and improvement damage also odd shape	8,050.00

Amount to be paid owners chrg to Right of Way $11,750.00

THINGS TO BE DONE BY THE STATE

Lay tile opposite front yard to avoid open ditch. As a part of the above payment the State may deed approximately 66.5 acres of the severed portion G. H. Benjamin acquisition for a credit of $6,982.50 for the reason that the said property in the opinion of the Commission is no longer needed, required or useful for highway purposes.

Access controlled-none allowed

20937 Martin, Nettie M. (Benner)
Right of Way
Option expires May 5, 1954

3 acres beaverdam at $1,500	$ 4,500.00
2 acres at $600	1,200.00
8.16 acres at $500	4,080.00
50.5 rods fence at $4	202.00
Damage due to odd shape	768.00

Amount to be paid owners-chrg to Right of Way $10,750.00

Access controlled-none allowed-Taken subject to unrecorded lease on Easterly 200 feet.

20936 Hall, John W. and Verda S. (Benner)
Right of Way
Option expires May 18, 1954

2.75 acres beaverdam at $1,500	$ 4,125.00
3.88 acres at $750	2,910.00
1.43 acres at $600	858.00

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20936 Hall, John W. and Verda S. (cont)

House: 578 sq. ft. at $2.50+	$ 1,447.00	
Barn, woodshed, outbuildings and well	500.00	
Amount to be paid owners-chrg to Right of Way		$ 9,840.00

Grantor allowed to remove pump and shrubs before Jan. 1, 1954.
Grantor given 30 days after date of payment to vacate premises.

Takes all-

21062 Kites, Fred A. et al (Witt)
Right of Way
Option expires May 22, 1954

2.07 acres at $750	$ 1,552.50	
43 rods fence at $4	172.00	
Severance damage and loss of crop in R/W	651.75	
Amount to be paid owners-chrg to Right of Way		$ 2,376.25
State to assume 1953-54 taxes. Estimate.		24.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 2,400.25

Access controlled-none allowed

21063 Kites, Fred et al (Witt)
Right of Way
Option expires May 22, 1954

3.58 acres at $750	$ 2,685.00	
56 rods fence at $4+	232.00	
Severance damage and loss of crop within R/W	389.50	
Amount to be paid owners-chrg to Right of Way		$ 3,306.50

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21063 Kites, Fred et al (cont)

State to assume 1953-54 taxes. Estimate $ 33.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 3,339.50

Access controlled-none allowed

20900 Hilyer, E. A. and Carrie (Harrington)
Right of Way
Option expires May 16, 1954

27.00 acres at $300	$ 8,100.00	
86 rods fence at $4	344.00	
Damage due to reduction of area, loss of pasture & odd shape	2,650.00	
Amount to be paid owners-chrg to Right of Way		$11,094.00

Grantor to vacate by January 1, 1954.

State to assume half of 1953-54 taxes. Estimate 56.00

GRAND TOTAL (Estimate) chrg to Right of Way $11,150.00

Access controlled-none allowed

20891 Shubin, Ivan and Anna (Harrington)
Right of Way
Option expires May 16, 1954

10.00 acres at $200	$ 2,000.00	
Dwelling: 1174 sq. ft. at $3.90+	4,588.00	
Out house	12.00	
Pump house, well and pump	500.00	
Steam bath: 200 sq. ft. at $1.50	300.00	
Barn foundation and flooring	100.00	
Amount to be paid owners-chrg to Right of Way		$ 7,500.00

Grantor agrees to vacate by March 1, 1954

Takes all-

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20896 Downer, William S. and Elodie M. (Harrington)
Right of Way
Option expires April 6, 1954

4.84 acres at $200	$ 968.00	
70 rods fence at $4	280.00	
Damage due to reduction of area and odd shape	252.00	
Amount to be paid owners-chrg to Right of Way		$ 1,500.00

Access controlled-none allowed

20854 Glaser, F. T. and Mary E. (Supplemental report for parcel 3) (Black)
Right of Way
Option expires May 18, 1954

0.44 acres at $100	$ 44.00	
39 rods fencing at $4	156.00	
Damage	100.00	
Amount to be paid owners-chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE

Re-connect driveway at East corner of property, 20 feet in width.

Access not controlled-county road-R/W

20941 Spindler, Fred J. and Alberta I. (Benner)
Right of Way
Option expires May 9, 1954

14.19 acres at $750	$10,642.50	
0.05 acre easement, lump sum	37.50	
House: 1,442 sq. ft. at $7.95	11,456.00	
Well: 61 ft. at $8	488.00	
Pump, tank, fittings	750.00	
Power line	360.00	
Amount to be paid owners-chrg to Right of Way		$23,734.00

State to have possession 5 days after payment of compensation.
Takes all-

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20897 Petzel, R. A. and Mildred (Harrington)
Right of Way
Option expires May 12, 1954

15.46 acres at $362	$ 5,600.00
46.0 acres at $250	11,500.00
House: 719 sq. ft. at $5	3,595.00
Milking barn: 1280 sq. ft. at $4.25-	5,420.00
Milk House: 195 sq. ft. at $4	780.00
Machine shed: 745 sq. ft. at $0.66+	500.00
2 calf houses: 290 sq. ft. at $0.90-	255.00
Chicken house: 150 sq. ft. at $0.50	75.00
Stave silo and open pit silo	750.00
Loafing shed: 1440 sq. ft. at $0.62+	900.00
Well house, pump and cased well	850.00
Irrigation pump and cased well	1,500.00
1190 sq. ft. of concrete walks and feed lots	575.00
Amount to be paid owners-chrg to Right of Way	$32,300.00

Grantor to have possession until May 31, 1954 and may rent the property after that date. Grantor agrees to vacate right of way by March 1, 1954.

Takes all-Phone approval by McIver on 11-24-53 and Chandler on 11-27-53.

20848 Flickinger, Eva (Black)
Right of Way
Option expires April 29, 1954

67 acres at $132-	$ 8,840.00
House: 795 sq. ft. at $3.30	2,623.50
Barn: 2232 sq. ft. at $0.90+	2,000.70
Well	396.00
Septic Tank, lump sum	300.00
Chicken House: 1500 sq. ft. at $0.60	900.00

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20848 Flickinger, Eva (cont)

Woodshed, garage and misc. sheds, lump sum	$ 39.80	
Amount to be paid owner-chrg to Right of Way		$ 15,100.00

Grantor allowed to keep water tank and well pump.

Takes all-

SALEM-LANCASTER ROAD UNIT-SALEM STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

20925 Zweiacher, Sarah (Witt)
Right of Way
Deed signed October 28, 1953

1307 sq. ft. at $0.22½+	$ 300.00	
Allowance to move barn (low bid by W. Koeing)	1,193.00	
Amount to be paid owners-chrg to Right of Way		$ 1,493.00

Access controlled-

MEHAMA CONNECTION-STOUT CREEK-MILL CITY SECTION-NORTH SANTIAM HIGHWAY

21267 Beringer, G. E. (Estate) (Harrington)
Right of Way
Option expires May 18, 1954

375 sq. ft. at $0.04	$ 15.00	
Damage due to reduction of area and loss of shade trees	35.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

State to pay taxes and deduct from the settlement.

Access not controlled-

MEHAMA CONNECTION-STOUT CREEK-MILL CITY SECTION-NORTH SANTIAM HIGHWAY (cont)

21250 Hartman, Earl W. and Mary M. (Harrington)
Right of Way
Option expires May 17, 1954

8900 sq. ft. at $0.10	$	890.00
House: 1008 sq. ft. at $2.75		2,772.00
Garage: 390 sq. ft. at $0.90-		350.00
Allowance for half of 1953-54 taxes. (Taxes per receipt, $36.70)		18.35
Amount to be paid owners-chrg to Right of Way	$	4,030.35

Grantor agrees to vacate by Dec. 31, 1953.

Takes all-

21263 Bilyeu, Orval and Dorothy (Harrington)
Right of Way
Option expires May 18, 1954

2150 sq. ft. at $0.04	$	86.00
0.02 acre, lump sum, slope easement		25.00
14 rods fence at $4		56.00
Amount to be paid owners-chrg to Right of Way	$	167.00

THINGS TO BE DONE BY THE STATE

Make provision to keep water line in operation at Sta. 7+50. If fir tree at Sta. 6+50 becomes a hazard, State will top.

Access not controlled-

21265 Smith, Grant B. and Violet (Harrington)
Right of Way
Option expires May 19, 1954

755.7 sq. ft. at $0.04-	$	30.00
Damage due to reduction of area and fill		70.00
Amount to be paid owners-chrg to Right of Way	$	100.00

Access not controlled-

EXHIBIT "A" (cont)

MEHAMA CONNECTION-STOUT CREEK-MILL CITY SECTION-NORTH SANTIAM HIGHWAY (cont)

21266 Wallen, Nettie E. (Harrington)
Right of Way
Option expires May 22, 1954

375 sq. ft. at $0.04	$ 15.00	
Allowance for reduction of area and loss of shade tree	35.00	
Amount to be paid owner-chrg to Right of Way		$ 50.00

Access not controlled-

21264 Longfellow, W. P. and Bernice (Harrington)
Right of Way
Option expires May 22, 1954

38,000 sq. ft. at $0.05	$ 1,900.00	
Amount to be paid owners chrg to Right of Way		$ 1,900.00

Buildings, structures and water line to remain property of Grantor. Grantor to remove buildings and pipe line by Feb. 1, 1954.

State to assume 1953-54 taxes. Estimate	$ 19.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 1,919.00

Takes all-

MILL CITY CONNECTION-STOUT CREEK-MILL CITY SECTION-NORTH SANTIAM HIGHWAY

21251 Smith, Donald B. and Frances L. (Harrington)
Right of Way
Option expires May 24, 1954

6900 sq. ft. ± , lump sum		$ 1,500.00
House: 900 sq. ft. at $2.25-		2,000.00
Amount to be paid owners-chrg to Right of Way		$ 3,500.00

Grantor to vacate 30 days from date of option.

Takes all-

PRAIRIE ROAD-JUNCTION 6th & 7th STREETS SECTION-PACIFIC HIGHWAY

20883 Payne, Charles S. and Malinda F. (Reeder)
Easement for Slopes
Option expires May 3, 1954

1910 sq. ft., lump sum $ 382.00

Amount to be paid owners-chrg to Right of Way $ 382.00

THINGS TO BE DONE BY THE STATE

Construct road approach at Sta. 603+67, West side.
Remove approach at Sta. 604+10, West side.

Access not controlled-

21295 Wade, Harold P. and Vesta M. (Reeder)
Storm sewer Easement
Option expires May 4, 1954

0.02 acres, lump sum $ 200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

Grantor to remove and replant shrubs and lawn.

THINGS TO BE DONE BY THE STATE

Remove, reinstall and reconnect existing storm sewer.
Ditch line to be leveled and graded to match existing lawn.
State will replace headwall if removed or damaged.

Access not controlled-

JUDKINS POINT- GOSHEN SECTION - PACIFIC HIGHWAY

20206 Kalisky, Joseph R. and Gladys J. (Reeder)
Right of Way
Option expires April 29, 1954

484 sq. ft. at $0.20 $ 96.80

Amount to be paid owners-chrg to Right of Way $ 96.80

Access controlled-none allowed

EXHIBIT "A" (cont)

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

21171 Forrest, Lee and Lucretia E. (Gemmell)
Right of Way
Option expires May 4, 1954

0.40 acre at $75	$ 30.00	
30 rods fence at $4	120.00	
Amount to be paid owners-chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE

If the Old Highway destroyed between Stas. 1228+00 and 1238+00, a frontage road will be constructed between these two points.

Access controlled-none allowed

21284 Mollett, Scott and Vivian (Gemmell)
Right of Way
Option expires May 8, 1954

0.04 acre, lump sum	$ 150.00	
Amount to be paid owners-chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1259+65, East, residential use only.

Access controlled-

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY

21140 Baker, Walter S. and Nellie R. (Stuntz)
Easement for Haul Road
Option expires May 3, 1954

0.04 acre, lump sum	$ 50.00	
Amount to be paid owners-chrg to Gravel Site		$ 50.00

THINGS TO BE DONE BY THE STATE

Reconstruct fence if necessary.

EXHIBIT "A" (cont)

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY

20978 Jantzer, Charles and Frieda S. (Stuntz)
Right of Way
Option expires May 19, 1954

0.38 acre at $3,750	$ 1,425.00
Trees & shrubbery	100.00
Allowance to move shop and fence back	1,336.00
Reconstruct septic tank drainfield	140.00
Loss of 160 L. F. of water line	120.00
Damage (R/W line too close to buildings)	1,750.00

Amount to be paid owners-chrg to Right of Way $ 4,871.00

THINGS TO BE DONE BY THE STATE

Construct 40 ft. road approach at Sta. 563+55.

Access not controlled-

20963 Bohnert, John and Edyth (Jones 1)
Right of Way drainage ditch
Option expires May 16, 1954

1.81 acres at $1200	$ 2,172.00
0.13 acre easement at $830	108.00
136 rods fence at $4	544.00
Damage: loss of trees and stone pillars	1,926.00

Amount to be paid owners-chrg to Right of Way $ 4,750.00

Grantors reserve all water rights in connection with property. Grantor to have water in canal by April 1, 1954 and remainder of year.

THINGS TO BE DONE BY THE STATE

Protect banks of creek in channel change area and be liable for any damage due to erosion or flooding along same. Protect banks for 100' Easterly of second turn. State to sell back 0.18 acre if not needed for channel change. Reconstruct approaches on East side at Sta. 478+50 and 480+80, unrestricted. Access on East side at Sta. 475+00, 488+00 and 493+00, unrestricted, to be built at Grantors expense 30 ft. wide.

Access controlled-

EXHIBIT "A" (cont)

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY (cont)

20970 Miller, Orth F. and Marian G. (Jones)
Right of Way
Option expires April 26, 1954

0.09 acre, lump sum	$ 200.00
Severance damage	1,000.00

Amount to be paid owners-chrg to Right of Way $ 1,200.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach on East side at Sta. 532+25, unrestricted.

Access controlled-

20965 Jackson County (Jones)
Right of Way and Easement
Option expires May 15, 1954

.04 acre	Gratis
.01 acre, easement	Gratis

THINGS TO BE DONE BY THE STATE

Reconstruct approach on East side at Sta. 504+70, unrestricted.

Access controlled-

21125 Industrial Air Products Co. (Holt)
Right of Way (private road)
Option expires May 19, 1954

4356 sq. ft. at $0.28+ $ 1,250.00

Amount to be paid owners-chrg to Right of Way $ 1,250.00

THINGS TO BE DONE BY THE STATE

Construct approach at Sta. 680+45, East side. Construct approach on property, the center to be 85 feet from intersection of North line of property and existing Pacific Highway.

Access not controlled

EXHIBIT "A" (cont)

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY

21282 Hall, D. D. and Edna Mae, et al (Gemmell)
Right of Way
Option expires March 7, 1954

0.37 acre, lump sum $ 1,000.00

Amount to be paid owners chrg to Right of Way $ 1,000.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 487+50, North, residential use and
Sta. 489+00, North, unrestricted.

Access controlled-

21278 Hall, D. D. and Edna Mae et al (Gemmell)
Right of Way and Park
Option expires April 20, 1954

0.73 acre, lump sum $ 3,350.00

Amount to be paid owners-chrg to Right of Way $ 3,350.00

Takes All-

WINCHESTER BAY FOREST BOUNDARY SECTION-OREGON COAST HIGHWAY

21105 Howard, J. G. (Holt)
Right of Way
Option expires May 12, 1954

2.64 acres, waste material easement $ 300.00
Amount to be paid owners chrg to Right of Way $ 300.00

THINGS TO BE DONE BY THE STATE

Box 2 springs on East side at Sta. 482 and lead $1\frac{1}{2}$" pipe through culvert at Sta. 482 to West edge of fill. Construct private approach at Sta. 431+50, East side.
Estimate cost: $ 700.00
Access at Sta. 420+00, East side relinquished.

GRAND TOTAL (Estimate) chrg to Right of Way $ 1,000.00

Access controlled-

EXHIBIT "A" (cont)

WINCHESTER BAY-FOREST BOUNDARY SECTION-OREGON COAST HIGHWAY (cont)

21105 Howard, J. G. (cont)

Approved by Commission October 29, 1953:
2.63 acres, waste material easement $300.00
Option subject to access provisions on File 17752 signed 2/29/52.
Access controlled-none allowed

HAUSER-NORTH BEND SECTION-OREGON COAST HIGHWAY

8142 Coleman, Elizabeth C. (Gemmell)
Right of Way
Option expires May 8, 1954

Reserved unrestricted approaches at Sta. 232+50 and 235+50, West side.

Access controlled-

SUNSET BAY SECTION-CAPE ARAGO HIGHWAY

20931 Barker, Ralph (Holt)
Park
Option expires May 16, 1954

.461 acre	$ 1.00	
Amount to be paid owner-chrg to Park Site		$ 1.00

SOUTH UNIT-BEND-LAPINE SECTION-THE DALLES-CALIFORNIA HIGHWAY

19596 U.S. Government, Forest Service (Chidsey)
Right of Way
Special use permit

94.18 M feet Ponderosa Pine sawlogs at $30.20	$ 2,844.24	
9.09 M feet Lodgepole Pine sawlogs at $4	36.36	
Amount to be paid owners-chrg to Right of Way		$ 2,880.60

(North Unit Timber approved May 18, 1953 for $4,481.00)

EXHIBIT "A" (cont)

JACKSON COUNTY LINE-KENO SECTION-GREEN SPRINGS HIGHWAY

(Cozad)

21149 Doten, Daniel R.
Maintenance Headquarters
Option expires May 5, 1954

4.2 acres at $200	$ 840.00	
Allowance to Grantor for fencing	40.00	
Amount to be paid owners-chrg to Maintenance Site		$ 880.00

One year lease by School District to be recognized.

DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY

(Cozad)

21103 Shields, Earl
Ditch Easement
Option expires April 27, 1954

0.27 acres, lump sum	$ 135.00	
Construction of ditch, 600' at $0.25	150.00	
Re-establish stock guard	100.00	
Gravel fill at ditch crossing	25.00	
Amount to be paid owner-chrg to Right of Way		$ 410.00

THINGS TO BE DONE BY THE STATE

Furnish 100' of 12" pipe for ditch between Sta. 1381+50 and 1382+50. Estimated cost $2.00 per ft.	200.00
GRAND TOTAL (Estimate)-chrg to Right of Way	$ 610.00

Access not controlled-

(Cozad)

21104 Stormer, Clyde
Ditch Easement
Option expires April 27, 1954

0.27 acre, lump sum	$ 135.00	
Construction of ditch, 600' at $0.25	150.00	
Amount to be paid owner-chrg to Right of Way		$ 285.00

DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY (cont)

21104 Stormer, Clyde (cont)

Grantor to build ditch.

THINGS TO BE DONE BY THE STATE

Provide pipe for ditch at Sta. 1387+50, South side.

Access not controlled-

EAST UNIT-PENDLETON-DEADMANS PASS SECTION-OLD OREGON TRAIL HIGHWAY

20952 Pigg, William F. and Margaret J. (Landon)
Gravel Pit
Option expires May 15, 1954

2.34 acres, lump sum	$ 300.00	
Amount to be paid owners-chrg to Gravel Site		$ 300.00

Five-year lease for removal of gravel and use of haul road.

20250 Indian Lands (Entire project) (Byrum and Landon)
Right of Way

87.94 acres at $300	$26,382.00	
340.31 acres at $30	10,209.30	
Timber	2,421.70	
Differences in Lump Sum settlements	76.10	
Allowance for spring	100.00	
Damages	19.112.02	
TOTAL		$58,301.12
Three settlements still pending		1,386.27
Amount to be paid owners-chrg to Right of Way		$56,914.85

THINGS TO BE DONE BY THE STATE

Farm crossing allowed, angling from Sta. 116+00, North, to Sta. 118+00, South; angling from Sta. 122+75, North, to Sta. 124+75, South, Stations 516+00, 546+00, 571+00, 445+00 and 480+00, North and South. Private access at Sta. 116+00, 122+75 and 600+00, North, Sta. 124+75 and 118+00, South, Sta. 516+00, 546+00 and 571+00, North and South. Stock crossing

EAST UNIT-PENDLETON-DEADMANS PASS SECTION-OLD OREGON TRAIL HIGHWAY (cont)

20250 Indian Lands (Entire project) (cont)

at Sta. 713+40 and 804+00, North and South. Access for timber, private and farm produce at Sta. 898+70, 925+50, 968+40, 1022+00 and 1084+50, South, Sta. 1106+75 and 1118+00, North and Sta. 952+00, North and South. Stock guards at Sta. 898+70, 925+50, 968+40, 1022+00 and 1084+50, South, Sta. 1106+75 and 1118+00, North, Sta. 952+00, North and South. State to fence right of way. Construct wire gates at all farm crossings and access points. If flow of water from spring at Sta. 883+00 is not destroyed by construction, State shall provide facilities for carrying it to South right of way line. Fencing to be constructed under separate contract.

Access controlled-Confirmation of phone approval by Reynolds 11-27-53.

FLORA JUNCTION-FOREST BOUNDARY SECTION-ENTERPRISE-LEWISTON HIGHWAY

21093 Reisanauer, Donald A. and Evelyn A. (Brainerd)
Right of Way
Option expires April 19, 1954

4.58 acres at $10	$ 45.80
346 rods fence at $3	1,038.00
Amount to be paid owners-chrg to Right of Way	$ 1,083.80

THINGS TO BE DONE BY THE STATE

Access at Sta. 373+45, 365+00, East, for operation of stockraising activity. Access at Sta. 373+45, 336+60 and 365+00, West, for operation of stockraising activity. Sta. 365+00, West, also for residential use.

Access controlled-

21161 Evans, Lesia (Brainerd)
Right of Way
Option expires April 22, 1954

6.03 acres at $10	$ 60.30
90 rods fence at $2.50	225.00
Amount to be paid owner-chrg to Right of Way	$ 285.30

FLORA JUNCTION-FOREST BOUNDARY SECTION-ENTERPRISE-LEWISTON HIGHWAY (cont)

21161 Evans, Lesia (cont)

THINGS TO BE DONE BY THE STATE

Access at Sta. 257+25 and 255+50 West and Sta. 256+00, East, for development, harvesting and transportation of forest products and operation of stockraising activity.

Access controlled-

21095 McCall, Roy (Estate) (Brainerd)
Right of Way
Option expires April 12, 1954

0.52 acre at $100	$ 52.00	
2.0 acres at $10	20.00	
181 rods fence at $3	543.00	
15 thousand stumpage at $25 per thousand	$ 375.00	
Amount to be paid owners-chrg to Right of Way		$ 990.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 403+15, East side, for production and transportation of farm products.

Access controlled-

21089 Daggett, Roy W. and E. Emily (Brainerd)
Right of Way, Haul Road, Borrow Pit
Option expires April 14, 1954

21.89 acres at $10.00	$ 218.90	
741 rods fence to re-establish at $2.50	1,852.50	
Allowance for logging 30 MBF at $12.50	375.00	
Allowance for dozer work	300.00	
Amount to be paid owners-chrg to Right of Way		$ 2,746.40

Grantor to have until May 1, 1954 to remove timber.

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

FLORA JUNCTION-FOREST BOUNDARY SECTION-ENTERPRISE-LEWISTON HIGHWAY (cont)

21089 Daggett, Roy W. and E. Emily (cont)

Access allowed at Sta. 19+70, 42+50, 62+00 and 92+20, East side, and Sta. 19+70 and 23+30, West side for Development, harvesting and transportation of forest products and stock raising activity. Access at Sta. 81+00 and 87+40, West side for development, harvesting and transportation of forest products and residential use.

Access controlled-

21090 Mt. Emily Lumber Co. (Brainerd)
Right of Way
Option expires May 22, 1954

13.12 acres at $10	$ 131.20	
Allowance for logging expense (27.5 M at $12.50)	343.75	
Amount to be paid owners-chrg to Right of Way		$ 474.95

Grantor has until May 1, 1954 to remove timber from R/W.

THINGS TO BE DONE BY THE STATE

Access allowed at Sta.147+50, East, and Sta. 126+50, West, for production and transportation to market of forest products.

Access controlled-

21092 Evans, C. F. (Estate) (Brainerd)
Right of Way
Option expires April 22, 1954

0.65 acre at $100	$ 65.00	
11.61 acres at $10	116.10	
191 rods fence at $3	573.00	
617 rods fence at $2.50	1,542.50	
Amount to be paid owners-chrg to Right of Way		$ 2,296.60

Grantors may remove timber from R/W until Dec. 31, 1953.

FLORA JUNCTION-FOREST BOUNDARY SECTION-ENTERPRISE-LEWISTON HIGHWAY (cont)

21092 Evans, C. F. (Estate) (cont)

THINGS TO BE DONE BY THE STATE

Access at Sta. 314+30, 301+50 and 292+50, West, and Sta. 314+30 and 301+00, East, for production and transportation of farm products and development, harvesting and transportation of forest products. Sta. 314+30, West, for residential use also.

Access controlled-

21091 Evans, Amos F. and Stella E. (Brainerd)
Right of Way
Option expires April 22, 1954

0.61 acre, lump sum	$ 25.00	
Amount to be paid owners-chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 228+00, West side, development, harvesting and transportation of forest products and stockraising activity.

Access controlled-

WALLOWA LAKE PARK SECTION-WALLOWA LAKE HIGHWAY

20972 Kauffman, John (Brainerd)
Park Site
Option expires May 4, 1954

9,333 sq. ft., lump sum	$ 300.00	
Cabin, lump sum	200.00	
Amount to be paid owners-chrg to Park Site		$ 500.00

Takes all.

MILL GULCH-SALISBURY SECTION-BAKER-UNITY HIGHWAY

12730 Hart, John F. and Frances D. (Brainerd)
Right of Way
Option expires May 16, 1954

EXHIBIT "A" (cont)

MILL GULCH-SALISBURY SECTION-BAKER-UNITY HIGHWAY (cont)

12730 Hart, John F. and Frances D. (cont)

3.7 acres, lump sum $ 400.00

Amount to be paid owners-chrg to Right of Way $ 400.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 4+70, West side, unrestricted.

Access controlled-

EAST UNIT-LOVE BRIDGE-BLACK BRIDGE SECTION-BAKER-HOMESTEAD HIGHWAY

20608 Widman, William E. (Brainerd)
Right of Way
Option expires May 15, 1954

0.88 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access controlled-none allowed

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY

21143 Oliver, Joseph C. and Arlene G. (Cozad)
Right of Way
Option expires April 26, 1954

0.69 acre at $25	$	17.25
30 rods fence at $3		90.00
Removal of fence at time of slide		25.00

Amount to be paid owners-chrg to Right of Way $ 132.25

Access controlled-none allowed

20042 Dale, Philip A. and Doris L. (Chidsey)
Release of obligations

Release of obligation to construct $ 300.00

Amount to be paid owners-chrg to Construction $ 300.00

(R/W) approved May 18, 1953. Siphon on Const. plans. Est. $640.00)

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

20232 Lee, Cal E. and Mary M. (Brainerd)
Right of Way and Haul Road
Option expires May 1, 1954

0.65 acre, lump sum	$ 50.00	
Amount to be paid owners chrg to Right of Way		$ 50.00

Grantor may install 12" culvert at Sta. 265+70 for irrigation.

THINGS TO BE DONE BY THE STATE

Access at Sta. 268+80, North and South, residential, production and transportation of farm products. Access at Sta. 265+95, South, production and transportation of farm products.

Access controlled-

20233 Wallace, James R. (Brainerd)
Gravel Pit
Option expires April 29, 1954

9.42 acres at $10	$ 94.20	
63 rods fence at $2.50	157.50	
Amount to be paid owner-chrg to Gravel Pit		$ 251.70

Access not controlled-

20230 Fukiage, Harry (Brainerd)
Gravel Pit and Haul Road
Option expires May 17, 1954

0.99 acre at $1,000	$ 990.00	
13.43 acres at $100	1,343.00	
Allowance to move hay hoist, lump sum	100.00	
Amount to be paid owners-chrg to Gravel Site		$ 2,433.00

THINGS TO BE DONE BY THE STATE

Repair bridge before hauling. Re-establish irrigation system where disturbed.

Access not controlled-

VALE-CAIRO JUNCTION-CENTRAL OREGON HIGHWAY (cont)

20234 Buerman, John and Eva (Brainerd)
Right of Way
Option expires May 16, 1954

1.27 acres at $1,000	$ 1,270.00	
0.54 acre at $25	13.50	
104 rods fence at $3	312.00	
Amount to be paid owners-chrg to Right of Way		$ 1,595.50

THINGS TO BE DONE BY THE STATE

Protect and re-establish irrigation system where disturbed. Access at Sta. 295+25, North, and Sta. 310+80, South, for farming and stock raising activity.

Access controlled-

DEER ISLAND-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

10003 Gaittens, R. R. and M. (Grant)
Right of Way
Option expires May 16, 1954

5000 sq. ft. at $0.10	$ 500.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00
State to assume 1953-54 taxes. Estimate		5.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 505.00

Takes all-

21134 Seifert, Myrtle L. and Leo K. (Grant)
Right of Way
Option expires May 16, 1954

3,049 sq. ft. at $0.10	$ 304.90	
House: 686.75 sq. ft. at $4	2,747.00	
Out buildings: 2,460 sq. ft. at $3	738.00	
Garage: 280 sq. ft. at $1.43+	402.00	
Flowers and shrubs	8.10	
Amount to be paid owners-chrg to Right of Way		$ 4,200.00

Takes all-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20944 Brantner, Carl R. and Pearl G. (Benner)
Right of Way
Option expires April 27, 1954

2.05 acres at $750	$ 1,537.50	
46 rods fence at $4	184.00	
350 ft. tile at $0.50	175.00	
Damage: encroachment and odd shape	350.00	
Amount to be paid owners-chrg to Right of Way		$ 2,246.50

Grantor to have until January 1, 1954 to remove posts and wire from area purchased.

Access controlled-none allowed

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY

21124 Cullen, Frank J. et al (Stuntz)
Right of Way
Option expires April 29, 1954

0.13 acre at $10,000	$ 1,300.00	
Allowance to rearrange and construct private road	900.00	
Amount to be paid owners-chrg to Right of Way		$ 2,200.00

THINGS TO BE DONE BY THE STATE

Construct approach road to R/W 110 feet Northerly of highway to connect with private road. Construct approach roads from highway at Sta. 683+60 and 684+60. Replace culverts and drop inlet.

Access controlled-

21122 Grants Pass Sign Company (Norlin)
20966 Right of Way
21142
20969 Moving bid to move 9 signs from R/W $ 242.00
20973

Amount to be paid Grants Pass Sign Company-chrg to Right of Way		$ 242.00

EXHIBIT "A" (cont)

NOBLE SLOUGH-FOSTER SECTION-SANTIAM HIGHWAY

19775 Oregon Electric Railway Company (Benson)
Right of Way
Deed signed September 22, 1953

11.14 acre at $75	$ 835.50	
Amount to be paid owners-chrg to Right of Way		$ 835.50

Access not controlled-

MEHAMA CONNECTION-STOUT CREEK-MILL CITY SECTION-NORTH SANTIAM HIGHWAY

21262 Stayton School District #77 (Harrington)
Right of Way Easement
Option expires June 1, 1954

0.02 acre easement (slopes for cuts and fills) lump sum	$ 25.00	
Amount to be paid owners-chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach.

Access not controlled-

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

21173 Eggers, Franklin P. and Lucie Fae (Gemmell)
Right of Way
Option expires May 8, 1954

0.5 acre at $200	$ 100.00	
30 rods fence at $4	120.00	
Amount to be paid owners-chrg to Right of Way		$ 220.00

Access controlled-none allowed

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

21108 Harvey, Bert et al (Brainerd)
Right of Way
Option expires May 24, 1954

2550 sq. ft. at $0.10	$ 255.00	
Allowance to move billboard signs	275.00	
Amount to be paid owners-chrg to Right of Way		$ 530.00

Access controlled-none allowed

SUNSET CAMP-MANNING SECTION-SUNSET HIGHWAY

19446 Dunstan, Jane Elizabeth (Johnson)
Waysides
Option expires May 26, 1954

Two 50 x 100 foot lots at $250	$ 500.00	
Amount to be paid owners-chrg to Park Site		$ 500.00

Access controlled-none allowed

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY

21361 Milbrandt, Martha (Grant)
Right of Way (4506 S. W. Kelly Ave.)
Option expires May 22, 1954

7000 sq. ft. at $0.13	$ 910.00	
Building: 1420 sq. ft. at $7	9,940.00	
Garage: 294 sq. ft. at $2	588.00	
Amount to be paid owners-chrg to Right of Way		$11,438.00

Grantor agrees to vacate or rent property within 5 days after receipt of payment.

Takes all-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21061 Henderson, Alma V. (Witt)
Right of Way
Option expires June 1, 1954

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21061 Henderson, Alma V. (cont)

1.4 acres at $750	$ 1,050.00
0.54 acre at $500	270.00
45 rods fence at $4	180.00
Allowance to drill new well (irrigation)	600.00
Allowance for new irrigation pump	350.00
Severance damage	400.00

Amount to be paid owners-chrg to Right of Way $ 2,850.00

THINGS TO BE DONE BY THE STATE

Place culvert or tile under Hwy. at Sta. 1833+00 for irrigation pipe.

Access controlled-none allowed

(Benner)

21188 Mahony, Opal Mary
Gravel Pit & Haul Road
Option expires June 3, 1954

10.5 acres at $150	$ 1,575.00
4.62 acres, lump sum, haul road easement	1,000.00

Amount to be paid owner-chrg to Gravel Site $ 2,575.00

(Benner)

21189 Mahony, Opal Mary
Gravel Pit
Option expires June 3, 1954

15.1 acres at $150	$ 2,265.00

Amount to be paid owner-chrg to Gravel Site $ 2,265.00

HAYDEN GULCH-IMNAHA SECTION-LITTLE SHEEP CREEK HIGHWAY

(Bickmore)

21168 Audet, Louis and Mary
Exchange of property (Quarry Site)

Exchange 6.43 acres acquired under File 20637 for 6.43 acres adjacent thereto Gratis

HAYDEN GULCH-IMNAHA SECTION-LITTLE SHEEP CREEK HIGHWAY (cont)

21168 Audet, Louis and Mary (cont)

upon the grounds and for the reason that the said property in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access not controlled-

EAST UNIT-PENDLETON-DEADMANS PASS SECTION-OLD OREGON TRAIL HIGHWAY

20250 Wak Wak, Isaac et al (Landon)
B-14 Right of Way

9.56 acres at $30	$ 286.80	
Damages due to reduction of area	91.32	
Amount to be paid owners-chrg to Right of Way		$ 378.12

One of 3 remaining Indian lands shown as not acquired, page 38 this resolution.

Access controlled-

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION-COLUMBIA RIVER HIGHWAY

18497 U.P.R. Co. and O.W.R.&N. Co. CORRECTION REPORT (Chidsey)
Right of Way
Deed signed 8-26-53

0.41 acre	$ 300.00	
Amount to be paid owners- chrg to Right of Way		$ 300.00

Access not controlled-

Approved 9-24-53-6.35 acre quarry site for $300.00. (This was wrong area)

EXHIBIT "A" (cont)

FLORA JUNCTION-FOREST BOUNDARY SECTION-ENTERPRISE-LEWISTON HIGHWAY

21094 Curry, Sam (Brainerd)
Right of Way
Option expires April 20, 1954

4.32 acres at $10	$ 43.20	
301 rods fence at $3	903.00	
Allowance to re-establish corrals	150.00	
Low bid for moving restaurant and well (Groom & Son)	6,871.60	
Amount to be paid owners-chrg to Right of Way		$ 7,967.80

THINGS TO BE DONE BY THE STATE

Re-establish cattle pass at Sta. 393+80. Protect water pipe crossings at Sta. 398+60 and 399+50. Access at Sta. 385+70, East and West, production and transportation of farm products and stockraising activity. Sta. 385+70 West, also for residential use. Access at Sta. 397+45 and and 398+60, East, 35 ft. wide, for operation of service station, restaurant, dance hall and residential.

Access controlled-

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY HIGHWAY

19568 Boone, Donald L. and Mary J. (Smith)
Right of Way (East side of Briar Place at intersection of old Oregon Electric R/W)
Option expires May 31, 1954

10,000 sq. ft. at $0.40	$ 4,000.00	
Amount to be paid owners-chrg to Right of Way		$ 4,000.00
State to assume 1953-54 taxes. Estimate		60.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 4,060.00

Takes all-

EXHIBIT "A" (cont)

EAST UNIT-DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY

19993 Stowell, Jack and Ollie — SUPPLEMENTAL REPORT — (Norlin)
Right of Way and Gravel Site
Option expired October 7, 1953

Quitclaim deed on John L. and N. H. Weaver acquisition approved for $1,468.00 on May 18, 1953 $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access controlled-

DUNDEE-LAFAYETTE SECTION-PACIFIC HIGHWAY WEST

21404 Goodman, Clem and Elois E. (De France)
Slope Easement
Easement signed November 27, 1953

719.7 sq. ft. Gratis

Access not controlled-

WILLAMETTE RIVER-GERVAIS UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21288 McKinney, Russell E. and Clay Ella (Black)
Right of Way (County Road)
Option expires June 2, 1954

0.16 acre, lump sum	$ 36.00	
42 rods fencing at $4	168.00	
Amount to be paid owners-chrg to Right of Way		$ 204.00

Access not controlled-

20899 Cottew, Charles H. (Estate) (Harrington)
Right of Way
Option expires June 6, 1954

0.48 acre.	$ 150.00	
Damages.	850.00	
Amount to be paid owner-chrg to Right of Way		$ 1,000.00

THINGS TO BE DONE BY THE STATE

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20899 Cottew, Charles H. (Estate) (cont)

State to reconstruct Grantor's approach in front of garage. (Approach on Co. Road)

Access controlled-no access allowed

21180 Lengren, Albert (Estate) (Witt)
Right of Way
Option expires June 3, 1954

1.23 acres at $1250. per acre.	$ 1,537.50	
Allowance-28 rods of fence at $4 per rod.	112.00	
Severance damages.	387.50	
Amount to be paid owner-chrg to Right of Way		$ 2,037.00

Access controlled-none allowed

21348 Allender, Clyde and Anna M. (Harrington)
Right of Way
Option expires June 6, 1954

435.6 sq. ft., lump sum	$ 50.00	
Allowance for hedge shrubs and curbing	100.00	
Amount to be paid owner-chrg to Right of Way		$ 150.00

Access controlled-{Access at Sta. 67+08. West, per previous agreement on File 13913)

21350 Love, Allen A. and Ruth B. (Black)
Right of Way (Park Lane)
Option expires June 1, 1954

740 sq. ft. at $0.10	$ 74.00	
530 sq. ft. grass at $0.05	26.50	
Allowance to move shrubs, lump sum	26.50	
Amount to be paid owners-chrg to Right of Way		$ 127.00

Access not controlled-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21355 Lindbeck, A. L. and Katie (Black)
Right of Way (Park Lane)
Option expires June 4, 1954

740 sq. ft. at $0.10	$ 74.00	
Amount to be paid owners-chrg to Right of Way		$ 74.00

THINGS TO BE DONE BY THE STATE

State to re-connect driveway.

Access not controlled-

21356 Fesnot, Mary Francis (Black)
Right of Way (Park Lane)
Option expires June 1, 1954

740 sq. ft. at $0.10	$ 74.00	
2 trees at $35	70.00	
640 sq. ft. grass at $0.05	32.00	
Allowance to move flood light, lump sum	15.00	
Allowance to move shrubs, lump sum	20.00	
Amount to be paid owner-chrg to Right of Way		$ 211.00

THINGS TO BE DONE BY THE STATE

State to re-connect present driveway.

Access not controlled-

CALAPOOYA CREEK-SUTHERLIN SECTION-ELKTON-SUTHERLIN HIGHWAY

21503 Southern Pacific Company (Chidsey)
Right of Way

Moving bid (to move S. P. Depot)	$ 4,250.00	
Extra Work	1,500.00	
Amount to be paid owners-chrg to Right of Way		$ 5,750.00

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY

20980 Howard-Cooper Corporation (Holt)
Right of Way
Option expires May 29, 1954

5227 sq. ft. at $0.28+	$ 1,500.00
310 ft. cyclone fence & gates	1,375.00
Damage due to loss of shrubs, area, etc.	1,315.00
Amount to be paid owners-chrg to Right of Way	$ 4,190.00

Access not controlled-

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

20531 Meyers, Anton and Annie E. (Holt)
Right of Way
Option expires May 16, 1954

3.99 acres at $485-	$ 1,932.00
92 rods fence at $4	368.00
Severance damage	1,200.00
Amount to be paid owners-chrg to Right of Way	$ 3,500.00

THINGS TO BE DONE BY THE STATE

Construct water-tight, concrete reservoir opposite Station 406+50, West. Intake into reservoir shall not be less than 2 feet deeper than depth of existing slough on East side opposite Station 406+50. Install pipe under roadbed at Station 406+50 to convey water from slough to water reservoir. If necessary for State to utilize land with R/W on which the spring is located the State shall protect the spring by piping it clear of its operations. Install beneath roadway, a conduit and through it place an electrical cable so the grantor may have electric power for pump.

Access controlled-none allowed

LAKEVIEW-COTTONWOOD CREEK SECTION-KLAMATH FALLS-LAKEVIEW HIGHWAY

21504 Lake County (Chidsey)
Right of Way
Letter of Offer

EXHIBIT "A" (cont)

LAKEVIEW-COTTONWOOD CREEK SECTION-KLAMATH FALLS-LAKEVIEW HIGHWAY (cont)

21504 Lake County (cont)

Lot 25, Block 97, O. V. L. Addition $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access not controlled-

LAKEVIEW SECTION-KLAMATH FALLS-LAKEVIEW HIGHWAY

21131 Thompson, Edsel L. (Cozad)
Maintenance Hdg.
Option expires June 4, 1954

16,875 sq. ft. at $0.02 $ 337.50

Amount to be paid owner-chrg to Maintenance Site $ 337.50

Takes all-

LADD CANYON-NORTH UNIT-OLD OREGON TRAIL HIGHWAY

16134 Fager, Marvin J. and Viola D. (Brainerd)
19455 Release of damages
Release of damages signed June 19, 1953

Release of damages for debris deposited on property $ 400.00

Amount to be paid owners-chrg to Right of Way $ 400.00

CROOKED RIVER-TERREBONNE SECTION-THE DALLES-CALIFORNIA HIGHWAY

20704 Oregon Trunk Railway (DeSouza)
Right of Way
Easement dated November 27, 1953

0.849 acre easement in connection with overhead bridge. All rights to revert to grantor when property no longer needed by State. $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

Access not controlled-

PRAIRIE ROAD-JUNCTION 6th & 7th STREETS-EUGENE SECTION-PACIFIC HIGHWAY

20870 Oregon Electric Railway Company (Chidsey)
Easement
Easement dated November 27, 1954

1008 sq. ft. easement to construct and maintain highway over triangular parcel. All rights to revert to Grantor when property no longer needed for highway purposes. $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

Access not controlled-

DEER ISLAND-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

10010 Green, Frances R. et al (Grant)
Right of Way
Option expires May 24, 1954

15,000 sq. ft. at $0.10	$ 1,500.00
Uninhabited house and shed, lump sum	500.00

Amount to be paid owners-chrg to Right of Way $ 2,000.00

Takes all-

CITY LIMITS-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY HIGHWAY

20990 Rosellini, Gemma (Smith)
Right of Way (9920 S.W. 48th)
Option expires May 22, 1954

25,987 sq. ft. at $0.15+	$ 3,697.40	
Allowance to move greenhouse	505.00	
500 ft. fence at $1	500.00	
Severance damage, odd shaped remainder, etc.	8,207.85	
Tax adjustment	77.37	
Total		$12,987.62
Amount to be paid owners-		$12,737.62

CITY LIMITS-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY HIGHWAY (cont)

20990 Rosellini, Gemma (cont)

Amount to be paid Ben H. Jacques-	$	250.00
GRAND TOTAL-chrg to Right of Way		$12,987.62

Grantor has 90 days after notice to move greenhouse.

Access controlled-none allowed

BLACKWELL HILL SEVEN OAKS SECTION-PACIFIC HIGHWAY

20790 Laricks, Andrew W. and Lena I. (Stuntz)
Right of Way
No option signed

2.12 acres at $500	$	1,060.00
House		3,632.00
Garage		816.00
Shed		300.00
Well and pump		400.00
Amount to be paid owners-chrg to Right of Way		$ 6,500.00

Access controlled-none allowed

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21360 Anderson, Hjalmar and Hilda (Black)
Right of Way (Park Lane)
Option expires June 7, 1954

850 sq. ft. at $0.10	$	85.00
Fir tree, lump sum		75.00
Amount to be paid owners-chrg to Right of Way	$	160.00

Access not controlled

21353 Davis, Austin T. and Dena D. (Harrington)
Right of Way (Park Lane)
Option expires June 7, 1954

1175 sq. ft. at $0.10	$	117.50

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21353 Davis, Austin T. and Dena D. (cont)

Lawn, laurels and flower beds	$ 158.75	
Concrete wall with blower boxes and pots	225.00	
Amount to be paid owners -chrg to Right of Way		$ 501.25

Access not controlled-

21359 Stanley, Frank G. and Hattie M. (Harrington)
Right of Way (Park Lane)
Option expires June 7, 1954

1000 sq. ft. at $0.10	$ 100.00	
Fir tree, lawn, shrubs etc.	315.50	
Amount to be paid owners-chrg to Right of Way		$ 415.50

THINGS TO BE DONE BY THE STATE

Reconstruct approaches at Sta. 8+20 and 8+85, 16 ft. in width.

Access not controlled-

HEPPNER SECTION-HEPPNER HIGHWAY

21248 Dougherty, E. C. and Roberta (Landon)
Maintenance Site
Option expires June 4, 1954

7500 sq. ft.	$ 600.00	
Amount to be paid owners-chrg to Maintenance Site		$ 600.00

Access not controlled-

LAKEVIEW SECTION-KLAMATH FALLS-LAKEVIEW HIGHWAY

21133 Lake County (Cozad)
Maintenance Hdq.
Option expires June 1, 1954

LAKEVIEW SECTION-KLAMATH FALLS-LAKEVIEW HIGHWAY (cont)

21133 Lake County (cont)

47,250 sq. ft.	$ 350.00	
Amount to be paid owners-chrg to Maintenance Site		$ 350.00

Access not controlled-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20905 Bilyeu, Ruth (Harrington)
Right of Way
Option expires June 8, 1954

3.0 acres at $300	$ 900.00	
8.94 acres at $500	4,470.00	
House: 840 sq. ft. at $2	1,680.00	
Garage and well, lump sum	450.00	
Amount to be paid owners-chrg to Right of Way		$ 7,500.00

Grantor to retain possession through July 1, 1954.

Takes all-

21354 Jones, Allen C. and Florence L. (Harrington)
Right of Way (Park Lane)
Option expires June 8, 1954

1750 sq. ft. at $0.10	$ 175.00	
3 trees	125.00	
Flower beds and shrubs	100.00	
Amount to be paid owners-chrg to Right of Way		$ 400.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach to existing width.

Access not controlled-

EXHIBIT "A" (cont)

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

21175 Wales, Charles Gerald and Wilma Charlene (Gemmell)
Right of Way
Option expires June 2, 1954

1.02 acres, lump sum	$ 300.00	
House: 600 sq. ft. at $1.50	900.00	
House: 800 sq. ft. at $2	1,600.00	
Well, lump sum	200.00	
Amount to be paid owners-chrg to Right of Way		$ 3,000.00

Takes all-

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

20489 Rodman, W. Keith et al (Reeder)
Right of Way
Option expires February 9, 1954

4.58 acres at $300	$ 1,374.00	
Severance damage	1,877.00	
Amount to be paid owners-chrg to Right of Way		$ 3,251.00

Access controlled-none allowed

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21357 Church, Dana M. and Lila J. (Black)
Right of Way (Park Lane)
Option expires June 8, 1954

1300 sq. ft. at $0.10	$ 130.00	
980 sq. ft. grass at $0.05	49.00	
Allowance to move shrubs, lump sum	50.00	
Oak tree	25.00	
Amount to be paid owners-chrg to Right of Way		$ 254.00

Access not controlled-

EXHIBIT "B"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3601 with Berke Bros. for grading and paving on the Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County, completed October 14, 1953.

"Contract No. 3602 with Gibbons & Reed Co. for bridge, grading and paving on the Gorton Creek-Warren Creek Section of the Columbia River Highway in Hood River County, completed August 31, 1953.

"Contract No. 3607 with Heavy Hauling Co., now Koppisch Construction Co., for grading and paving on the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County, completed October 30, 1953.

"Contract No. 3623 with Funderburk Construction Co. for grading and oil mat surfacing on the North Umpqua County Road in Douglas County, completed August 6, 1953.

"Contract No. 3663 with Rogers Construction Co. for grading and rock base on the Shogren-Rowena Creek Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County, completed September 23, 1953.

"Contract No. 3716 with Peter Kiewit Sons' Co. for grading on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County, completed October 15, 1953.

"Contract No. 3719 with Peter Kiewit Sons' Co. for bridge, grading and oil mat surfacing on the Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Highway in Klamath County, completed October 20, 1953.

"Contract No. 3729 with Rogers Construction Co. for grading on the Middle Unit, Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County, completed August 31, 1953.

"Contract No. 3734 with J. R. Taggart for bridge, grading and oil mat surfacing on the Tangent (Orleans-Oak Creek School) Section of the Orleans-Lebanon County Road in Linn County, completed June 25, 1953.

"Contract No. 3763 with Valley Construction Co. for constructing the Haynes Slough Bridge on the Oregon Coast Highway in Coos County, completed November 11, 1953.

"Contract No. 3765 with Vernie Jarl for grading on the Hayesville School-Turner Road Unit, Salem By-pass Section of the Pacific Highway East in Marion County, completed September 26, 1953.

"Contract No. 3792 with T. W. Thomas for grading and paving on the Medford-County Farm Section of the Pacific Highway in Jackson County, completed November 12, 1953.

"Contract No. 3804 with The Bethlehem Pacific Coast Steel Corp. for placing steel on the Wilsonville Bridge, on the Portland-Salem Expressway, completed November 20, 1953.

"Contract No. 3816 with C. J. Eldon for constructing the St. Joe Overcrossing on the Pacific Highway West in Yamhill County, completed August 25, 1953.

"Contract No. 3829 with Porter W. Yett for paving on the Catching Slough-Enegren Ferry Section of the Coos River Highway in Coos County, completed September 25, 1953.

"Contract No. 3835 with Birkemeier & Saremal for constructing the White School Junction Grade Separation on the Pacific Highway East in Marion County, completed October 30, 1953.

"Contract No. 3850 with M. C. Lininger & Sons for furnishing crushed rock in stockpiles on the Rogue River Loop Highway in Josephine County, completed October 22, 1953.

"Contract No. 3854 with Homer G. Johnson for furnishing crushed materials in stockpiles on the Foster-Toll Creek Section of the Santiam Highway in Linn County, completed October 31, 1953.

"Contract No. 3861 with Rogers Construction, Inc., for furnishing crushed materials in stockpile on the Parkdale Section of the Mt. Hood and Hood River Highways in Hood River County, completed November 13, 1953.

"Contract No. 3895 with Warren Northwest, Inc. for paving on the Spring Creek Hill-Lobert Section of the The Dalles-California Highway in Klamath County, completed October 15, 1953.

"Contract No. 3896 with Rogers Construction Co. for furnishing crushed material in stockpiles on the Klamath Falls-Booth Park Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties, completed October 27, 1953.

"Contract No. 3908 with Tom Lillebo for constructing Umpqua River Bridge Pier Fenders on the Oregon Coast Highway in Douglas County, completed November 12, 1953.

"Contract No. 3909 with George E. Berry for constructing guard rail and sight posts on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, completed October 15, 1953.

"Contract No. 3933 with United Paving Co. for paving on the Miles Crossing-Johnson Road Section of the Youngs River Loop Road Section in Clatsop County, completed October 15, 1953.

"Contract No. 3964 with Rich & Sons Nursery for landscaping on the Coburg Junction (Eugene) Section of the Pacific Highway in Lane County, completed November 28, 1953.

"Contract No. 3966 with J. E. Jeremiah for constructing Forest Grove Maintenance Shed in Washington County, completed October 30, 1953.

"Contract No. 3967 with J. E. Jeremiah for constructing the Manning Maintenance Building in Washington County, completed November 4, 1953.

"Contract No. 3968 with Trowbridge & Flynn Electric Co. for constructing traffic signals in Oregon City and Forest Grove in Clackamas and Washington Counties, completed November 14, 1953.

"Contract No. 3972 with Enoch L. Maerz for constructing facilities in the Cove Palisades Park in Jefferson County, completed October 31, 1953.

"Contract No. 3975 with F. O. Laws for completing roadbed embankment and slope protection on the West Approaches to the Salem Bridges on the Salem-Dalles Highway in Polk County, completed October 20, 1953.

"Contract No. 3977 with H. J. & H. W. Miller for paving on the Milton-Freewater (N. E. 5th Avenue) City Street Section in Umatilla County, completed October 20, 1953.

"Contract No. 3995 with Inter City Sand & Gravel Co., Inc., for grading and oiling on the Springfield Section of the Eugene-Marcola County Road in Lake County, completed October 7, 1953.

"Contract No. 3996 with Hamilton & Thoms for constructing Buck Hollow Bridge in Yamhill County, completed November 30, 1953.

"Contract No. 4010 with Parkrose Nursery for landscaping on the Couch Street-Ankeny Street Unit, Front Avenue Section of the Pacific Highway West in Multnomah County, completed October 29, 1953.

EXHIBIT "B" (cont)

"Contract No. 4012 with C. C. Meisel for surfacing on the Sheep Creek Hill-Imnaha Section of the Little Sheep Creek Highway in Wallowa County, completed November 6, 1953.

"Contract No. 4016 with C. E. Blakley for constructing the Little Deschutes River Bridge on the Burgess County Road in Deschutes County, completed November 20, 1953.

THEREFORE BE IT RESOLVED that the work covered by State highway contracts for the construction of said State highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "C-1"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Jordan Valley ..... $ 595.06

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 10th day of December, 1953.

EXHIBIT "C-2"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Jordan Valley.....	$ 740.89
Sumpter.....	458.35

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 10th day of December, 1953.

EXHIBIT "C-3"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Jordan Valley.....	$ 638.79
Sumpter.....	395.18

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 10th day of December, 1953.

EXHIBIT "C-4"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Boardman	$ 397.84
Canyon City	1,684.18
Fossil	2,138.38
Gates	1,399.07
Pilot Rock	2,308.08
Sumpter	484.04

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 10th day of December, 1953.

EXHIBIT "C-5"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 444.75	Monument	$ 658.46
Antelope	173.28	Mosier	747.99
Barlow	216.60	Oceanlake	2,021.59
Clatskanie	2,602.07	Pilot Rock	2,446.12
Condon	2,795.57	Prairie City	2,373.92
Cornelius	2,882.21	Prescott	343.67
Granite	115.52	Sherwood	1,660.59
Harrisburg	2,489.44	Sisters	2,088.01
Malin	1,709.69	Talent	2,134.22
Manzanita	1,169.63	Turner	1,761.67
Metolius	453.41	Umatilla	2,390.04
Monroe	1,045.45		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That they type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution

or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 10th day of December, 1953.

EXHIBIT "D"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Columbia River Highway, State Primary Highway No. 2, in Wasco County, known as the Hood River-Mosier Section, the westerly terminus of which is at Highway Engineer's Station 1080+00 on the reconstructed highway and the easterly terminus of which is at Highway Engineer's Station 1485+00 on the reconstructed highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for the right of way of the said Columbia River Highway; and

WHEREAS, Wasco County and the Highway Commission entered into an agreement under date of July 11, 1952, relating to the disposition to be made of the eliminated portions or units; and.

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, one of the eliminated portions or units, referred to in said agreement and herein as Unit "A", would be abandoned as part of said highway and would thereafter be under the jurisdiction and control of Wasco County and may be vacated and revert to the owners of the abutting property or kept by the County for such public use as the County may determine; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel one of the eliminated portions or units, referred to in said agreement and herein as Unit "B", would be abandoned as part of the said highway, and would be maintained thereafter by Wasco County as a county road under the jurisdiction and control of the said county; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation; and

WHEREAS, that section of the Columbia River Highway, State Primary Highway No. 2, located in Wasco County and known as the Hood River-Mosier Section, the westerly terminus of which is at Highway Engineer's Station 1080+00 on the reconstructed highway and the easterly terminus of which is at Highway Engineer's Station 1485+00 on the reconstructed highway, has been completed and is now open to public travel.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

EXHIBIT "D" (cont)

1. That the portion or unit of the old right of way identified as Unit "A", shown colored in brown on the one-page map marked Exhibit "A" attached hereto and by this reference thereto made a part hereof, is no longer within the boundaries of the new right of way by reason of the relocation of the said section of highway. The location of Unit "A" is more particularly described as follows:

Unit "A"

Beginning at the intersection of the old route of the Columbia River Highway on the west line of Wasco County, on the line between Sections 3 and 4, Township 2 North, Range 11 East, W. M.; thence easterly via the old route of the Columbia River Highway to State Highway Engineer's Station 313+25 of the old route of the Columbia River Highway in the southwest quarter of the southeast quarter (SW1/4-SE1/4) of Section 2, Township 2 North, Range 11 East, W. M. *

2. That the said Unit "A" is not needed for the service of persons living thereon or for any communities served thereby or for any right of way or other public purposes and therefore it shall be and hereby is abandoned as part of the said highway; and all right, title and interest which the State has in the right of way of Unit "A" does hereby pass to and vest in said County and may be vacated and revert to the owners of the abutting land or kept by said County for such public use as said County may determine.

3. That the portion or unit of the old right of way identified as Unit "B", shown colored in red on the one-page map marked Exhibit "A" attached hereto and by this reference thereto made a part hereof, is no longer within the boundaries of the new right of way by reason of the relocation of the said section of highway. The location of Unit "B" is more particularly described as follows:

Unit "B"

Beginning at State Highway Engineer's Station 313+25 of the old Columbia River Highway in the southwest quarter of the southeast quarter (SW1/4-SE1/4) of Section 2, Township 2 North, Range 11 East, W. M.; thence easterly via the old route of the Columbia River Highway to State Highway Engineer's Station 344+00 of the old Columbia River Highway in the northeast quarter of the southeast quarter (NE1/4-SE1/4) of Section 2, Township 2 North, Range 11 East, W. M. *

4. That, pursuant to the aforesaid agreement, Unit "B" shall be and hereby is duly abandoned as part of the said highway; and all right, title and interest which the State has in the right of way of Unit "B" does hereby pass to and vest in said County and shall be maintained as a County road under the jurisdiction and control of said county.

EXHIBIT "D" (cont)

5. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

6. That this resolution shall be entered in the minutes and records of the Commission on this 10th day of December, 1953, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Wasco County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 262 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-1"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, **THEREFORE,** based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number 9 Route number US 101

Location of Termini			Established Speed
M. P. 163.82 (0.30 mile north of entrance to Seal Rock State Park)	to	M. P. 164.14 (100 feet south of the entrance to Seal Rock State Park in the community of Seal Rock)	45 M.P.H.
M. P. 292.69 (South city limits of Bandon)	to	M. P. 293.02 (intersection with county road south of the city limits of Bandon)	40 M. P. H.

(cont.)

EXHIBIT "E-1" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 125 be entered in the minutes and records of the Commission as of the 10th day of December, 1953.

EXHIBIT "E-2"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: SANTIAM HIGHWAY

Highway number: 16 Route number: US 20

Location of Termini			Established Speed
M. P. 0.06 (East city limits of Albany)	to	M. P. 0.30 (Clay Street intersection east of Albany city limits)	35 M. P. H.
M. P. 0.30 (Clay street intersection)	to	M. P. 1.08 (200 feet east of Airport Road)	45 M. P. H.

EXHIBIT "E-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 126 be entered in the minutes and records of the Commission as of the 10th day of December, 1953.

EXHIBIT "F"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: NETARTS SECONDARY HIGHWAY

Highway number: 131 Route number: _____

Location of Termini		Established Speed
M.P. 1.68 (East end of Tillamook River Bridge just west of Tillamook)	to M. P. 1.79 (West end of the Tillamook River Bridge)	20 MPH

(cont.)

December 10, 19

EXHIBIT "F" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 127 be entered in the minutes and records of the Commission as of the 10th day of December, 1953.

EXHIBIT "G"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, under the provisions of Subsection 15 of Chapter 405, Oregon Laws 1951 as amended by Chapter 691, Oregon Laws 1953, the Highway Commission is given authority to reduce speed limits and to impose other restrictions when such action is necessary to prevent highways from being unduly damaged; and

WHEREAS, the data, facts, information, and statistics compiled by the Highway Engineer pursuant to provisions of Subsection 1 of O. C. L. A., Section 100-126 on file in the office of the State Highway Commission at Salem, Oregon, reveal that the relocated Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway, State Highway No. 350, was being unduly damaged during construction by vehicular traffic operating at speeds which are lawful, and

WHEREAS, on the 25th day of September, 1953 the Highway Commission adopted a resolution imposing a reduced speed limit to prevent said section of said highway from being unduly damaged during construction, said resolution to be effective until construction work on said section of said highway was completed; and

WHEREAS, subsequent to the adoption of said resolution, all of the conditions which justified the placement of said reduced speed limit have been eliminated, and said construction has now been completed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. Having duly considered the facts and statistics compiled by the State Highway Engineer, the State Highway Commission hereby finds that it no longer is necessary or desirable to maintain the reduced speed limit as set out in said resolution.

2. That the action of the State Highway Commission reducing the permissible speed limit on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway, State Highway No. 350, between M. P. 0.00 and M. P. 5.07, inclusive, be and the same hereby is rescinded and cancelled, and that the maximum speed limit permissible on the said section of said highway shall be the maximum speed limit provided by law; and

3. That certified copies of this resolution be filed with the Secretary of State and the Superintendent of State Police.

EXHIBIT "G" (cont)

4. That this resolution shall be entered in the minutes and records of this Commission as of the 10th day of December, 1953 and filed in the records of the Secretary of the Commission under Speed Limit Resolution No. 128.

EXHIBIT "H-1"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Crabtree Creek Bridge Section on the Albany-Lyons Secondary Highway in Linn County and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Crabtree Creek Bridge Section on the Albany-Lyons Secondary Highway, beginning at Highway Engineer's Station 316+49.97, approximately 0.35 mile south of Crabtree Creek and extending in a northerly direction to Highway Engineer's Station 343+01.47, approximately 600 feet north of Crabtree Creek, together with the map, which for identification purposes bears Map File No. 6B-21-18 and the date of November, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 10th day of December, 1953, as Resolution Adopting Survey No. 95.

December 10, 1953

EXHIBIT "H-2"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Goble-St. Helens Section of the Columbia River Highway in Columbia County, and in connection therewith to prepare maps showing the route and location of said section and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Goble-St. Helens Section of the Columbia River Highway, beginning at Highway Engineer's Station 316+66.62 near the south edge of the community of Goble and extending in a southerly direction to Highway Engineer's Station 570+00 in the northerly edge of the town of St. Helens, together with the map, which for identification purposes bears Map File Nos. 7B-24-8 and 7B-24-9 and the date of November, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Columbia River Highway between Goble and St. Helens

(cont.)

has been designated as a throughway within the meaning and purpose of Chapter 226, Oregon Laws 1947, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named section of said highway should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this resolution be entered in the minutes and records of the Commission as of the tenth day of December, 1953 as Survey Resolution No. 96.

EXHIBIT "I-1"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening, or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Salem-Dallas Highway and the Salem-Dayton Highway are highways under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing highways which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the intersection of the said Salem-Dallas Highway and the said Salem-Dayton Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, the Highway Commission by a certain resolution made and entered in its records on the 29th day of October, 1953, declared the necessity for the acquisition of the lessees' interests in a parcel of land described therein for right of way purposes, for the widening, improvement and maintenance of the intersection of the Salem-Dallas Highway and the Salem-Dayton Highway, and authorized the acquisition of the said lessees' interests in the parcel of land in the manner provided by law, and it is now the determination of the Highway Commission that it is necessary to acquire not only the lessees' interests in the real property described in the said resolution, but also to acquire the interests of the record owner, and, therefore, the resolution of October 29, 1953, should be revised to conform with this need;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolution made and entered in its records of October 29, 1953, referred to above, be, and it hereby is, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of high-

(cont.)

ways of the state highway system, and for the widening, improvement and maintenance of the intersection of the Salem-Dallas Highway and the Salem-Dayton Highway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A. is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

3. That the widening, improvement and maintenance of the said intersection of the Salem-Dallas Highway and the Salem-Dayton Highway, and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of December, 1953, as Condemnadion Resolution No. 471.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 471, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-2"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said unit of said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said

(cont.)

entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows, to wit:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway as a throughway, certain interest in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Baker-Homestead Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to the said real property on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said East Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and

(cont.)

authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of December, 1953, as Condemnation Resolution No. 472.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 472, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-3"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening, or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "I-3" (cont.)

WHEREAS, for the purposes of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and for the establishment, construction and maintenance of the said Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property.

3. That the establishment, construction and maintenance of the said Barbur Boulevard-Marion County Line Section of the said West Portland-Hubbard Highway, and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistand Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

(cont.)

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of December, 1953, as Condemnation Resolution No. 473.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 473, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-4"

Minutes of December 10 amd 11, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stockpile sites, or for the acquisition or manufacture of road building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain Unit No. 3 of the T. H. Banfield Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said unit of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "I-4" (cont.)

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintanance of highways of the state highway system, and the establishment, construction and maintenance of the said Unit No. 3 of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the establishment, construction and maintenance of the said Unit No. 3 of the T. H. Banfield Expressway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel or real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 10th day of December, 1953, as Condemnation Resolution No. 474.

EXHIBIT "I-4" (cont.)

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 474, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-5"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "I-5" (cont.)

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction, and maintenance of the said Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respectiveowners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the esbalishment, construction and maintenance of the said Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said

real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of December, 1953, as Condemnation Resolution No. 475.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 475, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "I-6"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission by certain resolutions made and entered in its records on the 6th day of January, 1953, and the 24th day of September, 1953, declared the necessity for the acquisition of certain parcels of land described therein for right of way purposes for the relocation, construction, improvement and maintenance of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, and for a quarry site, for use in connection with the proper construction and maintenance of certain sections of the state highway system, and for the control of access to and from the said Oregon Coast Highway, and authorized the acquisition of said parcels of land and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the said control of access should be made more definite and certain in the manner provided herein and further it is the determination of the Highway Commission that the said parcel of land required for right of way purposes, described in the hereinabove said resolutions, is inadequate for the purpose of relocating the said Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, and, therefore, the resolutions of January 6, 1953, and September 24, 1953, should be revised to conform with the

(cont.)

EXHIBIT "I-6" (cont.)

present needs of the traveling public and to conform with the said access control change; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the resolutions made and entered in its records on January 6, 1953, and September 24, 1953, referred to above, be, and they hereby are, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proper relocation, construction, improvement and maintenance of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, the following described real property in fee simple, to wit:

L 1970 (R 19453)
Owner: Stephen J. Spoerl

Parcel No. 1:

A parcel of land lying in the Southeast quarter (SE$\frac{1}{4}$) of Section 7, and the Northeast quarter (NE$\frac{1}{4}$), and the Northeast quarter (NE$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) of Section 18, Township 34 South, Range 14 West, W. M., Curry County, Oregon, and being a portion of that property conveyed by that deed to Stephen J. Spoerl, et al, recorded in Book 25, Page 218, of Curry County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable feet in width, lying on the Easterly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 518+00.00, said Station being 1450.96 feet North and 2495.80 feet West of the Southeast corner of said Section 7; thence South 33° 02' East 606.16 feet;thence on a spiral curve right (the long chord of which bears South 32° 10' East) 400 feet; thence on a 4407.37 foot radius curve right (the long chord of which bears South 23° 51' 20" East) 1011.97 feet; thence on a spiral curve right (the

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long chord of which bears South 15° 32' 40" East) 400 feet; thence South 14° 40' 40" East 239.65 feet; thence on a spiral curve left (the long chord of which bears South 18° 14' East) 266.67 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 27° 45' 15" East) 60.24 feet; thence on a spiral curve left (the long chord of which bears South 37° 16' 30" East) 266.67 feet; thence South 40° 49' 50" East 84.35 feet; thence on a spiral curve right (the long chord of which bears South 34° 09' 50" East) 400 feet; thence on a 572.96 foot radius curve right (the long chord of which bears South 17° 12' 50" East) 72.33 feet; thence on a spiral curve right (the long chord of which bears South 0° 15' 50" East) 400 feet; thence South 6° 24' 10" West 88.78 feet; thence on a spiral curve left (the long chord of which bears South 1° 00' 10" West) 360 feet; thence on a 636.62 foot radius curve left (the long chord of which bears South 11° 40' 50" East) 41.85 feet; thence on a spiral curve left (the long chord of which bears South 24° 21' 50" East) 360 feet; thence South 29° 45' 50" East 168.05 feet; thence on an increasing spiral curve right through a spiral angle of 20° 00' (the long chord of which bears South 23° 50" East) 400 feet; thence on a decreasing spiral curve right through a spiral angle of 20° 00' (the long chord of which bears South 3° 34' 10" West) 400 feet; thence South 10° 14' 10" West 119.59 feet to Station 579+46.31. Said center line intersects the Easterly line of that tract conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 24, Pages 218-219 of Curry County Record of Deeds, and intersects the South line of said Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 18 approximately at Stations 519+50 and 577+00, respectively.

Also that portion of said subdivisions lying Westerly of said center line and Easterly of said tract conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 24, Pages 218-219.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line
519+50		537+00	230 feet
537+00		544+57.78	100 feet
544+57.78		547+24.45	100 feet to 550 feet (a straight line)
547+24.45		552+10	716.20 feet to 635 feet (a straight line)
552+10		559+10	Variable to existing Easterly right of way line
559+10		569+70	270 feet to 250 feet (a straight line)
569+70		579+46.31	Variable to existing Easterly right of way line

The parcel of land to which this description applies contains 52.12 acres, of which 6.22 acres (of which 0.50 acre lies within the tract heretofore deeded to the State of Oregon by Stephen J. Spoerl by deed dated June 2, 1953, and recorded June 8, 1953, in Book 39 Pages 580-581, of the Record of Deeds of Curry County, Oregon) lie within the existing right of way, title to which is hereby alleged to be in the public, and 45.90 acres lie outside of the existing right of way.

3. The Commission does further find and declare that the following described real property is necessary and required for a quarry site, for use in connection with the proper construction and maintenance of certain sections of the state highway system, to wit:

Parcel No. 2:

A parcel of land lying in the Northwest quarter (NW$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) of Section 7, Township 34 South, Range 14 West, W. M., Curry County, Oregon, the said parcel being described as follows:

Beginning at a point on the Easterly line of that tract of land conveyed to the State of Oregon, by deed recorded in Book 24, Pages 218-219 of Curry County Deed Records, said point being opposite and 100 feet Easterly from Engineer's center line Station 516+50 as said Station was established in said State deed, said point also being North 1484.67 feet and West 2234.74 feet from the Southeast corner of said Section 7; thence North 71° 10' East 400 feet; thence North 18° 50' West 538.15 feet; thence South 71° 10' West 342.14 feet to the Easterly line of said State tract; thence Southerly along said Easterly line to the point of beginning.

The parcel of land to which this description applies contains 4.701 acres.

4. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the real property of the owner remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owner, his heirs and assigns, as owner of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 523+35, for private residential use, for the production and transportation to market of farm products of the owner's remaining land, for the development and transportation to market of mineral products of the owner's remaining land, and

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for the development, harvesting and transportation to market of forest products only.

b. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 530+40, for private residential use, for the production and transportation to market of farm products of the owner's remaining land, for the development and transportation to market of mineral products of the owner's remaining land, and for the development, harvesting and transportation to market of forest products only.

c. Right of access to the existing Oregon Coast Highway between the owner's present homesite on said existing Oregon Coast Highway, said home being located approximately opposite relocated Oregon Coast Highway Engineer's center line Station 520+00, and where the said existing Oregon Coast Highway and the said relocated Oregon Coast Highway will intersect, said intersection being approximately opposite relocated Highway Engineer's center line Station 570+00.

The above accesses to the relocated highway from the said remaining property shall not be used by the owner, his heirs or assigns, or anyone holding under him, for any use not herein stated, and the State Highway Commission shall have the power to close said accesses for all purposes in the event of any violation.

5. That the highway facility for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury of damage.

6. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons in interest of the said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

7. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

8. That this resolution be entered in full in the minutes and records of the Commission this 10th day of December, 1953, as Condemnation Resolution No. 476.

EXHIBIT "I-7"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for right of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminient domain, fee simple title to or any interest in any real property including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its

discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should beacquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pendleton-Deadmans Pass Section of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of December, 1953, as Condemnation Resolution No. 477.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 477, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-8"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the State Highway Commission on the 24th day of September, 1953, by resolution declared the necessity for the acquisition of certain real property owned by Blanche Tipton, et al., File No. R-21069, situated in the Charles W. Smith Donation Land Claim No. 43, and also lying in Sections 11 and 12, Township 28 South, Range 6 West, W. M., Douglas County, Oregon, for the purpose of the relocation, construction, improvement and maintenance of the Shady Point-Booth Ranch Section of the relocated Pacific Highway as a throughway; and

WHEREAS, the said Highway Commission after further investigation has found that it is to the best interests of the state and the public to acquire an additional parcel of real property in connection with the proper relocation, construction, improvement and maintenance of the Shady Point-Booth Ranch Section of the relocated Pacific Highway; and for right of way purposes for the widening, improvement and maintenance of the Grant Smith County Road, also known as Douglas County Road No. 188, including its use for the construction of a grade separation structure to carry the said county road over the said relocated Pacific Highway; and

WHEREAS, the said resolution of September 24, 1953, does not include the additional real property needed for the above mentioned right of way and should, therefore, be amended to include the same;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That that certain resolution duly made and entered in full in the minutes and records of the Commission on the 24th day of September, 1953, pertaining to the property owned by Blanche Tipton, et al., File No. R-21069, and described on pages 5 and 6 of Exhibit A in said resolution, be and the same hereby is amended to include the following:

The following described real property is necessary in connection with the proper relocation, construction, improvement and maintenance of the Shady Point-Booth Ranch Section of the relocated Pacific Highway, and for right of way purposes for the widening, improvement, and maintenance of the Grant Smith County Road, also known as Douglas County Road No. 188, including its use for the construction of a grade separation structure to carry said county road over the said relocated Pacific Highway.

Parcel No. 3:

A parcel of land lying in the Charles W. Smith Donation Land

(cont.)

EXHIBIT "I-8" (cont.)

Claim No. 43, Township 28 South, Range 6 West, W. M., Douglas County, Oregon, and being a portion of that property described in that contract of sale to Glenn L. Young and Phala J. Young, recorded in Book 200, Pages 230 and 231, of Douglas County Record of Deeds, the said parcel being that portion of said property included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Grant Smith County Road as said County Road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 0+00, said Station being 2745.5 feet North and 787.9 feet East of the Southwest Corner of said Charles W. Smith Donation Land Claim No. 43; thence South 59° 56' 50" East 700 feet to Station 7+00 equals Station L 2816+36.89 on the center line of the relocated Pacific Highway; thence continuing South 59° 56' 50" East 500 feet to Station 12+00. Said center line intersects the West and South lines of said property approximately at the Station 2+73 and Station 8+75 respectively. Except that portion of said strip of land lying within Parcel No. 1 above.

The bearings used herein are based upon the Oregon Coordinate System South Zone.

The parcel of land to which this description applies contains 0.68 acre outside the existing right of way.

2. That this resolution be entered in full in the minutes and records of the Commission this tenth day of December, 1953.

EXHIBIT "I-9"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the State Highway Commission by resolutions dated July 17, 1953, and September 24, 1953, declared the necessity for the acquisition of two parcels of real property, therein designated as Parcel No. 1 and Parcel No. 2, owned by Winston W. Chambers, et ux, File No. L 2013 (R 20204), Parcel No. 1 being situated in Sections 29, 30 and 31, Township 34 South, Range 14 West, W. M., and Parcel No. 2 being situated in Section 32, Township 34 South, Range 14 West, and in Section 5, Township 35 South, Range 14 West, W. M., all in Curry County, Oregon, for right of way purposes, for the relocation, construction, improvement and maintenance of the Rinehart Creek-Frankport and Frankport-Euchre Creek Sections of the Oregon Coast Highway; and

WHEREAS, the said Highway Commission after further investigation has found that it is to the best interests of the State and the public to change the description of the said Parcel No. 1 so that the said description will properly coincide with the realignment of the center line of the said relocated Oregon Coast Highway through the said Parcel No. 1; and

WHEREAS, the said resolutions of July 17, 1953, and September 24, 1953, do not include the proper center line description in the said Parcel No. 1 and should, therefore, be amended to include the same;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That those certain resolutions duly made and entered in full in the minutes and records of the Commission on the 17th day of July, 1953, and the 24th day of September, 1953, pertaining to the property owned by Winston W. Chambers, et ux, File No. L 2013 (R 20204), be and the same hereby are amended to properly describe Parcel No. 1 as follows:

Parcel No. 1:

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) and the West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 29, Lot 1 of Section 31, and Lots 2, 3 and 4 of Section 30, Township 34 South, Range 14 West, W. M., Curry County, Oregon, and being a portion of that property described in those deeds to Winston W. Chambers and Marjorie P. Chambers, recorded in Book 26, Page 540, and in Book 27, Page 197, of Curry County Records of Deeds, the said parcel being that portion of said subdivisions lying Northerly of that tract of land described in that deed to S. H. Frank Tanning Company recorded in Book 30, Pages 87-89, of Curry County Deed Records and included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast

(cont.)

EXHIBIT "I-9" (cont.)

Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station $L^4$641+23.68, said Station being 235.3 feet North and 1491.8 feet East of the Northwest corner of said Section 29; thence on a decreasing spiral curve right (the long chord of which bears South 2° 58' 30" East) 500 feet; thence South 0° 21' 30" West 689.33 feet; thence on a spiral curve right (the long chord of which bears South 5° 38' 10" West) 487.5 feet; thence on an 881.47 foot radius curve right (the long chord of which bears South 30° 24' 40" West) 437.18 feet; thence on a spiral curve right (the long chord of which bears South 55° 11' 05' West) 487.5 feet; thence South 60° 27' 45" West 64.94 feet; thence on a spiral curve left (the long chord of which bears South 55° 57' 55" West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 46° 00' 45" West) 31.67 feet; thence on a spiral curve left (the long chord of which bears South 36° 03' 35" West) 450 feet; thence South 31° 33' 45" West 585.69 feet; thence on a spiral curve left (the long chord of which bears South 27° 03' 55" West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 11° 30' 45" West) 218.33 feet; thence on a spiral curve left (the long chord of which bears South 4° 02' 25" East) 450 feet; thence South 8° 32' 15" East back equals South 8° 23' 34" East ahead 18.45 feet; thence on a spiral curve right (the long chord of which bears South 6° 15' 34" East) 320 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears South 3° 21' 49" West) 267.82 feet; thence on a spiral curve right (the long chord of which bears South 12° 59' 12" West) 320 feet; thence South 15° 07' 12" West 4.17 feet; thence on a spiral curve left (the long chord of which bears South 8° 27' 37" West) 400 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 20° 09' 16" East) 305.5 feet; thence on a spiral curve left (the long chord of which bears South 48° 46' 08" East) 400 feet to Station 714+61.76 back equals Station 715+42.19 ahead; thence South 55° 25' 43" East 156.08 feet; thence on a spiral curve right (the long chord of which bears South 52° 05' 46" East) 500 feet to Station 721+98.27, said center line crossing the East line of said West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29 approximately at Station L^4 659+35 and crossing the Northerly line of said Alexander Frank tract in said Lot 1, Section 31, approximately at Station 711+95. Also that part of said West half ($W\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29 lying Westerly of said strip of land and Easterly of the existing Oregon Coast Highway. Also that part of said West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 29 and that part of said Lot 3, Section 30, lying Westerly of the existing highway and Easterly of said strip of land.

EXHIBIT "I-9" (cont.)

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
641+23.68	642+50	70 feet	120 feet
642+50	648+00	70 feet	100 feet
648+00	657+00	80 feet	100 feet
657+00	661+00	100 feet	100 feet
661+00	668+00	200 feet	100 feet
668+00	684+00	100 feet	100 feet
684+00	687+50	130 feet	100 feet
687+50	North line of Lot 4, Section 30	180 feet	100 feet
North line of Lot 4, Section 30	691+00	180 feet	To mean high tide of the Pacific Ocean
691+00	East line of said Section 31	To existing Easterly right of way line	To mean high tide of the Pacific Ocean

The parcel of land to which this description applies contains approximately 54.18 acres, of which 9.48 acres lie within the existing public right of way, and approximately 44.7 acres lie outside of the existing public right of way.

Subject to the rights, if any, of S. H. Frank & Company in that right of way described in that deed to Alex Frank, recorded in Book 5, Page 524, of the Deed Records of Curry County, Oregon.

2. That this resolution be entered in full in the minutes and records of the Commission this tenth day of December, 1953, as Condemnation Resolution No. 479.

EXHIBIT "I-10"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, the State Highway Commission on the 24th day of September, 1953, by resolution declared the necessity for the acquisition of certain real property owned by Searcy E. Binford, et al, File No. R 21055, situated in Section 36, Township 33 South, Range 15 West, W. M., Curry County, Oregon, for right of way purposes, for the relocation, construction, improvement and maintenance of the Rocky Point-Brush Creek Section of the Oregon Coast Highway as a throughway; and

WHEREAS, said resolution declared the necessity that there shall be no rights of access between the right of way of the said relocated Oregon Coast Highway and the remaining land of the said Searcy E. Binford, et al, and between the right of way of any segments of the present existing Oregon Coast Highway which adjoin the owners' remaining land and which may become abandoned and the relocated Oregon Coast Highway, except for three rights of access to the said relocated highway; and

WHEREAS, the said Highway Commission after further investigation has found that it is to the best interests of the State and the public to change the description of the real property described in the said resolution, so that the said description will properly describe the real property necessary for right of way purposes; and

WHEREAS, the said Highway Commission, after further investigating the necessity for the control of access from said remaining land to the said relocated Oregon Coast Highway and between the right of way of any segments of the present existing Oregon Coast Highway which adjoin the owners' remaining land and which may become abandoned and the relocated Oregon Coast Highway, has also found that it will be to the best interests of the State and the owners of said remaining land to change the location of one of the said points of access to the said relocated Oregon Coast Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That that certain resolution duly made and entered in full in the minutes and records of the Commission on the 24th day of September, 1953, pertaining to the property owned by Searcy E. Binford, et al, File No. R 21055, as set forth on pages 1 and 2 of Exhibit A of the said resolution, be and the same hereby is amended to properly describe the real property necessary for right of way purposes as follows:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 36, Township 33 South, Range 15 West, W. M., Curry County, Oregon, the said parcel being

(cont.)

EXHIBIT "I-10" (cont.)

that portion of said Southeast quarter (SE¼) of the Northeast quarter (NE¼) included in a strip of land of variable width, lying on each side of the center line of the Oregon Coast Highway as said highway was relocated in 1935, which center line is described as follows:

Beginning at Engineer's center line Station 375+00, said Station being 869.5 feet South and 736 feet West of the Northeast corner of said Section 36; thence South 5° 44' West 1415.13 feet; thence on a spiral curve left (the long chord of which bears South 4° 24' West) 400 feet to Station 393+15.13, said center line crossing the North and South lines of said Southeast quarter (SE¼) of the Northeast quarter (NE¼) approximately at Stations 379+67 and 392+53, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
379+00	386+60	100 feet	120 feet
386+60	393+00	100 feet	60 feet

The parcel of land to which this description applies contains 5.71 acres, of which 0.91 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 4.80 acres lie outside of the existing right of way.

2. That paragraph "a" of the access control language in the said resolution of September 24, 1953, referred to above, be and the same hereby is amended to read as follows:

a. A right of access to the relocated Oregon Coast Highway of a width not to exceed 30 feet on the West side of the said relocated highway, opposite Highway Engineer's center line Station 386+75.

3. That this resolution be entered in full in the minutes and records of the Commission this 10th day of December, 1953, as Condemnation Resolution No. 480.

EXHIBIT "J"

Minutes of December 10 and 11, 1953

RESOLUTION

WHEREAS, under the provisions of § 100-115, O. C. L. A., as amended by Chapter 252, Oregon Laws 1953, the Highway Commission is given specific power and authority, among other things, to classify and reclassify the highways comprising the state highway system as primary highways and secondary highways; and

WHEREAS, the Highway Commission has heretofore classified the Salem-Dallas Highway as a primary highway, and has heretofore classified the Dallas-Coast Highway as a secondary highway; and

WHEREAS, the Forty-Seventh Session of the Legislative Assembly, by Chapter 252, Oregon Laws 1953, amended § 100-115, O. C. L. A., by adding to the list contained therein of highways required to be included in the system of state highways, the Willamina-Salem Highway and the Dallas-Rickreall Highway, the routes of which said highways are described in part as being the same as the present routes of the Salem-Dallas Highway and the Dallas-Coast Highway; and

WHEREAS, it is the judgment and opinion of this Commission that the Willamina-Salem Highway should be classified as a primary highway, and that the Dallas-Rickreall Highway should be reclassified as a secondary highway, and that the portion of the Dallas-Coast Highway not included within the route of the Willamina-Salem Highway should retain its classification as a secondary highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That the Willamina-Salem Highway, extending from a junction with the Salmon River Highway West of Willamina, easterly via Rickreall to a junction with the Pacific Highway East in Salem, is hereby classified as a primary highway and named and designated as the Willamina-Salem Highway, State Highway No. 30. This highway includes as a part thereof the section of the former Salem-Dallas Highway, extending from Salem westerly via West Salem to Rickreall; the section of the former Dallas-Coast Highway extending from Dolph Corner northwesterly via Salt Creek and Buell to a junction with the Salmon River Highway west of Willamina; and a section of highway which has been surveyed and located but has not yet been constructed, extending from Rickreall northwesterly to Dolph Corner.

2. That the section of the former Salem-Dallas Highway extending from an intersection of Main and Court Streets in Dallas easterly to a junction with the Willamina-Salem Highway, at or near Rickreall, is

hereby reclassified as a secondary highway and renamed and redesignated as the Dallas-Rickreall Highway, State Highway No. 189.

3. That the section of the former Dallas-Coast Highway extending from a junction with the Dallas-Rickreall Highway, at or near Dallas, northerly to a junction with the Willamina-Salem Highway, at or near Dolph Corner, retain its classification as a secondary highway, and is hereby renamed and redesignated as the Dallas-Dolph Corner Highway, State Highway No. 192.

4. That this resolution be entered in the minutes and records of this Commission as of the 10th day of December, 1953.

Portland, Oregon
January 21, 1954

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction were opened and read aloud by the Secretary as follows, pursuant to a previously published notice, at the conclusion of which it was announced that the award of contracts would be made at 4:00 p.m. in the same room:

BAKER COUNTY
BLACK BRIDGE-CARSON ROCK PRODUCTION PROJECT

Jed Wilson, Seaside *	$ 33,630.00
N. A. Toole Construction Company, Ontario	35,280.00
H. J. & H. W. Miller, Baker	36,138.00
Richard Beshey, Parma, Idaho *	37,050.00
Barney B. Helser, Moro *	37,050.00
C. E. Leseberg, Nyssa *	37,506.00
J. Arlie Bryant, Spokane, Washington *	39,900.00
Arthur Simonsen, Baker	41,390.00
E. H. Itschner Company, Molalla *	43,890.00
Newport Construction Company, Portland	44,326.00

* Bidder will accept award of this project only in combination with the Indian Creek-Salisbury Project.

BAKER COUNTY
INDIAN CREEK-SALISBURY ROCK PRODUCTION PROJECT

H. J. & H. W. Miller, Baker	$ 21,960.00
Jed Wilson, Seaside *	24,300.00
E. H. Itschner Company, Molalla *	26,100.00
Arthur Simonsen, Baker **	26,740.00
Richard Beshey, Parma, Idaho *	27,000.00
Barney B. Helser, Moro *	27,000.00

Indian Creek-Salisbury Rock Production Project (cont.)

J. Arlie Bryant, Spokane, Washington *	$ 27,000.00
N. A. Toole Construction Company, Ontario *	28,350.00

* Bidder will accept this project only in combination with Black Bridge-Carson Project.

** Bidder will make reduction of $1,000.00 if also awarded Black Bridge-Carson Project.

OREGON COAST HIGHWAY
ASTORIA AIRPORT CLIMBING LANES

Grimstad & Vanderveldt, Astoria	$ 21,865.00
United Contracting Company, Portland	23,697.00
Koppisch Construction Company, Inc., Astoria	23,943.00

NEHALEM SECONDARY HIGHWAY
PAVEMENT WIDENING

Acme Construction Company, Eugene	$ 81,814.00
D - H Paving Company, Vancouver, Washington	84,360.00
Babler Brothers, Inc. and Rogers Construction Company, Portland	85,500.00
Warren Northwest, Inc., Portland	85,535.00
Parker-Schram Company, Portland	86,115.00
J. C. Compton Company, McMinnville	88,200.00
United Paving Company, Walla Walla, Washington	89,666.00
Porter W. Yett, Portland	90,725.00
J. N. Conley, Portland	97,599.00
United Contracting Company, Portland	97,710.00
Peter Kiewit Sons' Company, Longview, Washington	99,200.00

OREGON COAST HIGHWAY
GRADING AND PAVING FRANKPORT-GREGGS CREEK UNIT

	Using Concrete or Metal Posts	Using Treated Wood Posts
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Company, Portland	$ --------	$779,525.50
Peter Kiewit Sons' Company, Longview, Wash.	803,080.50	802,700.50
Gibbons and Reed, Salt Lake City, Utah	--------	819,687.20
Kuckenberg Construction Company, Portland	874,836.50	874,456.50
Morrison-Knudsen Company, Boise, Idaho	859,465.00	-------
J. N. Conley, Portland	--------	891,646.00
Babler Brothers, Inc., Portland	939,495.00	-------
Natt McDougall Company, Portland	--------	954,961.70

January 21, 1954

Frankport-Greggs Creek Unit (cont.)	Using Concrete or Metal Posts	Using Treated Wood Posts
Parker-Schram Company, Portland	$ 975,231.00	$ -------
Carl M. Halvorson Company, Inc., Portland	1,026,630.00	1,026,440.00
McNutt Brothers, Eugene	1,090.465.00	1,089,990.00

JACKSON COUNTY
BLACKWELL HILL-SEVEN OAKS UNIT STRUCTURES

Bessonette & Graff, Medford	$ 56,908.50
Ausland and Dodson, Grants Pass	58,725.00
M. C. Lininger and Sons, Medford	59,995.00
Tom Lillebo, Reedsport	60,645.00
Young and Smith, Grants Pass	62,110.00
Central Heating Company, Eugene	62,580.00
Myron Corcoran Construction Company, Medford	64,164.00
Orlando C. Bennard, Portland *	67,410.00
Valley Construction Company, Portland	67,900.00
Hannan Brothers, Portland	68,040.00

* Bidder will accept award of only one project

LANE COUNTY
NORTH EUGENE OVERCROSSING WIDENING

Tom Lillebo, Reedsport	$ 62,750.00
Babler Brothers, Inc., Portland	63,120.00
Valley Construction Company, Portland	66,950.00
Hannan Brothers, Portland	71,120.00
W. H. Shields Construction Company, Eugene	71,593.60
R. H. Jones, Hillsboro	72,876.00
Lee Hoffman, Beaverton	73,598.00
Central Heating Company Oreg. Ltd., Eugene	74,620.00
Hamilton & Thoms, Eugene	74,890.00
Orlando C. Bennard, Portland *	81,080.00

* Bidder will accept award of only one project

LANE COUNTY
GOSHEN-LOWELL ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$ 23,700.00
Calkins Crushing Company, Ocean Lake	23,800.00
Acme Construction Company, Eugene	24,160.00
F. H. McEwen, Eugene	24,500.00
M. C. Lininger & Sons, Medford	24,900.00
P, B. Doherty & Son, Portland	24,900.00

January 21, 1954

Goshen-Lowell Rock Production Project (cont.)

Inter-City Sand & Gravel Company, Inc., Eugene	$ 25,700.00
E. C. Hall Company, Portland	28,780.00
Homer G. Johnson, Portland	33,640.00

LINCOLN, POLK AND YAMHILL COUNTIES
DIVISION 2 REOILING PROJECT

Central Paving Company, Independence	$ 68,384.70
Babler Brothers, Inc., Portland	68,838.00
C. C. Meisel, McMinnville	70,206.00
J. C. Compton Company, McMinnville	72,579.35
Harr & Horton, Portland	72,877.95
Central Heating Company, Oreg. Ltd., Eugene	72,982.50
Acme Construction Company, Eugene	77,471.00
Parker and Fuhrman, Portland	80,246.35

PACIFIC HIGHWAY WEST
PAVEMENT WIDENING AND RESURFACING

Rogers Construction Company, Portland	$ 33,655.00
K. F. Jacobsen & Company, Inc., Portland	34,239.50
Parker-Schram Company, Portland	34,970.00
Cascade Construction Company, Portland	35,132.00
Portland Road and Driveway Company, Portland	40,663.00

MULTNOMAH COUNTY
BONNEVILLE HIGHWAY ILLUMINATION

Walton-Brown Electric Company, Salem	$ 4,197.00
Steeck Electric Company, Roseburg	4,250.00
George L. Rochat & Son, Portland	4,450.00
Trowbridge Electric Company, Roseburg	4,800.00
Huenergard Electric Company, Portland	5,000.00
W. R. Grasle, Portland	5,089.00
Snider Electric, The Dalles	6,050.00

WASHINGTON COUNTY
TUALATIN RIVER BRIDGE

	Using Concrete or Metal Posts	Using Treated Wood Posts
Donald M. Drake Company, Portland	$ 233,816.00	$ 233,816.00
Tom Lillebo, Reedsport	235,345.00	234,323.00
Valley Construction Company, Portland	236,989.50	236,989.50

January 21, 1954

Tualatin River Bridge (cont.)	Using Concrete or Metal Posts	Using Treated Wood Posts
Lee Hoffman, Beaverton	$ 259,102.50	$ -------
General Construction Company, Portland	260,923.50	260,890.50
Parker-Johnson Company, Portland	265,931.50	265,931.50
Natt McDougall Company, Portland	-------	266,576.50
Young and Smith, Grants Pass	-------	268,356.00
Larson Construction Company, Astoria	269,506.00	-------
Babler Brothers, Inc., Portland	279,592.50	-------
Guy F. Atkinson Company, Portland	292,834.60	292,834.60
E. C. Hall Company, Portland	-------	294,682.50
Carl M. Halvorson, Inc., Portland	300,480.50	-------
Peter Kiewit Sons' Company, Longview, Washington	307,358.00	-------

The Parks Superintendent reported on the following matters:

1. Request of Jack Flaucher, operator of the Vista House on the Old Columbia River Highway, for state cooperation in heating the Vista House during the months of January and February, 1954: The Parks Superintendent reported that Mr. Flaucher's lease does not provide that he keep the establishment open during the months of January and February. Due to the fact that considerable redecorating has been done in the building which would be damaged were the establishment not kept open during the winter season, Mr. Flaucher has agreed to keep it open if the State will contribute the sum of $100 per month for heating during the two months. He recommended approval of the offer. The Commission accepted the recommendation.

2. Construction of additional overnight camping facilities at Wallowa Lake Park: The Parks Superintendent requested authority to call bids for these facilities with funds approved in the 1954 Budget. Commissioner Reynolds inquired if the proposed work included road construction. The Parks Superintendent replied that it did. The request was approved.

3. Request of Lincoln County Historical Society for an extension of time to complete its plans for preserving the Yaquina Bay Lighthouse Building: The Parks Superintendent recalled that the Commission previously granted the Society until January 1, 1954 within which to rehabilitate the building. The Society, he said, has not been able to make necessary repairs but hopes to secure help from the National Park Service, and, if that is not forthcoming, then the matter will be presented to the legislature in 1955. He recommended that the request be granted. The Commission approved the recommendation by giving the Society an extension of time until the 1955 legislative assembly adjourns.

4. Request of Pilot Rock Lumber Company for the lease of state park property about 10 miles south of Ukiah on the Pendleton-John Day Highway: Commissioner Reynolds pointed out that the Lumber Company has asked for this privilege several times in the past. He suggested that action be deferred pending discussion of the matter with a company official. The Secretary was instructed to ask

the company to have someone present at the next meeting of the Commission.

5. Deed from Mr. and Mrs. Henry L. Corbett, Portland, conveying to the State as a gift, 63 acres of land for park purposes on the south side of Blue Lake on the Santiam Highway in Jefferson County. The Commission accepted the deed with thanks and also signed a certificate of appreciation which is to be sent to Mr. and Mrs. Corbett.

6. Proposed schedule of rates to be charged for overnight use of park facilities during the 1954 season: The Parks Superintendent presented a schedule of rates which, he said, have been designed to cover operation costs, and he recommended that they be approved. The Commission approved the schedule of rates as presented by adopting the attached resolution relative thereto marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein. (For details concerning the approved rates, see the Parks Superintendent's letter to the Commission dated January 13, 1954, in the General Files.)

7. Proposed acquisition of land for park purposes at Bandon Beach: The Parks Superintendent and the Right of Way Engineer submitted reports on the results of negotiations with Jess Strader and E. H. Divilbiss, owners of the property. No action was taken by the Commission on the reports. The item was ordered deleted from the agenda.

8. Request of Central Lincoln People's Utility District that the State guarantee payment of $80 per year for five years to provide electrical service at Honeyman State Park overnight camping area: The Parks Superintendent advised that by approving the request, the State would be relieved of building about one-fourth mile of power line. He recommended that the payment be guaranteed. The Commission accepted the recommendation.

9. Bids for concession privileges in Silver Falls State Park received in Salem on January 19, 1954: The Parks Superintendent reported that the concession privilege had been advertised but only one bid was received, that being from Mr. J. L. Campbell who offered to pay $50 per month for the use of the facilities plus one-half of one percent of the income above the first $4,000. This proposal, he stated, is not exactly in the form requested but was the only bid received so in order to have the concession in operation during the 1954 season, he recommended that it be accepted with the condition that after one year's operation the contract be subject to renegotiation. The Commission accepted the Parks Superintendent's recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for various state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the options to be acquired for highway purposes, the Highway Engineer recalled that at the last meeting of the Commission, purchase of property

on Harbor Drive from Manufacturers-Engineers Company, Inc. was discussed and the Commission decided not to purchase the property at $62,500 which the Company asked. The Company, he stated, is still willing to accept $62,500 for the property subject to a lease by the Trailways Bus Company which would return $1,800 a year to the State, and they pay all taxes in excess of $142 a year. The price, he stated, is fair, and acquisition depends on whether the Commission wishes to purchase the property now or later. The Engineer stated that he has inspected the location and that it would be to the State's advantage to acquire all of the property on the west side of Harbor Drive between Harrison Street and Clay Street except the Iron Fireman property. He pointed out that traffic on Harbor Drive is increasing rapidly, and it will soon be necessary to construct another traffic lane. He recommended purchase of the Manufacturers-Engineers Company, Inc. property at $62,500 and that authority be granted to negotiate purchase of the other property in the area, excepting the Iron Fireman holdings, which will cost about $112,500. The Commission approved both recommendations.

The Right of Way Engineer presented and the Commission approved a report of miscellaneous sales made since the last Highway Commission meeting. (For details of property sold, see copy of report prepared by Mr. C. W. Parker, Property Manager, dated January 21, 1954, on file in the Secretary's office under the heading of "Miscellaneous Sales".)

Consideration was given to a "Modification of Judgment and Indenture of Access" form agreement with the Sunset Hills Memorial Park on the Sunset Highway in Washington County. The Right of Way Engineer reported that this covers a point of connection of the Austin Road with the Sunset Highway. The property, he said, was acquired by condemnation, and the point of access as specified in the judgment was not definite, but the form under discussion determines the actual access point. He recommended that it be approved. The Commission accepted his recommendation.

Changes in points of access as follows were approved by the Commission upon the Right of Way Engineer's favorable recommendation and his statement that the new access points involve changes only and are not additional accesses:

a. Oliver Nicholas, File No. 20779, Mt. Vernon-John Day Section, John Day Highway, Grant County.

b. Hattie J. Black property, File No. 19294, on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

c. Glen W. and Elizabeth Shoemaker, Files 4244 and 19405, on the Siletz Bay-Newport Section of the Oregon Coast Highway in Lincoln County.

d. J. G. Howard property, File No. 17752, on the Reedsport-Coos County Line Section of the Oregon Coast Highway in Douglas County.

The Right of Way Engineer brought up the matter of disposing of the old Division Headquarters building in Bend as the new structure will be completed this

spring. No action was taken, The Engineer will submit a full report on the subject at the next meeting.

The Commission gave attention to the matter of compensating the Southern Pacific Company for relocating a "Y" track facility on the Goshen-Divide Section of the Pacific Highway in Lane County. The Right of Way Engineer stated that the new highway line cuts through the Railroad property involving about 3,000 feet of track. The State has the alternative of accepting salvage value for the steel rails or taking the rails. He further stated that the Railroad Company's Engineers estimate the cost of relocating the track at $20,740, exclusive of the track salvage. He recommended that the Company be paid for the relocation at not to exceed $27,740 and that the State keep the old rails for construction and maintenance use. The Commission approved his recommendation.

The matter of reimbursing Rogers Construction Company for the cost of purchasing extra insurance in connection with its contract for construction of the Glenwood-North Plains Section of the Wilson River Highway was discussed. The Right of Way Engineer explained that Rogers Construction Company, in their work on this job, operated on land belonging to the Oregon Electric Railroad Company and was required to secure a liability policy, the premium on which amounted to $346.83. This insurance, he said, was not anticipated in the contract, and he recommended that the company be reimbursed in the amount of the premium, $346.83. The Commission approved reimbursement.

Granting of a timber access to a Mr. Bevens on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County was considered by the Commission. The Right of Way Engineer reported that Mr. Bevens has requested access for the removal of timber at a point now designated as farm access, at Station 217+40, for a period of 12 months. He gave as his opinion that such access will not cause an undue traffic hazard, and he recommended that a permit be granted for 12 months duration. The Commission accepted the recommendation.

Consideration was given to a request from Mr. and Mrs. James N. Morehead for additional access points on the Noble Slough-Foster Section of the Santiam Highway in Linn County. The Right of Way Engineer explained that when the Commission acquired right of way from the Moreheads, through an oversight, access was granted on the south side of the road only; whereas, it was understood that they were also to have access on the north side of the highway which they are now demanding, and they are also asking for an additional point of access on the south side. As the omission of the access point on the north was not intended, he recommended that they be granted access on that side of the highway but that their request for an additional access on the south side be denied. The Commission accepted the recommendation.

The matter of entering into a leasehold agreement with Mr. Ed Stortz concerning land acquired by the State from Mr. and Mrs. John Charge in connection with a right of way deal on the Gervais-Hayesville Section of the Portland-Salem Expressway was discussed by the Commission. The Right of Way Engineer explained that there is litigation pending between Mr. Stortz and the Charges concerning this property and that the State's interests can be protected by leasing to Mr. Stortz a portion of the property consisting of 5.85 acres, the lease to provide that Mr. Stortz shall pay the State a royalty of 10 cents per cubic yard for sand and gravel that he takes from

the area during a period of four years commencing January 1, 1954. He recommended approval of the arrangement. The Commission accepted the recommendation.

Also discussed was a proposed cooperative agreement with the Southern Pacific Company and the United States Government regarding construction of a lookout area at Meridian Dam in Lane County. The Right of Way Engineer explained that under the terms of the agreement as prepared, the Government is to construct a lookout area on State and Railroad property, and after January 1, 1955, the State is to maintain the area. Upon the Right of Way Engineer's favorable recommendation, the Commission approved the agreement.

The Right of Way Engineer brought up the matter of making a property transfer in order to clear title with Mr. and Mrs. Karl W. Arnold at Crabtree Corner between Albany and Lebanon on the South Santiam Highway. No monetary consideration is involved, and he recommended that the transfer be approved. The Commission accepted the recommendation.

The Right of Way Engineer also presented the matter of entering into a lease with the Eugene Laundry and Dry Cleaners for use of an area 16' by 130' on Sixth Street in Eugene, route of US 99, for which privilege they have offered to pay $60 a year. Use of the property as intended, he said, will not hamper state activities. He recommended that authority be granted to negotiate a lease on the terms as outlined. The recommendation was approved.

The Right of Way Engineer requested authority to sell 3.15 acres of the former Durno property acquired in connection with a right of way settlement on the Rocky Point-Blackwell Hill Section of the Pacific Highway east of Gold Hill. This property, he stated, is no longer needed for highway purposes, and he recommended that it be sold to the high bidder for a price not less than $4,750. The Commission granted the request and thereupon adopted the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved the sale of one share of stock in the Hopewell Water District to Bert Stephens and Son for the sum of $75 and authorized the Secretary to sign the stock transfer. The Right of Way Engineer explained that in some right of way acquisitions, it is necessary to secure water rights, including shares of stock, but in this particular instance, the stock is no longer needed.

The Right of Way Engineer reported that property descriptions had been given to the McMinnville Chamber of Commerce some three or four months ago for the Adams Street one-way couplet on US 99W in McMinnville and that they have definite commitments from several property owners and indications that reasonable settlements can be arranged with a number of other owners when the right of way line is staked. He pointed out that the original estimate for needed right of way was $175,000, but it now appears that the property may be acquired for approximately $162,000. The Engineer stated that construction of the couplet is not in any program, but he pointed out that construction of the one-way system

will provide a high benefit quotient. It was his thought that the right of way should be secured as soon as possible so it will be available when the Commission is ready to proceed with the improvement, and that the money set up for expenditure on the Amity-Dayton Secondary Highway should be spent in building a new bridge across the Yamhill River at Dayton. He also pointed out that construction of the proposed cut-off route for US 99W via Dayton would not eliminate the need for the one-way system in McMinnville. The cost to construct the one-way couplet, he estimated at $225,000 plus $175,000 for right of way. He recommended construction in order of priority as follows:

1. Build one-way couplet in McMinnville
2. Build cut-off from Dayton Junction via Dayton and west along the Three Mile Lane Highway to the intersection of the Salmon River Highway and US 99W
3. Construct 2-mile cut-off southwest of Dayton
4. Complete construction on the Amity-Dayton Highway from its junction with the Three Mile Lane Highway to a junction with US 99W north of Amity

The total cost of these projects he estimated at approximately $2,708,500. The Commission examined the map presented by the Engineer outlining the projects and, after discussion, authorized the Engineer to stake the right of way lines for the one-way street couplet in McMinnville. The Commission also stated that consideration would be given to the options for right of way when the McMinnville Chamber of Commerce has secured them. (For further details see copy of Engineer's written report to the Commission, dated December 31, 1953, in General Files.)

The Commission also discussed with the Right of Way Engineer and the Chief Counsel the status of right of way acquisitions on the Frankport-Greggs Creek Section of the Oregon Coast Highway in Curry County and that needed for other projects for which bids are to be received at the next contract letting.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

R 20483 - S. H. Frank Tanning Company Right of Way (Curry) Parcel No. 1: 18.3 acres Parcel No. 2: 0.6 acre for drainage ditch easement	Recommended Offer *
R 21080 - Nellie C. Harrison Right of Way (Curry) 11.76 acres	 *

Euchre Creek-Wedderburn Section of the Oregon Coast Highway (cont.)

	Recommended Offer
R 21081 - George Koblenzar Right of Way (Curry) 4.39 acres	*
R 21086 - Collier H. Buffington Right of Way (Curry) Parcel No. 1: 10.32 acres Parcel No. 2: 0.45 acre	*
R 21087 - James Walter Moore Right of Way (Curry) 16.1 acres	*
$ 21542 - Jacob Carmichael Right of Way (Curry) 3.7 acres	*
R 21543 - Walter H. James Right of Way (Curry) 10.5 acres	*
R 21544 - A. C. Grabert Right of Way (Curry) 7.9 acres	*
R 21545 - Oliver W. Bettis Right of Way (Curry) 3.7 acres	*
R 21546 - J. C. Collins Right of Way (Curry) 6.5 acres	*
R 21547 - Charles M. Brooks Right of Way (Curry) 2.9 acres	*
R 21548 - W. J. Taylor Right of Way (Curry) 2.8 acres	*

Tualatin River-Middleton Section of the Pacific Highway West

R 19681 - A. S. Hamilton Right of Way (Washington) 0.74 acre	*
R 19684 - John Jurgens Right of Way (Washington) 3.83 acres	*

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Tualatin River-Middleton Section of the Pacific Highway West (cont.)

	Recommended Offer
R 19687 - F. K. Hill Right of Way (Washington) 0.713 acres	*
R 19688 - Harriet E. Harsch Right of Way (Washington) 0.070 acre	*
R 19689 - Mary L. Weston Right of Way (Washington) 1.206 acres	*

Airport Road Junction-Stout Creek Section of the North Santiam Highway

R 20923 - Edith M. Anderson Right of Way (Marion) 0.09 acre	$150.00

Rocky Point-Brush Creek Section of the Oregon Coast Highway

L 2082 - W. M. Hubbs, et al Right of Way (Curry) New resolution required for change of locations of two access points	*

The Commission approved the request by adopting the attached resolutions relative thereto, marked EXHIBITS "O-1" through "O-3 ", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's report on cases which have been tried since the December meeting of the Commission as follows:

1. State vs James G. Johnson, et al, L 1991: This case concerns acquisition of a 0.6-acre of land on the North Corvallis Section of the Pacific Highway West. The State offered $1,075 for the property which was rejected. The defendants demanded $4,500 plus $450 attorney's fees. The jury returned a verdict in the sum of $2,250.

2. State vs Ross Knot and Robert Knot, L 2030: This case concerns recovery of $103.44 for the cost of repairing an automobile owned by the State which was damaged in an accident involving the defendants. A judgment was signed by Judge Geddes in the amount sued for plus $40 attorney's fees.

3. State vs Earl C. Burk, et al, L 1720: This case involves condemnation of property for right of way at the west end of the Salem bridges in West Salem and in which the defendants appealed to the Supreme Court. The Supreme Court held that property owners are not entitled to compensation for the denial of rights of access to a highway where no highway existed prior to the taking. The

Court also held that it was proper for the jury to return a lump sum verdict without making separate awards to each of the several owners.

4. State vs Kesler, et al, L 1922: This case concerns acquisition of 0.17 acre for right of way on the Medford-County Farm Section of the Pacific Highway and an easement across 0.76 acre for placing of an irrigation ditch and restriction to one access point. The State offered $3,000 for the property which offer the defendants rejected and demanded the sum of $12,000. The jury returned a verdict in the sum of $3,850.

5. State vs Herman H. Nichols, et al, L 1827: This case involved acquisition of 4.41 acres for right of way and 2.62 acres for a stockpile site on the West Cottonwood Canyon Section of the Wasco-Heppner Highway. The State offered $350, which price was agreeable to the owners, but they insisted that the State re-establish the fencing and construct a cattle underpass. The fencing request was in order and the work was later done by the State. The demand for the cattle pass was rejected and a complaint filed. The defendant failed to appear in Court and a default was granted in the amount of $325.

(For details on the cases listed above, see a copy of the Chief Counsel's reports dated January 15, 19, and 20, 1954, in the General Files.)

The Commission also considered and approved the Chief Counsel's report of cases settled since the meeting of the Commission held in December as follows:

1. State vs Edwin W. Hoagland, et ux, L 2089, for acquisition of 5.27 acres on the Goshen-Divide Section of the Pacific Highway plus 5.63 acres for roadbuilding materials. The State offered $5,000 for the property and agreed to construct a fence along the easterly right of way line. The defendants agreed to this offer, provided they could move a shed from the property. They were allowed to do so and the case was settled.

2. State vs Rosina Ziniker, L 2099, for the acquisition of 10.73 acres for the Pacific Highway and Creswell traffic interchange, 0.93 acre for a Creswell frontage road, 17.25 acres for a borrow pit and 3.85 acres excess taking. The State's offer of $13,400 was rejected by the defendants. As a result of subsequent negotiations, settlement was effected in the sum of $14,500 and the defendants allowed to pump water from the borrow pit area for irrigation purposes.

3. State vs Faun E. Helmcke, L 1892, for purchase of 0.01 acre of land on the Sylvan Section of the Sunset Highway and for restriction of access. The State offered $150 for the property which was rejected by the defendants who demanded the sum of $3,500. Further negotiations effected a settlement for the sum of $750.

4. State vs Jacquline Stockton, et al, L 2086, to recover the sum of $133.61 for the cost of repairing a handrail on the Squaw Creek Canal Bridge on the Mckenzie-Bend Highway damaged by a vehicle owned and operated by

the defendants. The claim was rejected by the defendants and their insurance carrier, but later the defendants agreed to pay the full amount of the State's claim and the case has been dismissed.

5. State vs Laura Withrow, et al, L 1907 for acquisition of 2.68 acres on the Reedsport-Hauser Section of the Oregon Coast Highway. An offer in the amount of $1,072 was made whereas the defendants demanded the sum of $5,333. Further negotiations resulted in a settlement in the amount of $1,330.

6. State vs Nels Holmberg, et ux, L 1892, for acquiring 0.78 acre on the Forest Boundary-Hauser Section of the Oregon Coast Highway. The State offered to pay $390 for this property which the defendants refused. Subsequent negotiations effected a settlement in the sum of $595 plus $100 attorney's fees.

7. State vs Charles A. Prescott, et ux, L 1897, for the acquisition of 4.67 acres on the Forest Boundary-Hauser Section of the Oregon Coast Highway. An offer in the amount of $1,000 was refused by the defendants. The defendants had the property appraised by Mr. Fitzpatrick of North Bend who valued it at $7,170 and Mr. Leroy Draper of Portland who appraised the property at $3,918 After considerable negotiation a settlement was reached in which the state pays the sum of $3,918 and allows the defendants one right of access in addition to the four previously granted.

8. State vs James W. Creighton, et ux, L 2005, for the taking of 2.07 acres on the Zigzag-Rhododendron Section of the Mt. Hood Highway. The State's offer of $750 was rejected by the defendants who demanded the sum of $20,000 plus $1,500 attorney's fees and unlimited access to the highway. Further negotiations effected a settlement for the sum of $1,750 and the allowance of five access points with the provision that one of them may be used for the operation of a private riding club.

9. State vs Prescott Corporation, L 2080, for the acquisition of 18 lots in the City of Portland on Unit No. 4 of the T. H. Banfield Expressway. The State's offer of $6,300 was rejected by the defendants who requested additional damage money. As a result of further negotiations a settlement was arranged in the sum of $6,765 with nothing allowed for damage to other lots.

10. State vs Willard L. Morrison, et ux, L 2074, for the taking on an easement for a storm sewer across 0.07 acre of land for drainage of the Junction City-Eugene Section of the Pacific Highway. The defendants agreed to accept the State's offer of $300 with the understanding that the property will be made clean and neat when construction is completed.

11. State vs Emil W. Lawson, et al, R 20892, for acquisition of 3.59 acres on the Willamette River-Hayesville Section of the Portland-Salem Expressway. An offer of $360 authorized under condemnation proceedings was rejected. A later conference effected a settlement in the sum of $538.50.

12. State vs Tom Loe, et ux, L 1950, for specific performance of an option for sale of 7.5 acres of land for a gravel pit on the Ontario-Nyssa Section of the

Old Oregon Trail. In subsequent correspondence and negotiations, the State advised that the pit would be fenced, as is common practice, and that Mr. Loe would be permitted to use material from the pit provided the amount of materials would not exceed 1,000 cubic yards and that the right to remove such materials be limited to five years. On the basis of this arrangement, the defendants did not resist the specific performance suit, and an order of default was signed on June 23, 1953.

State vs A. T. Lathrop, et al, L 2125, for the taking of 24.4 acres as a source of road building materials in construction of the Seven Oaks-Blackwell Hill Section of the Pacific Highway. The State's offer of $12,640 was rejected by the defendants. Three appraisals of the property ranged from $6,750 to $45,275. An option has now been secured for a price of $17,500 with the provision that the State shall construct a fence along the boundary line and shall permit the grantors to take water from the area in a manner not interfering with the State's operations, and also allow the grantors to take 100 cubic yards of sand and gravel each year for their personal use.

State vs George C. Lesher, et al, L 1906, for the taking of 0.08 acre for widening right of way on the Oregon Coast Highway. An offer of $1,000 was made for the property based upon appraisals which did not consider possible damages resulting from construction of a frontage road and closing of the three reserved access points. Further appraisals were taken which indicated that the owners remaining property might be damaged to the extent of $22,500. A settlement was reached in which the defendant agrees to convey all rights of access between his property and the existing Oregon Coast Highway with the exception of three rights of access fifty feet wide unrestricted as to use. The defendant also agrees to place no improvements other than landscaping and shrubbery upon a strip ten feet wide abutting upon the existing highway. In consideration of this agreement, the defendant is to be paid the sum of $350.

United States of America vs Seufert Brothers and State of Oregon, L 1844, for acquisition of real property in connection with the construction of The Dalles Dam. The State of Oregon was named defendant for the reason that the State Highway Commission owned an interest in the property to be acquired. Subsequent to the filing of the complaint, the United States acquired the property by purchase, so the case was dismissed.

State of Oregon vs Milton Stennett, et al, L 1993, for the taking of 1.55 acres on the Oregon Coast Highway. The State offered to pay $4,500 for the property, but the defendants demanded $7,000 to $8,000. A settlement was reached on the basis that the defendants convey the property to the Highway Commission with access restricted to one 25-foot access point for residential use and two 35-foot access points unrestricted as to use, for the sum of $750. The State is to move an existing sidewalk and curb approximately eight feet toward the Whale Cove Inn, move an existing neon sign to a different location on the building, and convey to the defendants a strip of land thirty feet wide, extending from the Oregon Coast Highway to the ocean shore, which land is presently a part of Rocky Creek State Park. (For further details, see copy of the Chief Counsel's written report to the Commission, dated January 15, 1954, in the General Files.)

January 21, 1954

Offers for the acquisition of property prior to the institution of condemnation proceedings were presented by the Chief Counsel and accepted by the Commission as follows:

Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway

R 20089 - Owner: Robert Neagle Forest, et al. 47.64 acres for right of way. Amount of offer $21,941.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20090 - Owner: J. R. Thompson, et al. 23.17 acres for right of way. Amount of offer $11,153.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20104 - Owner: R. E. Goad, et ux. 12.55 acres for right of way. Amount of offer $2,257.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20109 - Owner: Charles A. Peterson, et al. 15.47 acres for right of way. Amount of offer $6,435.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20110 - Owner: B. F. Bowman, et al. 14.23 acres for right of way. Amount of offer $11,186.50. Authorized by Commissioner Reynolds on December 29, 1953.

R 20111 - Owner: Roy F. Hobby, et al. 4.81 acres for right of way. Amount of offer $150.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20250 A-1 - Owner: R. E. Goad, et al. 19.12 acres for right of way. Amount of offer $575.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20250 A-2 - Owner: William Purchase. 4.92 acres for right of way. Amount of offer $150.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20250 A-3 - Owner: J. R. Thompson, et al. 17.15 acres for right of way. Amount of offer $515.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20250 A-4 - Owner: J. R. Thompson, et al. 10.84 acres for right of way. Amount of offer $125.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20250 A-5 - Owner: Roy F. Hobby, et al. 6.30 acres for right of way. Amount of offer $200.00. Authorized by Commissioner Reynolds on December 29, 1953

R 20250 A-6 - Owner: Roy F. Hobby, et al. 8 acres for right of way. Amount of offer $100.00. Authorized by Commissioner Reynolds on December 29, 1953

Pendleton-Deadmans Pass Section of the Old Oregon Trail Hwy (cont.)

R 20250 A-7 - Owner: Roy F. Hobby, et al. 15.26 acres for right of way. Amount of offer $175.00. Authorized by Commissioner Reynolds on December 29, 1953.

R 20385 and R 20091 - Owner: Roy F. Hobby, et ux. 25.56 acres for right of way. Amount of offer $10,601.00. Authorized by Commissioner Reynolds on December 29, 1953.

Salem-Dallas Highway

R 15173 - Owner: Glenn O. Lewis, et al. 295 square feet for right of way. Amount of offer $600.00. Authorized by Commissioner Reynolds on December 29, 1953.

Unit No. 3 of the T. H. Banfield Expressway

R 16727 - Owner: Sisters of Charity of Providence in Oregon, et al. 20,680 square feet for right of way. Amount of offer 11,244.50. Authorized by Commissioner McIver on December 7, 1953.

R 16728 A - Owner: Efem Warehouse Company. 10125 square feet for right of way. Amount of offer $5,000. Authorized by Commissioner McIver on December 9, 1953.

R 20599 - Owner: Ridgeway Johnston, et al. 23,475 square feet for right of way. Amount of offer $6,100.00. Authorized by Commissioner McIver on December 7, 1953.

Unit No. 4 of the T. H. Banfield Expressway

R 20632 - Owner: General Fuel and Lumber Company, et al. 15,036 square feet for right of way and 4,494 square feet for excess taking. Amount of offer $14,265.00. Authorized by Commissioner McIver on December 7, 1953.

Goshen-Divide Section of the Pacific Highway

R 18456 - Owner: George E. Hill, et ux. 4.83 acres for right of way. Amount of offer $4,645.00. Authorized by Commissioner McIver on December 7, 1953.

R 20507 - Owner: Rosina Ziniker. 11.66 acres for right of way, 17.25 acres for road building materials site, and 3.85 acres for excess taking. Amount of offer $13,400.00. Authorized by Commissioner McIver on December 7, 1953.

R 20512 - Owner: Edgar Bates, et al. 4.38 acres for right of way. Amount of offer $5,610.00. Authorized by Commissioner McIver on December 9, 1953.

Goshen-Divide Section of the Pacific Highway (cont.)

R 20530 - Owner: Maude F. Clark. 2.8 acres for right of way. Amount of offer $10,900.00. Authorized by Commissioner McIver on December 7, 1953.

Blackwell Hill-Medford Section of the Pacific Highway

R 20799 - Owner: Earl W. Morris, et al. 22.79 acres for right of way. Amount of offer $19,103.00. Authorized by Commissioner McIver on December 9, 1953.

R 20800 - Owner: Benton A. Boyce, et al. 4.94 acres for right of way. Amount of offer $15,000.00. Authorized by Commissioner McIver on December 7, 1953.

R 20801 - Owner: Gold Ray Realty Company, et al. 23.06 acres for right of way. Amount of offer $20,916.00. Authorized by Commissioner McIver on December 9, 1953.

R 20974 - Owner: Ivan T. Skyrman, et al. 0.2 acres for right of way. Amount of offer 7,202.00. Authorized by Commissioner McIver on December 7, 1953.

R 20979 - Owner: Howard C. Holden, et ux. 0.10 acre for right of way. Amount of offer $750.00. Authorized by Commissioner McIver on December 9, 1953.

R 20981 - Owner: Thomas Vella, et al. 0.34 acre for right of way. Amount of offer $9,714.00. Authorized by Commissioner McIver on December 9, 1953.

R 21138 - Owner: A. T. Lathrop, et ux. 24.4 acres for gravel pit. Amount of offer $12,640.00. Authorized by Commissioner McIver on December 9, 1953.

R 21139 - Owner: Bernie B. Moore, et al. 9.59 acres for gravel pit. Amount of offer $2,559.00. Authorized by Commissioner McIver on December 9, 1953.

Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway

R 13930 - Owner: Joseph Moorman, et ux. 5.75 acres for right of way. Amount of offer $29,126.00. Authorized by Commissioner McIver on January 12, 1954.

R 13931 - Owner: Ingval Torresdal, et ux. 1.5 acres for right of way. Amount of offer $11,665.00. Authorized by Commissioner McIver on January 12, 1954.

R 20849 - Owner: James R. Burgess, et ux. 7.83 acres for right of way. Amount of offer $6,575.00. Authorized by Commissioner McIver on January 12, 1954.

R 20851 - Owner: Vernon P. Clark, et ux. 7.88 acres for right of way, and 4.05 acres for borrow pit. Amount of offer $2,860.00. Authorized by Commissioner McIver on January 12, 1954.

Hayesville Junction-Wilsonville Junction Sec. of the Portland-Salem Expressway (cont.)

R 20892 - Owner: Emil Walter Lawson, et al. 3.59 acres for right of way. Amount of offer $360.00. Authorized by Commissioner McIver on January 12, 1954.

R 20906 - Owner: J. J. Kabstoff, et al. 0.73 acres for right of way. Amount of offer $950.00. Authorized by Commissioner McIver on January 12, 1954.

R 20935 - Owner: Jess E. Tryon, et ux. 3.74 acres for right of way. Amount of offer $4,372.00. Authorized by Commissioner McIver on January 12, 1954.

R 20939 - Owner: Tena C. Bartuff. 3.69 acres for right of way. Amount of offer $3,115.00. Authorized by Commissioner McIver on January 12, 1954.

R 20948 - Owner: Harold W. Nelson, et al. 0.33 acre for right of way and 1.67 acres for excess taking. Amount of offer $13,000.00. Authorized by Commissioner McIver on January 12, 1954.

The filing of applications for permits to appropriate waters for the George S. Jewett and the M. V. H. Jackson properties and for the Hood River roadside picnic area, all on the Viento-Hood River Section of the Columbia River Highway was discussed by the Commission. The Chief Counsel explained that in constructing this highway section, a spring supplying water to the Jewett and Jackson properties was destroyed and that to replace the water, the State has constructed a concrete reservoir and tapped two springs; also that the Landscape Department desires to obtain water from this reservoir for use in the Hood River roadside picnic area. In order to properly establish the right to appropriate the waters from the two springs, he said, it is necessary to obtain a water permit from the State Engineer. He recommended approval of the filing of a separate application for each of the three parties concerned and payment of the necessary fee of $20 for each application, and that the Secretary be authorized to sign the application for the water permit for the Hood River roadside picnic area. The Commission approved the recommendation.

Consideration was given by the Commission to the payment of $4,500 to Kay and Dora Howard as a compromise settlement of their claim for loss of use of their log dumping facilities on the Hauser-North Bend Section of the Oregon Coast Highway. The Chief Counsel advised that under the terms of the option given by the Howards in connection with a right of way settlement, their log pond was to be relocated and ready for their use by November 1, 1952, but due to unforeseen construction difficulties, the relocation was not accomplished until October 31, 1953. The Howards have a lease agreement with the Coos Head Timber Company for the use of the log dump for a minimum payment of $500 per month which they have refused to pay for a 12-month period. Investigation shows, he said, that the

log dump was actually out of operable condition for a period of nine months, and the Howards, after negotiation, have agreed to accept the sum of $4,500 as a compromise settlement of their losses. He recommended payment of such amount. The Commission approved the recommendation.

The Chief Counsel requested and the Commission authorized the partitioning and the re-arranging of lighting fixtures, in room 108 in the State Highway Building in Salem at an estimated cost of $875. The Chief Counsel explained that this re-arrangement is necessary to make room for legal personnel and to better utilize existing space.

A proposed settlement with Mr. Gilbert W. Harris regarding property acquired by the State in Crook County for use as a cinder pit was discussed. The Chief Counsel recalled that this matter was considered by the Commission at the previous meeting and that Mr. Harris had been offered $750 for his rights. The original offer had been for the sum of $2,500 with the property to be free and clear of all liens and encumbrances. Mr. Harris was unable or unwilling to clear the outstanding interest of Crook County and the reduced offer was made. Mr. Harris has now accepted the offer of $750 provided the State will install a stock guard and gate where the old road intersects the highway, that the haul road to be altered to hold dust to a minimum and that he be allowed to use the land for grazing purposes. These conditions, he stated, have all been incorporated in an agreement which he recommended be approved. The Commission accepted the recommendation.

The Chief Counsel reported abandonment of uncollectible claims as follows:

1. Claim against Charles W. Lee in the amount of $150 for damage to a guard rail on the Pacific Highway East near M. P. 6.04. Mr. Lee is now an inmate of the Oregon State Penitentiary for obtaining money under false pretenses.

2. Claim against Willie T. Dossie in the amount of $45.69 for damage to a guard rail on the Pacific Highway on the Interstate to Broadway viaduct in Portland. Repeated attempts to contact Mr. Dossie have been unsuccessful.

3. Claim against Nevy Smith in the amount of $287.12 for damage to the hand rail of a bridge on the Powers Secondary Highway at M. P. 3.78. A summons and complaint was filed and Mr. Smith was found to be in default. It has been further determined that he has a very poor credit rating, several long overdue debts and no assets have been found upon which to levy execution to satisfy the judgment.

The Commission approved the abandonment of the claims.

The Commission discussed a letter from the Chief Counsel regarding a request from Representative Loran L. Stewart, Cottage Grove, member of the Legislative Highway Interim Committee, that certain concessions be granted property owners along the Oregon Coast Highway in Curry County so as to permit access to their holdings on one side of the Highway from land that they own on the opposite side of the highway by means of roadways beneath the bridge ends.

Chairman Chandler stated that the Interim Committee has brought to the attention of the Highway Commission the fact that the Commission's Right of Way Agents are requiring the same control for a highway crossing beneath a bridge end as is required in the case of the usual farm crossing at grade, namely that the use of such crossing ordinarily be confined to farming purposes only and that the crossing be voided when the property is alienated. The Committee suggests, he said, that the controls be not required on the Oregon Coast Highway in Curry County because of the limited land available for commercial purposes, and the fact that the crossing would be under the traveled roadway rather than at grade.

Following discussion, the Commission decided unanimously not to establish a general policy that would favor the highways in any particular part of the state, but the Commission did agree to consider each property owner's request separately, when filed with respect to this condition, regardless of the area of the state involved, and to render a decision that will be in the best public interest.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Messrs. F. E. Andrews, Acting Division Engineer, C. G. Polk, District Engineer, and R. F. Kellogg, Senior Highway Engineer, U. S. Bureau of Public Roads, appeared before the Commission concerning construction of the Rock Creek Bridge on the North Umpqua Forest Highway. Mr. Andrews stated that the existing bridge is becoming inadequate and unsafe for heavy logging traffic that it carries, and it is now urgent that construction of a new bridge to conform to the new highway alignment and standards be undertaken as soon as possible. He also said that there are sufficient state contingent and forest highway cash funds available to finance construction which is estimated to cost $60,000. He asked the Commission to approve the project. The Commission approved the project as requested and thereupon signed the following joint letter directed to the Chief, Forest Service, and Commissioner of Public Roads, Washington, D. C. relative thereto:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division No. 8

Portland, Oregon
January 20, 1954

486 Oregon General

Chief, Forest Service,
Commissioner of Public Roads
Washington, D. C.

Dear Sirs:

The surfacing of 16.9 miles of the North Umpqua Highway, Oregon Forest Highway Project 47-A3, B6, C1, D2, is now under

contract. There remains the construction of the Rock Creek Bridge near the westerly end of the project to complete the improvement to acceptable standard. The existing bridge is becoming inadequate and unsafe for the heavy logging traffic and it is now urgent that construction of a new bridge to conform to the new alignment and standards be undertaken as soon as possible.

Sufficient State contingent and Forest Highway cash funds are available to finance the construction estimated to cost $60,000.

It is recommended, therefore, that the following project be approved:

Project and Account No.	Project Name, Type of Work and Length	Estimated Cost	Recommended Program Amount
47-D3 (3110-00)	North Umpqua Highway Bridge, .037 mile	$60,000	$60,000

Very truly yours,

/s/ F. E. Andrews

F. E. ANDREWS
Acting Division Engineer

Recommended for approval

/s/ R. H. Baldock
State Highway Engineer

OREGON STATE HIGHWAY COMM.

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Commissioner

/s/ M. K. McIver
Commissioner

U. S. FOREST SERVICE, REGION 6

/s/ J. Herbert Stone
Regional Forester

The Commission also discussed the merits of a number of other forest highway projects as were suggested by the Engineer for construction with $185,000 of Forest Highway Funds that are immediately available according to information received from Mr Andrews. After careful consideration, the Commission selected the Squaw Creek-Baker County Line Section of the John Day Highway in Grant County for such funds, which was approved by Mr. Andrews.

The Commission approved and ordered filed a report submitted by the

Chief Counsel regarding claims for damaging state highway property during the period from September 1, 1953, to December 31, 1953. The Chief Counsel pointed out briefly that during this period 38 claims were made against others, totaling $8,806.45. The total number of claims is 96 in sum of $23,298.17, and of the total of 96 claims, 100 percent collection has been effected on 28 of them for a total of $7,851.96. There will be carried forward to the next quarterly report, he stated, a total of 55 claims involving a total of $14,956.86. (For further details, see copy of the Chief Counsel's letter to the Commission, dated January 13, 1954, in General Files.)

The Commission accepted a report from the Engineer stating that conditions governing the award of the following state highway contracts have been satisfied and that contract and bond forms have been sent to the respective contractors for signature pursuant to the Commission's instructions:

1. Grading and rock base on Fall Creek Section of Mist-Clatskanie Secondary Highway in Columbia County. Bids received December 11, 1953. Conditions of award satisfied December 16, 1953. Koppisch Construction Company, Astoria, contractor.

2. Grading and paving Blackwell Hill-Seven Oaks Unit and Seven Oaks-Medford Unit of Blackwell Hill-Medford Section of Pacific Highway in Jackson County. Bids received October 29, 1953. Conditions of award satisfied December 11, 1953. (Conbination bid) R. A. Heintz Construction Company, Portland, contractor.

3. Grading on Goshen-Coast Fork, Willamette River Unit, Goshen-Divide Section of Pacific Highway in Lane County. Bids received October 29, 1953. Conditions of award satisfied December 11, 1953. Durbin Brothers, contractor.

4. Construction of 42d Avenue-92d Avenue Section of T. H. Banfield Expressway in Northeast Portland, Multnomah County. Bids received October 30, 1953. Conditions of award satisfied December 11, 1953. Gibbons & Reed Company, Salt Lake City, Utah, contractor.

5. Halsey Street Undercrossing Reconstruction over T. H. Banfield Expressway in Multnomah County. Bids received October 30, 1953. Conditions of award satisfied December 14, 1953. Young & Smith Construction Company, Nampa, Idaho, contractor.

6. Grading Emigrant Hill Section of Old Oregon Trail in Umatilla County, Bids received December 10, 1953. Conditions of award satisfied January 19, 1954. Berke Brothers & C. R. O'Neil, Portland, contractor.

The Commission accepted the Engineer's report in which he stated that on December 14, 1953, acting on authority previously given him by the Commission, he approved reclassification from the status of Group II Highway to the status of Group I Highway of that section of the Oregon Coast Highway between its junction with the Necanicum Highway near Wheeler and its junction with the Sunset Highway at Cannon Beach Junction.

Consideration was given to a request from the Jackson County Chamber of Commerce for improvement of the Flounce Rock Section of the Crater Lake Highway between Trail and Cascade Gorge. The Engineer stated that a survey has been authorized for this section and that it is planned to receive bids in February for an aerial reconnaissance if the Commission will authorize it. The Commission authorized the aerial survey but took no further action, pending the appearance of a delegation on the following day. (The Commission informed the delegation when it appeared that as soon as the survey has been completed and the Engineer's report has been rendered, further consideration will then be given to the project.)

The Engineer presented for the Commission's consideration a report concerning the cost and feasibility of construction of the Cascade Secondary Highway along several routes between the south city limits of Portland and Oregon City. He exhibited a map showing three possible routes and pointed out that the line which will provide the greatest benefit to the greatest number of people is the line marked in red on the map designated as A-E F and which extends southerly from the Southern Pacific Railroad crossing north of the town of Clackamas to a connection with US 99E in Oregon City with a crossing of the Clackamas River near the present crossing at Parkplace. This route, he stated will cost about $1,702,000 for a four-lane facility and will involve a four-lane crossing of the Clackamas River at Parkplace. The benefit quotient of this line is 2.95. Action by the Commission was deferred pending appearance of a delegation concerning this matter the following day. (The Commission on the following day heard the delegation who generally favored the proposed route and urged early construction on the alignment recommended by the Engineer.)

A report concerning the installation and use of garbage disposal facilities along the Oregon Coast and Salmon River Highways was presented by the Engineer. He recalled that in October, 1952 the Lincoln Pomona Grange at Toledo petitioned the Commission for the installation of additional garbage facilities along these two highways. Since that time, he said, ten additional units were installed and some of the existing units relocated. The relocation of five of them has greatly improved their effectiveness. The ten additional facilities installed in Lincoln County are being used and emptied weekly of approximately 50 gallons of refuse and garbage. The estimated cost of servicing each unit he stated, is approximately $50 per year, and it was his opinion that the cost of this service is justified. The Commission accepted the report and instructed the Engineer and the Parks Superintendent to present at the next meeting additional information as to what has been done in the past along such lines throughout the rest of the state. The Parks Superintendent was also instructed to present a report on the extent of vandalism that has occurred in state parks.

A report was submitted by the Engineer concerning an application for a permit to construct a bridge parallel to the existing structure across the Columbia River between Vancouver and Portland. He pointed out that at a hearing held November, 1953, tugboat operators had objected to the proposed location of the draw span. Since that time, conferences have been held with the District Engineer and with officials of the State of Washington, and the District Engineer has indicated that the application as proposed would be denied The District Engineer also indicated that if the application were modified to show the draw span located farther to the south than on the present bridge and if the grade line on both bridges were to allow approximately 70 feet of clearance above low water the revised application would receive his favorable

recommendation. The cost of this reconstruction on the existing bridge, the Engineer estimated would be $1,400,000. He called attention to the Truman-Hobbs bill under which it may be possible that the cost will be borne by the Federal Government. The change in grade line for the new bridge he estimated would cost an additional $400,000, and it would be necessary that the States of Oregon and Washington assume this additional cost. Also, the raising of the bridge would require approximately eight months additional time and interest on $10,000,000 in bonds would be approximately $200,000. The total additional cost to the states in the sum of $600,000 would be offset by not having to remove the Vancouver dock at an estimated cost of $100,000. Due to the change in grade line, about 90 percent of the openings of the present bridge to permit river traffic to pass will be eliminated. Against this advantage, the greater part of the bridge will be on a grade of approximately 3.6 percent. It was his feeling that the objections of the navigation interests are greatly exaggerated, but in view of the certainty of disapproval by the United States Engineers, he recommended that an amended application be submitted showing the new position of the draw span and the change in grade of the new bridge and of the old bridge and making this application contingent upon the Federal Government assuming under the Truman-Hobbs act all cost incurred in revising the old bridge. The Commission approved the recommendation.

The Engineer also presented a report concerning the issuance of permits for operation over state highways of single loads of logs loaded crosswise not exceeding $8\frac{1}{2}$ feet in width. He stated that under authority previously granted by the Commission, he had approved the movement of such single loads of logs regardless of kind--that is as to whether they are peeler logs, pulp logs, posts, et cetera--in those instances where trial runs have disclosed that the loads can be moved safely without encroaching on the opposing traffic lane, as is required by law. The Commission accepted the report.

A request from the Hood River Chamber of Commerce relating to signing, lighting, and other improvements on the Columbia River Highway in the vicinity of Hood River was considered. The Engineer presented a written report listing the requests and his recommendation in regard to each. The Commission after careful consideration, accepted the Engineer's recommendation with respect to each of the requests. (For details, see copy of the Engineer's letter dated December 30, 1953, in the General Files.)

Brief consideration was given to a request for relocation of the Noon Bridge over Marys River on the Corvallis-Newport Highway about two miles west of Philomath. The Engineer advised that a contract already has been awarded for construction of a new bridge and that the work is underway, but some citizens of the area want the location shifted about 50 or 60 feet downstream. To do what they ask, he said, will cost the State about $46,000 in addition to the cost of the work which has been performed to date on the present location and will provide an extremely minor improvement. As there is no engineering justification for the change in alignment, he recommended that the project be completed in accordance with present plans. The Commission approved the recommendation.

The Engineer presented a report concerning damage to a water system owned by Vera Redenbaugh south of Humbug Park on the Oregon Coast Highway in Curry County. Investigation, he stated, disclosed that the water supply was dam-

aged by a tree falling across the inlet pipe. He also said that the matter has been corrected to the satisfaction of Mrs. Redenbaugh by cleaning out the inlet area, extending the inlet pipe with a vertical extension and replacing the pipe which was bent. The Commission accepted the report.

The Engineer also submitted a written report on the feasibility of conducting a survey for a proposed bridge across the Columbia River near Astoria, the cost to be shared equally by the City of Astoria; the Oregon State Highway Department; Pacific County, Washington; and the Washington State Highway Department. He recommended against the State participating in the survey at this time because the Columbia River bridge investigation made in 1944 and the previously rendered Taylor report show conclusively that a negative recommendation would result from any comprehensive investigation now. The Commission deferred action on the report pending the appearance of a delegation from Astoria on the following day. (The delegation, upon its appearance before the Commission did not mention the proposed bridge nor the survey concerning it.)

A request from the St ayton City Council for improvement of 10th Street in Stayton as a special city allotment project was discussed by the Commission. The Engineer recalled that the City requested this improvement under the 1954 Special City Allotment Fund, but the request was denied because the improvement could not be justified under existing procedure; moreover, an investigation conducted late in the summer of 1953 showed that the street has not been subjected to heavy traffic which would cause excessive wear; nor has there been any sudden increase in population at Stayton. The street, he stated, was built primarily to serve the new Stayton hospital and was surfaced with crushed gravel and a light oil treatment. He recommended that the request be again denied. The Commission accepted the recommendation. (A delegation which appeared on the following day was informed that the project will be reinvestigated for consideration as a 1955 project.)

The Commission gave consideration to a request submitted by Edward E. Grant, an attorney of Enterprise, in behalf of Mr. James A. Prince whose water supply was allegedly destroyed during construction of the North Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway. Mr. Grant takes the attitude that the Highway Department has a moral obligation if not a legal one to recompense Mr. Prince for his loss. The Engineer recalled that this item was considered at the December meeting, and upon recommendation of the Chief Counsel and himself, the claim was denied on the basis that there is no legal liability on the part of the State. Mr. Grant now urges the Commission to do something in the way of a moral obligation to restore the water supply. The Chief Counsel stated that under the law, the Commission has no authority to restore the water supply unless the Commission is legally obligated to do so. The Commission again denied the request.

Consideration was given to a request from the Oregon Wheat Growers League that something be done to prevent noxious weeds and rye from maturing and producing seed on highway rights of way in areas where wheat is grown. The Engineer reported that in conformity with the Commission's adopted program of weed control, cooperation has been received from eight counties, six of which are within the wheat belt. In addition considerable work has been performed by state forces on

such control work and the program is being gradually enlarged as experience demonstrates the efficiency of various herbicides in the control of noxious growth. The State, he added, has never seeded rye of any variety on the right of way in the Eastern Oregon wheat counties, and it must have been introduced by crops adjoining the right of way or by transportation of grain products over the highway; also, that no practical means of control has yet been developed. He recommended that a letter be sent to the League explaining the problem and outlining what has been done by the Highway Department to solve it. The Commission accepted the recommendation.

The Engineer presented a written report showing an analysis of tolls charged on ferry systems operated by the Washington Toll Bridge Authority in comparison with the tolls charged on the Oregon Astoria-Megler ferry. He pointed out briefly that the rates charged by the Washington ferries are generally in excess of the proposed schedule of increased charges for the Astoria-Megler ferry and are considerably higher than the present schedule. The Commission deferred action on the matter pending the appearance of a delegation from Astoria on the following day. (For details, see copy of the Engineer's report in General Files.) (The Commission took no action on the delegation's request for decreased tolls or concerning the proposed increase in ferry rates.)

A request from the City of Vale for establishment of a one-way street couplet for Central Oregon Highway traffic through the city was considered. The Engineer reported that this matter was discussed briefly at the last Commission meeting, and since that time has been investigated on the ground. The city's request, he stated, has considerable merit and will undoubtedly serve traffic better than if all of the traffic were routed on Washington Street as a two-way street. He recommended that Washington Street be used as a one-way street for traffic westbound and that eastbound traffic continue to use the existing route of the Central Oregon Highway. The Commission approved the recommendation and ordered that the matter be covered by an appropriate agreement with the city.

A report was presented by the Engineer on snow-removal operations on the East Diamond Lake Secondary Highway. He recalled that a delegation appeared before the Commission at the last meeting concerning this matter and that he had been instructed to contact the California Oregon Power Company as to what assistance they could provide. The Power Company, he stated, is now assisting in keeping the East Diamond Lake Secondary Highway open with its rotary snowplow so the matter is being handled satisfactorily. The Commission accepted the report.

The Engineer also reported on the matter of Linn County cooperating in construction of the Clear Lake-Belknap Springs Forest Highway. He stated that under Forest Service regulations, it is necessary that some agency sponsor construction and to assume maintenance two years after the construction is completed. Lane County, he said, has agreed to that condition so far as the road is located in that county, and the Linn County Court,which was also contacted, offered no objection to such sponsorship provided the location on the north end of the highway remains fairly close to the present road and provided the section at the north end is built simultaneously with the sections at the south end These

conditions, he stated, have been transmitted to the Forest Service and to the Bureau of Public Roads which will advise later whether or not they will approve the project on those conditions. The Commission accepted the report.

A letter from the Oregon Timber Transport Operators concerning truck hauling of logs during the hours of darkness was discussed by the Commission. The Engineer reported that as requested at the last Commission meeting, the matter has been carefully investigated and found to be impractical. Mr. Stiffler, Assistant State Highway Engineer, pointed out that Mr. Curtis, who had made the original request, indicated that a group of loggers in the Astoria area are principally interested in hauling during the hours of darkness. He also stated that from his contacts with other groups of loggers, it appears that most of them are not interested in night-time hauling. The Commission ordered that the regulations for hauling of logs during the hours of darkness remain as they are and that Mr. Curtis, Safety Engineer for the Oregon Timber Transport Operators, be advised of the Commission's action.

The Commission discussed with the Engineer a request from the Klamath County Chamber of Commerce for construction of a boat landing and parking area on the Wocus Marsh-Lake of the Woods Junction Section of the Klamath Lake Secondary Highway. The Engineer stated that the request has been investigated and although a fine location was found for the installation of such a facility which would cost about $1,750 it has not been the practice to construct boat landings in wayside parking areas. He expressed the thought that if such construction was undertaken at this location, it would set a precedent, and there would be many additional demands for similar installations in other places. He, therefore recommended that the request be denied. The Commission accepted the recommendation.

Consideration was given by the Commission to 1954 and 1955 County Road Federal Aid Secondary projects selected by Lane, Tillamook, and Umatilla counties. The Engineer reported that as of October 29, 1953, there remained an unprogrammed balance of $692,000 for distribution among eight counties. Three of these counties, he said, have now selected projects as follows, totaling $320,000, and he recommended that they be approved which will leave an unprogrammed balance of $372,000.

County	FAS No.	Section and Description	Amount
Tillamook	615	Nehalem River-Foley Creek Section, 1 mile Grading and structures.	$ 50,000
Umatilla	473	Mission Junction-Cayuse Section, 4.5 miles Grade, surface, and oil	$106,000
Lane	228	Markola-Mohawk Section, 7 miles Regrade, surface, and oil.	$164,000
TOTAL			$320,000

UNPROGRAMMED BALANCE

Curry	$ 28,000	
Douglas	20,000	
Jefferson	69,000	
Lincoln	63,000	
Multnomah	192,000	$372,000

The Commission unanimously approved the projects as recommended.

A request from Multnomah County for an exchange of county roads in its Federal Aid Secondary County Road System was discussed. The Engineer explained that at the present time Multnomah County FAS 638, which is the Glisan Street route, extends easterly to a connection with the road leading south from Troutdale. The easterly 2½-mile section of this route, he said, has never been constructed and does not appear now to be warranted so the county wishes to eliminate it from the FAS system and substitute therefor a 3½-mile section which, when constructed, will extend from a point immediately east of Gresham northwesterly to a connection with Burnside Street, Portland. The county, he added, proposes to use 1954 FAS Funds to finance construction of the 3½-mile section if the addition is approved. On the Engineer's favorable recommendation, the Commission approved the exchange and so ordered.

The Commission considered a request submitted by J. W. Barney, City Engineer of Hillsboro, for construction of guard rail along a 1¼-mile section of the Hillsboro-Silverton Secondary Highway, known as the Jackson Bottom Fill, immediately south of Hillsboro. The Engineer stated that the request has been investigated by both the Traffic Engineering and Maintenance Divisions, and that the record of accidents on the section does not warrant the installation of guard-rail, which, he stated, would cost approximately $30,000 to install; however, he recommended in lieu thereof installation of metal reflectorized sight-posts at 100-foot centers on both sides of the roadway at an estimated cost of $400. The Commission approved the recommendation.

In discussingthe matter of reflectorized sight-posts, Chairman Chandler inquired if these posts are now being placed as standard practice in the process of construction. The Engineer replied that on contracts now being awarded, provision is made for installation of these posts as a part of the contract and that posts are being installed along old highway sections as rapidly as the work can be done.

A request from Mr. Vernon Thorpe, Public Works Director of Medford, for installation of a traffic signal on Central Avenue (US 99) and Fourth Street in Medford was considered. The Engineer reported that a traffic investigation disclosed that the signal is warranted by national standards. He recommended that a fixed-time traffic signal be installed at an estimated cost of $3,000, the cost to be shared equally by the city and the state, and the city to furnish electrical energy and to maintain the signal. The Commission approved the recommendation.

The Commission also considered a request submitted by Robert A. Finlayson, City Manager of Eugene, for traffic signal installations at 6th Avenue and Oak Street and at 7th Avenue and Oak Street on the Pacific Highway in Eugene. The Engineer stated that an investigation discloses that conditions at the two intersections warrant installation of traffic signals and he, therefore, recommended that signals be installed at both intersections which he estimated will cost about $6,000 with the signals to be interconnedted with the existing signal system, it being understood that the cost is to be borne equally by the city and the state with the city to provide the necessary electrical energy and maintain the signals after installation. The Commission approved the recommendation.

A request from Pomona Grange No. 1, Oregon City, that a bridge be constructed across the Willamette River between Oswego and Oak Grove was discussed. The Engineer advised that, based on an investigation made sometime ago, a bridge at this location will probably cost about $1,500,000 for a two-lane and $2,500,000 for a four-lane structure. As the bridge would not be on a state highway, either primary or secondary, he recommended that the request be denied. The Commission accepted the recommendation.

Consideration was given by the Commission to a letter from Eugene K. Peterson, District Forester, U. S. Bureau of Land Management, concerning construction of a $\frac{1}{2}$-mile section of the Little Butte Creek Secondary Highway easterly from McAllister Springs in Jackson County. Action on the matter was deferred until the next meeting as it appears that the plans for the project are to be revised to provide for a cheaper type of construction than was originally contemplated.

The Engineer requested authority to spend about $65,800 for placing crushed rock surfacing on an $8\frac{1}{2}$-mile section of the Coos River Secondary Highway between the end of recent construction near the old ferry landing, and a point one mile above Allegany. He explained that maintenance forces have been experiencing considerable difficulty in maintaining this section due to lack of sufficient surfacing to withstand heavy loads. He recommended the placing of approximately 18,000 cubic yards of material at a cost of $65,800, the funds to be taken from the reserve carried in the Special Maintenance Budget and transferred to the State Construction Budget, and that authority also be given to treat this section with calcium chloride. The Commission approved the project.

The Engineer reported that the amounts distributable to various cities and towns out of the 10 percent of highway revenues accruing to them have been determined for the last half of the year 1953 and that the amounts have been apportioned to each city according to law. He recommended that the Commission approve the apportionment. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a request from Rex W. Wakefield, Supervisor of the Siuslaw National Forest, that the truck-hauling of logs over an approximate 1-mile section of the Alsea-Deadwood Highway near Paris in Lane County be per-

mitted by the Commission. The Engineer stated that the Forest Service, in cooperation with Lane County and timber operators, has constructed or has under construction an adequate log hauling road which roughly parallels the Alsea-Deadwood Secondary Highway to the south and joins it at the north at M. P. 18.45 near the community of Paris. The section of state highway between M. P. 18.45 and 19.47 to the north, he said, acts as a link in the highway which has been extended northerly to the Alsea River. He pointed out that the Forest Service road from the Siuslaw Highway north to Paris will be much superior to the parallel state secondary highway and that log and truck traffic will use it, thereby decreasing maintenance costs on the state highway. He recommended an expenditure of $20,000 for improvements to the 1.02-mile section near Paris, the cost to be charged to the reserve construction fund, the work to be performed by contract. The Commission accepted the recommendation.

The Engineer reported completion of surveys for realignment of the following sections of highways as previously authorized. He recommended that these surveys be adopted by the Commission as the routes to be used when reconstruction of the several highway sections is undertaken:

1. Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

2. Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

3. Little Creek-Estacada Section of the Woodburn-Estacada Secondary Highway in Clackamas County.

4. Jasper-Pleasant Hill Section of the Springfield-Creswell Secondary Highway in Lane County.

5. Clackamas Overcrossing Section of the Clackamas Secondary Highway in Clackamas County.

The Commission approved the surveys by adopting the attached resolutions relative thereto marked EXHIBITS "N-1" and "N-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Channelization of the intersection of US 730 with the approach road to the new Umatilla River Bridge at Umatilla was discussed by the Commission. The Engineer reported that Mr. G. M. Sharp, who owns a motor court at this location, has protested construction of a center island through the intersection because it prohibits westbound traffic from turning into the westerly approach to his motel. It has been necessary, he stated, to provide a channelized intersection at the approach to the bridge in order to provide a left-turn refuge for traffic turning left off the highway but westbound traffic can turn directly into the motel from the county road where the left-turn refuge is provided. He pointed out that it is necessary for safety reasons to construct the island in the manner planned, and he recommended against any change in the plan as now pre-

pared. The Commission accepted the Engineer's recommendation and instructed him to have someone contact Mr. Sharp and explain to him the reason why it is necessary to deny his request.

Attention was given to a request submitted by Mr. Jim MacLean of the McMinnville Daily News Register, for investigation of traffic hazards at the junction of Three Mile Lane and Lafayette State Secondary Highways. The Engineer reported that an investigation disclosed that the intersection has a very bad accident record, there having been three major accidents resulting in four deaths and eighteen injuries during 1953. All three accidents, he stated, were caused by cars entering the intersection from the Lafayette Highway without stopping, failing to heed the stop sign. He recommended as a corrective measure, installation of a flashing beacon at an estimated cost of $350. The Commission approved the recommendation.

The Commission considered and by unanimous vote granted the following request for extensions of time within which to complete state highway contracts, all being in accordance with the Engineer's recommendations:

1. Acme Construction Company, Contract No. 3926 for bridge, grading, and paving the Molalla Junction-Marquam Section of Cascade Highway in Clackamas County, requested an extension of time from November 30, 1953 to July 15, 1954 within which to complete this job. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

2. R. H. Sussex, Contract No. 3843 for rock production on Nye Junction-Beech Creek Section of Pendleton-John Day Highway in Umatilla and Grant Counties, requested an extension of time from October 30, 1953 to January 1, 1954 within which to complete this work. The Engineer recommended that the extension of time be granted with the provision that engineering penalty be assessed from August 31, 1953 to the actual completion date of the contract.

3. Loree Building Service, Contract No. 3886 for construction of the Richland Maintenance Building in Baker County, requested an extension of time from September 30, 1953 to November 30, 1953 within which to finish this job. The Engineer recommended that the extension of time as requested be granted without penalty.

4. Tom Lillebo, Contract No. 3509 for construction of Dodge Bridge on Sams Valley Secondary Highway in Jackson County, requested an extension of time from December 31, 1952 to August 31, 1953 within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

5. Erick Enquist, Contract No. 3813 for construction of the 122d Avenue viaduct on T. H. Banfield Expressway in Multnomah County, requested an extension of time from November 30, 1953 to January 1, 1954

within which to complete this contract. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

6. R. H. Jones, Contract No. 3885 for construction of the Heppner Junction Overcrossing on the Columbia River Highway in Gilliam County, requested an extension of time from September 30, 1953 to March 1, 1954 within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

7. La Grande Concrete Pipe Company, Contract No. 3978 for grading and paving Dearborn Avenue in the town of Union, Union County, requested an extension of time from November 30, 1953 to December 4, 1953 within which to finish this work. The Engineer recommended that the extension of time as requested be granted without penalty.

8. R. A. Heintz Construction Company, Contract No. 3648 for grading and structures on Boones Ferry Road-Willamette River Unit of Barbur Boulevard-White School Section of West Portland-Hubbard Highway in Washington and Clackamas Counties, requested an extension of time from November 30, 1953 to February 28, 1954 within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

9. McNutt Brothers, Contract No. 3741 for bridges, grading and paving on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, requested an extension of time from November 30, 1953 to December 4, 1953 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

10. J. F. Johnston, Contract No. 3808 for construction of Beaverton-Aurora Road Undercrossing on West Portland-Hubbard Highway in Clackamas County, requested an extension of time from December 31, 1953 to May 30 1954 within which to complete this contract. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

11. C. J. Eldon, Contract No. 3932 for construction of Mill Creek Bridge on Alsea Highway in Benton County, requested an extension of time from November 30, 1953 to December 31, 1953 within which to finish this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

12. H. J. and H. W. Miller, Contract No. 3747 for grading and paving Lostine River Bridge on Wallowa Lake Highway in Wallowa County, requested an extension of time from June 30, 1953 to December 14, 1953 within which to complete this work. The Engineer recommended that the extension of time as

requested be granted without penalty.

13. Inter-City Sand & Gravel Company, Contract No. 3839 for grading and paving the Springfield Section of McKenzie Highway in Lane County, requested an additional extension of time from November 30, 1953 to June 15, 1954 within which to complete this contract. The Engineer recommended that the extension of time be granted with the provision that engineering penalty be assessed from August 31, 1953 to the actual date the contract is completed. A letter was presented from the Bureau of Public Roads concurring in the Engineer's recommendation.

14. Donald M. Drake Company, Contract No. 3871 for the 102d Avenue Overcrossing Reconstruction on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from December 31, 1953 to June 29, 1954 within which to finish work on this contract. The Engineer recommended that the extension of time as requested be granted without penalty. The Bureau of Public Roads submitted a letter concurring therein.

15. R. H. Jones, Contract No. 4000 for construction of the Sisters Maintenance Building in Deschutes County, requested an extension of time from November 30, 1953 to December 31, 1953 within which to complete this contract. The Engineer recommended that the extension of time as requested be granted without penalty.

16. Birkemeier & Saremal, Contract No. 3998 for construction of bridge, retaining walls and paving the Kellogg Creek Bridge Section of Milwaukie-Gladstone County Road in Clackamas County, requested an extension of time from December 31, 1953 to June 1, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

17. Birkemeier & Saremal, Contract No. 3859 for construction of the Boeckman Road Grade Separation structure on the Portland-Salem Expressway in Clackamas County, requested an extension of time from December 31, 1953 to April 1, 1954 within which to complete the contract. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

18. R. E. Meade and Company, Contract No. 3831 for construction of the Anlauf-Elkhead Road Unit Structures on the Pacific Highway Douglas County, requested an extension of time from October 31, 1953 to December 2, 1953 within which to complete the work on this contract. The Engineer recommended that the extension of time as requested be granted without penalty to the contractor. A letter was presented to the Bureau of Public Roads concurring therein.

(For further details regarding the extensions of time listed above, see copies of the Contractors' requests and the Engineer's recommendations to the Commission on file in the respective contracts in the Secretary's Office.) *

*FOOTNOTE: The action taken by the State Highway Commission upon the extensions

of time within which to complete highway contracts listed above was based upon the recommendations of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract Nos. 3462, 3747, 3778, 3806, 3813, 3831, 3832, 3843, 3858, 3886, 3932, 3948, 3973, 3974, 3978, 3982, 3999, 4000, 4011, and 4038 for construction of state highway projects have been completed according to the requirements of the respective contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a request submitted by the Mt. Vernon School Parent-Teachers Association of Springfield, Oregon, for construction of a footpath along the Springfield-Creswell Secondary Highway southerly from its junction with the McKenzie Highway to the Mt. Vernon School, a distance of approximately one-half mile. The Engineer stated that the request has been investigated as to traffic, pedestrians, accidents, roadside culture and other features. He further stated that the right of way along this section is only 40 feet wide so if the Commission authorizes the project, it will be necessary to place the footpath outside the limits of the existing forty-foot right of way. He estimated the cost of construction at $3,300, exclusive of additional right of way which he estimated would cost about $2,500. It was his recommendation that a footpath be constructed from the McKenzie Highway to the Mt. Vernon School provided the abutting property owners will donate a ten-foot right of way easement on which to place it. The Commission approved the recommendation.

Attention was given by the Commission to a request from C. Walton Lerue, President of the Pinehurst Improvement Association of Beaverton, for installation of a street light at the intersection of the Beaverton-Hillsdale Highway and Jamieson Road just east of Beaverton. The Engineer reported that subsequent to receipt of the request, an investigation was made concerning traffic, accidents, and other features, the result of which indicated that installation of the light is not justified. He pointed out there are many other intersections on the highway system with a higher priority of need, and he recommended that the request be denied, although he gave as his feeling that if local interests wish to provide illumination at their own expense, they should be allowed to do so under terms of a permit and subject to specifications prescribed by the State Highway Department. The Commission accepted the recommendation.

Designation of a portion of Northeast Lombard Street in Portland as a state secondary highway was considered. The Engineer reported that since September, 1937, the State has maintained Northeast Lombard Street from Northeast Union Avenue westerly to the east end of the St. Johns Bridge and that during this time the route has been designated as a by-pass route for US 30 and the State has taken care of all traffic striping, signing, et cetera along the route. He stated

that he did not know why the section had never been placed on the state secondary highway system, but he gave as his thought that it should be so designated, and he so recommended. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave its attention to a request from Tillamook County to place on the Federal Aid Secondary County Road System a $4\frac{1}{2}$-mile section of county road extending northerly from Oceanside to Cape Meares. The Engineer reported that the County made this request several months ago; and after consideration by the Bureau of Public Roads, the Bureau indicated that the $4\frac{1}{2}$-mile section should not be placed on the Federal Aid System unless an additional section was added to make a complete loop. The additional section, as referred to by the Bureau, he said, extends southeasterly from the north end of the section requested by the County at Cape Meares to a connection with FAS Highway 616, a short distance west of the city of Tillamook, thus completing the loop. The two sections plus the existing FAS route give access to a desirable recreational area as well as serving mail and milk routes and the school bus. He recommended that the $4\frac{1}{2}$-mile section as requested by the County and the additional 5.7-mile section as proposed by the Bureau of Public Roads be added to Tillamook County's Federal Aid Secondary County Road System. The Commission accepted the recommendation.

Consideration was given by the Commission to a number of requests for reduced speed zones on various sections of highways. The Engineer reported that in each instance the request has been investigated and that the recommended action in each case is based on the results of the investigation which took into consideration the vehicular traffic, speed, pedestrian traffic, roadside culture, width, and other characteristics. The Commission approved the Engineer's recommendations, as follows, by adopting the attached resolutions relative thereto, marked EXHIBITS "G-1" through "G-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

1. Request of John H. Axmaker for a reduced speed zone through the community of Colton on the Woodburn-Estacada Secondary Highway: The Engineer recommended that a 35-mile per hour speed zone be established between a point 1,000 feet west of Wall Street (M. P. 21.05) and a point 1,250 feet east of Wall Street (M. P. 21.50) except that between M. P. 21.19 and M. P. 21.31 the indicated speed shall be 20 miles per hour during the hours of school crossings as provided by law. (See Exhibit "G-1")

2. Proposed reduced speed zone in the community of Crescent on The Dalles-California Highway: The Engineer recommended establishment of a 35-mile per hour speed zone from a point 0.10 mile north at the north end of the concrete curbs, M. P. 188.83, to the south end of the concrete curbs, M. P. 189.32. He also recommended the establishment of a 45-mile per hour speed zone from the south end of the concrete curbs to a point 0.07 mile south of the "97" Motel, M. P. 189.86. (See Exhibit "G-2")

3. Proposed reduced speed zone adjacent to the town of Chemult on The Dalles-California Highway: The Engineer recommended establishment of a

40-mile per hour speed zone between a point 0.18 mile south of the Chemult Civic Club, M. P. 207.05, and the Singing Pines Motel, at M. P. 207.74. (See Exhibit "G-3")

To take care of a school zone which lies within the limits of a reduced speed zone on US 99E north of Salem, designated by the Commission October 29, 1953, the Engineer recommended that the 45-mile per hour zone resolution adopted at that time be rescinded between M. P. 46.11 and M. P. 48.87 and that a substitute resolution be adopted establishing a 45-mile per hour zone on the same highway between M. P. 46.11 and M. P. 48.87, except that between M. P. 47.54, at a point 300 feet north of the Hayesville School, and M. P. 47.66, a point 300 feet south of the Hayesville School, the indicated speed shall be 20 miles per hour during the hours of school crossings as provided by law. The Commission approved the recommendation by adopting the attached resolutions relative thereto, marked EXHIBITS "H-1" and "H-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

To take care of a similar condition on the Oregon Coast Highway at the Bunker Hill School in Coos County, the Engineer recommended that the resolution that was adopted by the Commission on May 18, 1953, establishing a 40-mile per hour speed zone on the Oregon Coast Highway between M. P. 256.70 and M. P. 257.24 be rescinded and that a 40-mile per hour speed zone be re-established on the identical section with the exception that the indicated speed between M. P. 257.00 and M. P. 257.24 shall be 20 miles per hour during the hours of school crossings as provided by law. The Commission approved the recommendation by adopting the attached resolutions relative thereto, marked EXHIBITS "I-1" and "I-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In this connection, the Engineer stated that the investigation also disclosed that vehicles parked on the west side of the highway just north of the school crossing restricts sight-distance both for southbound motorists and for children crossing the road. He recommended that parking be prohibited on the west side of the Oregon Coast Highway between Engineer's Station 61+00 and Engineer's Station 63+00. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "J-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Request for a reduced speed zone on the Mt. Hood Highway in the communities of Wemme and Wildwood: On the basis of facts disclosed by an investigation, the Engineer recommended that the request be denied. The Commission adopted the recommendation.

Establishment of a reduced speed zone on The Dalles-California Highway in the community of Lapine: The Engineer recommended that a 40-mile per hour speed zone be established between M. P. 171.44 and M. P. 172.02. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-4", which resolution by this reference

is made a part hereof with like effect as though extended in full herein.

The granting of an easement to the United States of America, Corps of Engineers, covering right of way needed for railroad construction at the Pleasant Hill Railroad grade separation on the Willamette Highway in Lane County was considered by the Commission. The Engineer explained that in construction of a dam across the Willamette River, it was necessary to relocate the facilities of the Southern Pacific railroad which involved a crossing under the Willamette Highway approximately three miles east of the community of Pleasant Hill. A form of easement covering the crossing was prepared and has been approved by the Army Engineers and the Southern Pacific Company which will be the ultimate beneficiary which easement provides for payment of $25 to the State by the U. S. Government. He recommended that it be approved. The Commission accepted the recommendation.

The Commission discussed briefly the complaint registered by Mr. Claude Miller against State Highway employees which was discussed at the previous meeting. The Secretary was instructed to inform Mr. Miller that the Commission cares not to enter into his controversy with the Kissingers; moreover, the Commission is of the opinion that Messrs. Bromley and Poole, Highway Department employees are not guilty of committing any acts inimical to the best interests of the State of Oregon.

The Engineer brought up for discussion the matter of changing the stop signs for traffic on the Silver Creek Falls Highway at its intersection with Lancaster Drive in the community of Four Corners east of Salem. He explained that on September 21, 1949, a resolution had been enacted covering through stop highways, and at the intersection of State Street extended and Lancaster Drive east of Salem on the Silver Creek Falls Highway, the west and south legs of the intersection form the Silver Creek Falls Highway and are now assigned right of way over other traffic at this place. A recent investigation, he said, reveals that it would be advisable to stop northbound traffic on the highway before it makes a left turn to the west onto State Street, and to stop eastbound traffic on the highway before it enters the intersection, except that the right turn movements to the south could move at all times without stopping. He recommended that the resolution adopted September 29, 1949, be amended as outlined. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer called attention to the use of highway right of way on the Tualatin Valley Highway just south of the city limits of Forest Grove for parking purposes. An investigation by the Traffic Engineer, he stated, disclosed that a hazardous condition is created by such parking adjacent to a sawmill, also that the lumber company has used the right of way at times for storage of lumber. He said that necessary steps will be taken to end the practice of storing lumber on the right of way, and he recommended appropriate action by the Commission to prohibit vehicular parking on highway shoulders on that section of the Tualatin Valley Highway which extends from the south city limits of Forest Grove, M. P. 19.68 (Engineer's Station 0+00) to Gales Creek, M. P. 19.90 (Engineer's Station 11+56). The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "J-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Upon the Engineer's favorable recommendation, the Commission approved payment of 1954 membership dues in the American Association of State Highway Officials, amounting to $1,013, in the Western Association of State Highway Officials, $50, and in the American Road Builders Association, $7.50.

Renewal of the Highway Department's public employees blanket fidelity bond for a three-year period commencing February 8, 1954, was discussed by the Commission. The Secretary explained that the present bond was written by the General Casualty Company of America and that a letter had been received from Mr. H. R. Drinker, representing the Ohio Casualty Company, stating that his company would like to be considered when the bond is renewed. Renewal of the bond, he added, had been discussed with Mr. Harry Dorman, head of the State Department of Finance and Administration, who had stated that it would be satisfactory to renew it with the same company, but who suggested a change in the agent in order to distribute the business. The Commission approved renewal of the bond on such basis and referred the matter to Commissioner Reynolds with full authority to act for the Commission in the matter of choice of agents.

The Commission also considered renewal of the bond covering reappointment of Mr. R. H. Baldock as State Highway Engineer, in the sum of $350.000, effective March 1, 1954. The Commission approved renewal of this bond with the same companies; however, they referred the matter to Commissioner Reynolds for handling details.

The Engineer reported that construction has been completed on three sections of new highway and traffic had been routed over these sections; further that previous agreements entered into with the several county courts involved provide that when the new sections are completed and are being used by the traveling public, certain portions of the old routes will be conveyed to the counties. In conformity therewith, he recommended abandonment of old highway sections as follows:

1. A portion of the Bay City-Kilchis River Section of the Oregon Coast Highway in Tillamook County.

2. A portion of the Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County.

3. A portion of the Rock Point-Blackwell Hill Section of the Pacific Highway in Jackson County.

4. Portions of the Fern Corner-Burns Corner Section of the Kings Valley Secondary Highway in Polk County.

The Commission accepted the recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "L-1" through "L-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission authorized out-of-state travel expense for the following:

1. R. H. Baldock, State Highway Engineer to go to Washington, D. C. in February, 1954, in connection with congressional hearings on highway legislation--estimated cost $350.

2. R. H. Baldock, Forrest Cooper and Mark Astrup to attend Seventh Annual Northwest Conference on roadbuilding in Seattle, February 17, 18, and 19, 1954--estimated total cost $225.

3. R. B. Sipprell, Director of Permits, to attend annual Sierra-Cascade Logging Conference in Redding, California, February 18, 19, and 20, 1954--estimated cost $69.

4. Ralph Wyckoff, Attorney, to go to Seattle, February 1, 2, and 3, 1954, in connection with the case of State vs Yaquina Bay Dock and Dredge Company, estimated cost $52.50.

A form of supplemental agreement with Lane County covering a county road closure in connection with construction of the Goshen-Coast Fork-Willamette River Unit of the Pacific Highway in Lane County was considered. The Engineer reported that in the agreement previously entered into with the County on October 30, 1953, one road had been omitted and that this supplemental agreement is simply to correct the omission. He recommended that it be approved. The Commission accepted the recommendation.

The Engineer presented a request from the Mt. Hood Railroad Company for an encroachment of its facilities on highway property adjacent to the Hood River Secondary Highway in Hood River County. The Engineer stated that the Railroad Company wishes to replace a high trestle with a fill on improved railroad alignment which will require additional ground. The proposed encroachment, he stated, will not impair in any manner use of the highway right of way, and he recommended that the encroachment be granted. The Commission approved the recommendation and ordered the matter covered by an appropriate encroachment agreement.

The Commission gave attention to a petition from residents of Lapine requesting removal of a traffic divider installation at the junction of US 97 and Oregon 31 (Fremont Highway) south of Lapine. The Engineer stated that there is a heavy left-turn movement of southbound traffic from US 97 onto the Fremont Highway, and as a safety measure a left-turn refuge was provided at the intersection when the highway was reconstructed last year. Removal of the divider, he stated, would nullify the safety factor of the left-turn refuge, and he recommended that the request be denied. The Commission accepted the recommendation.

The Commission considered and upon the Engineer's favorable recommendation approved a service contract and agreement with the California-Pacific Utilities Company covering construction of a power line extension approximately 400 feet long, to supply electric energy for the platform truck scale installation at the junction of US 20 and US 395 north of Burns. Payment for the electricity consumed

is to be according to rate schedules approved by the Public Utilities Commissioner, with a guaranteed minimum payment of $6.43 per month, for a five-year period.

Participation in sponsoring the Seventh Annual Northwest Traffic Engineering Conference to be held at Oregon State College on May 13 and 14, 1954, was discussed by the Commission. The Engineer advised that the conference alternates between Oregon State College and the University of Washington; also that in past years, when the conference was held in Oregon, sponsors have been the State Highway Department, the State College, and the League of Oregon Cities. The Highway Department's participation, he said, is confined to making personnel available to arrange the conference program and to prepare proceedings. He recommended and the Commission approved participation by the Oregon State Highway Department as in former years.

Attention was given to a proposed form of service agreement with Pacific Telephone and Telegraph Company providing for private line telephone service connecting the Maintenance Superintendent's office in Grants Pass with the State Police office located just south of Rogue River, at the junction of US 99 and US 199. The Engineer advised that the agreement contains provision for termination of the agreement by the filing of written notice by either party and that it also provides for a monthly charge of $5 for service rendered He favorably recommended and the Commission approved the agreement as prepared. The Secretary was authorized to sign the agreement for the Commission.

The Commission approved a list of papers signed by the Secretary in behalf of the Commission during the period from December 9, 1953 to January 18, 1954.

The Commission discussed a date for its next meeting and decided to hold such meeting on Wednesday and Thursday, February 24 and 25, 1954 in Portland. The Secretary was instructed to arrange for the use of the Green Room in the Imperial Hotel.

A three-months extension of an agreement with the State Board of Higher Education concerning experiments in the design of fish ladders in box culverts was brought up for discussion by the Engineer who recalled that an agreement previously had been entered into on November 25, 1952, with the hope of developing a suitable design for fish ladders in culvert bottoms so as to provide adequate passage for fish. The proposed extension, he stated, merely provides for additional time within which to conclude the experiments and does not entail expenditure of additional funds. He recommended approval of the agreement. The Commission accepted his recommendation.

The Commission gave attention to a request submitted by W. S. Nelson, Manager of The Dalles Chamber of Commerce, that the Wink auction yards at The Dalles be made available for the annual 4H-FFA Fat Stock Show and Sale during the early part of June, 1954. The Secretary was instructed to inform Mr. Nelson that the Commission has no objections whatsoever to use of the property for the purpose intended.

The following matters of unfinished business were considered by the Commission:

1. Recommendation of Westmost Grange that properties of Jess Strader and Ed Divilbiss be acquired for state park purposes at Bandon Beach: The Parks Superintendent and the Right of Way Engineer each reported on this matter earlier in the day. The Commission ordered the item deleted from the list of unfinished business.

2. Request for placing Clear Lake-Belknap Springs Forest Road on State Highway System: The Engineer submitted a report on the subject at the morning session so the Commission ordered the item removed from the list of unfinished business.

3. Status of Starkey Secondary Highway: The Engineer stated that he would request the City and County Relations Engineer to contact the Union and Umatilla County authorities as soon as possible. This item is to remain as unfinished business.

4. Damage to water system owned by Vera Reddenbaugh south of Humbug Mountain Park on the Oregon Coast Highway: A report on this matter was rendered earlier in the day, so the item was ordered removed from the list of unfinished business.

5. Request to continue ferry, "M. R. Chessman", in service through the winter months: The Engineer's report was considered earlier in the day, so this item was ordered removed from the list of unfinished business.

6. Request of The California-Oregon Power Company employees that East Diamond Lake Secondary Highway be kept open during the winter months: This item also was ordered removed from the list inasmuch as the Engineer submitted a report on the subject earlier in the day.

7. Request of City of Vale for designation of one-way couplet for Central Oregon Highway traffic through this city: The Commission ordered this item removed from the list of unfinished business since the Engineer's report had been submitted earlier in the day.

8. Turn-off from newly constructed Columbia River Highway to reach the business district of the City of Hood River: This item was ordered removed from the list of unfinished business because the Engineer reported on the matter earlier in the day.

9. Hauling of logs during hours of darkness: The Engineer previously submitted a report on this matter, hence the item was ordered removed from the list of unfinished business.

10. Agreement with Washington authorities regarding construction of a new bridge across the Columbia at Portland: This item also was ordered removed from the list of unfinished business because a report by the Engin-

eer had been rendered earlier in the day.

A letter from Mr. Charles F. Doane, Gold Beach, suggesting purchase of additional right of way for a boat launching site at the south end of Patterson Bridge over the Rogue River at Gold Beach was discussed. The Engineer recommended that the request be denied because in his estimation development of the area cannot be justified as a proper expenditure of state gas tax funds at this time. The Commission accepted the recommendation.

The Engineer reported that the following cities and towns have satisfied legal requirements with respect to expenditure of State Tax Street Funds accrued to them during 1952 and 1953, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans of the following:

First six-month period of 1952

Port Orford	$2,115.93
Umatilla	2,772.06

Second six-month period of 1952

Aumsville	$ 760.59
Elkton	544.05

First six-month period of 1953

Banks	$1,246.56
Donald	619.97
Elkton	666.38
Scio	1,485.26

Second six-month period of 1953

Aumsville	$ 811.52
Banks	1,085.88
Canyon City	1,467.10
Cascade Locks	2,116.89
Cave Junction	817.30
Chiloquin	1,929.17
Coburg	2,001.37
Columbia City	1,169.63
Cove	814.41
Dayton	2,076.46
Dayville	825.96
Detroit	791.31
Donald	540.05
Dufur	1,218.73
Dundee	889.50
Echo	1,319.81
Elkton	540.48
Estacada	2,743.58

Fairview	$1,264.94
Fossil	1,862.75
Gaston	1,062.78
Glendale	2,515.43
Halsey	1,120.54
Hammond	1,507.53
Huntington	2,116.89
Idanha	1,267.49
Imbler	430.31
Ione	756.65
Jefferson	1,836.76
Jordan Valley	681.56
Lafayette	1,911.85
Moro	1,036.79
Mt. Vernon	1,302.48
North Powder	1,163.86
Oakland	2,394.14
Phoenix	2,154.44
Port Orford	1,946.50
Richland	635.36
Rogue River	1,703.91
Scappoose	1,903.18
Scio	1,293.82
Shaniko	176.17
Sodaville	453.41
St. Paul	652.68
Sublimity	1,059.89
Summerville	210.82
Tualatin	716.22
Umatilla	2,550.09
Wasco	880.83

The Commission accepted the Engineer's recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "B-1" through "B-4", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Channelization and illumination of a forest road intersection with the Columbia River Highway in the City of Cascade Locks was discussed. The Engineer exhibited a map and explained details. He said that it originally was planned to install a left-turn refuge on US 30, but the City refused to adopt necessary ordinances so in lieu of a left-turn refuge, it was decided to install a traffic divider with illuminated nosings and mercury vapor lights, which are estimated to cost $1,800. He recommended approval of the project as a safety measure. The Commission approved the recommendation.

Consideration was given by the Commission to a request submitted by the Umatilla County Court that the Havana-Helix Secondary Highway be extended southerly from the community of Havana to a connection with the revised location of the Oregon-Washington Highway. The Engineer recommended that the section which is about one-half mile long be placed on the state secondary system

as requested without any commitment as to when it will be improved. The Commission accepted the recommendation and so ordered.

The Commission discussed with the Engineer the various problems to be presented by delegations on the following day but deferred action pending their appearance.

Commissioner Reynolds reported an inquiry from County Judge Dean B. Erwin of Wallowa County concerning guardrail construction on the Snow Hollow Hill Section of the Enterprise-Lewiston Highway. The Engineer stated that such section is a Forest Highway section and that the Forest Highway officials say that the rail in not justified. The Engineer was instructed to investigate the matter and report as to cost and need at a later date.

Commissioner Reynolds also brought up the matter of maintaining a section of county road about $1\frac{1}{4}$ miles in length between Wallowa Lake Lodge and the falls in the Wallowa River. He said that the County Judge wants time at the next meeting of the Commission to discuss the matter. The Engineer recalled that the Commission on a previous occasion refused to assume jurisdiction of the road. The Secretary was instructed to write Judge Erwin and assign him time to present his case.

Commissioner Reynolds gave as his understanding that the Commission, about two years ago, authorized performance of some minor betterment work on two sharp curves on the Old Oregon Trail near the hospital in La Grande, but it appears nothing has been done. The Engineer was instructed to conduct a survey to determine type of improvement necessary and the cost thereof.

The matter of developing viewpoints along the Weston-Elgin Secondary Highway near Toll Gate Summit was brought up for discussion by Commissioner Reynolds. The Engineer was instructed to investigate the possibilities of developing such viewpoints and report the findings.

Commissioner Reynolds reported that County Judge Barratt of Morrow County would like to see the State construct and place on the state highway system the Paterson Ferry County Road which extends northerly from the Columbia River Highway to the ferry landing on the Columbia River in Morrow County and has asked the privilege of discussing the subject with the Commission on the following day. The Commission assigned Judge Barratt fifteen minutes of time, starting at 10:15 a.m. on January 22 to present his case. (See ahead for additional entry.)

The Engineer presented for the Commission's consideration a tentative proposal from Multnomah County for construction of a ramp at the east end of the Ross Island Bridge to permit southbound traffic from the bridge to turn directly onto McLoughlin Boulevard, thus eliminating the present circuitous movement. He pointed out that an item of $400,000 of Federal Aid money has been included in the five-year program for construction of such a ramp in 1956-57, but because of existing congestion on the bridge, the County feels that the ramp should be constructed immediately and has unofficially agreed to contribute half the costs involved if the job is done this year. The cost of the ramp

construction he estimated at $375,000 to be paid $187,500 by the State and a like sum by the County. He recommended approval of the project for construction as soon as plans can be prepared if the County will definitely contribute half the estimated cost, the State's contribution to be taken from unprogrammed balances. The Commission deferred action in the matter pending discussion with members of the Board of County Commissioners at 10:30 a.m. on the following day.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Black Bridge-Carson Rock Production Project on four state highways near Richland, Halfway, and Carson in Baker County: The Commission awarded the contract to N. A Toole Construction Company, Ontario, who submitted the low unqualified bid of $35,280.00.

"Indian Creek-Salisbury Rock Production Project on the Baker-Unity Highway in Baker County: H. J. and H. W. Miller, Baker, the low bidder, was awarded the contract at their bid price of $21,960.00.

"Construction of climbing lanes on Astoria Airport Section of the Oregon Coast Highway in Clatsop County: The low bidder, Grimstad & Vanderveldt, Astoria, was awarded the contract at their bid price of $21,865.00.

"Pavement widening of Treharne-Washington County Line Section of the Nehalem Secondary Highway in Columbia County: The Commission awarded the contract to Acme Construction Company, Eugene, the low bidder, at their bid price of $81,814.00.

"Grading, paving, and furnishing crushed rock in stockpiles on Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County: The Commission elects to accept the bid of Fred H. Slate Co., Oregon Ltd., and E. C. Hall Company in the sum of $779,525.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Blackwell Hill-Seven Oaks Unit Structures on Pacific Highway south of Gold Hill, Jackson County: Bessonette and Graff, Medford, the low bidder, has been awarded the contract at their bid price of $56,908.50.

"Construction of a reinforced concrete deck girder structure on the Pacific Highway over the Southern Pacific Company tracks in North Eugene in Lane County: The Commission elects to accept the bid of Tom Lillebo in the sum of $62,750, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Goshen-Lowell Rock Production Project on the Willamette Highway in Lane County: Vernie Jarl, Gresham, the low bidder, was awarded the contract at his bid price of $23,700.00.

"Division No. 2 Reoiling Project on the Oregon Coast, Monmouth and Three Rivers

Highways near Waldport, Monmouth, and Dolph in Lincoln, Polk, and Yamhill Counties: The Commission awarded the contract to the low bidder, Central Paving Company, Independence, at their bid price of $68,384.70.

"Pavement widening and resurfacing the Hamilton Street-Vermont Street (Portland) Section of the Pacific Highway West (Barbur Boulevard) in southwest Portland in Multnomah County: Rogers Construction Company, Portland, the low bidder, was awarded the contract at their bid price of $33,655.00.

"Installation of highway illumination at Bonneville Interchange on the Columbia River Highway in Multnomah County: The contract has been awarded to the low bidder, Walton-Brown Electric Company, Salem, at their bid price of $4,197.00.

"Construction of a concrete bridge over the Tualatin River and grading, surfacing, and paving 0.67 mile of highway roadbed on the Tigard-Newberg Section of the Pacific Highway West in Washington County: The Commission elects to accept the bid of Donald M. Drake Company, in the sum of $233,816.00 using concrete or metal posts, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received."

The Engineer brought to the Commission's attention a letter from Proebstel and Isaminger, Attorneys representing Roy L. Comrie, Pendleton, requesting additional access privileges for property acquired by Mr. Comrie from the Commission in Pendleton under a deed dated October 12, 1951. The Engineer recalled that the property referred to lies along the Old Oregon Trail in the westerly part of Pendleton and that the Commission sold it to Mr. Comrie as the high bidder with certain restrictions incorporated as to access to the highway. It was his thought that the access points outlined at the time of the sale should be maintained, otherwise that it would not be fair to others who bid for the property at the same time. He recommended that the request for additional access be denied. The Commission unanimously approved the recommendation and instructed the Secretary to advise Messrs. Proebstel and Isaminger, by telephone, of the action taken.

The Chief Counsel brought up for discussion matters pertaining to the Fredricks property near the Tualatin River Bridge on the Pacific Highway West, a portion of which is needed as right of way for improvement of this highway. He explained that in negotiations for acquisition of the property, it was agreed that Mr. Fredricks would remove the buildings or the State would cut them off when necessary to accommodate the highway improvement. He recommended, if Mr. Fredericks has not moved the buildings by February 15, that action be started to cut the buildings off as previously agreed. The Commission approved the recommendation.

The Commission signed the following papers:

"Certificate" of appreciation for Mr. and Mrs. Henry L. Corbett in connection with park gift at Blue Lake, Jefferson County.

"Agreement" re approval of "Modification of Judgment and Indenture of Access" with Sunset Hills Memorial Park on Sunset Highway in Washington County.

"Indentures of Access" for changes of access points for the following:

a. Oliver and Nicholas property on Mt. Vernon-John Day Section of John Day Highway, Grant County, File No. 20779

b. Black property on Orr Corner-Monmouth Section of Pacific Highway West, Polk County, File No. 19294

c. Shoemaker property on Siletz Bay-Newport Section of Oregon Coast Highway, Lincoln County, File No. 19405

d. Howard property on Reedsport-Coos County Line Section of Oregon Coast Highway, Douglas County, File No. 17752

"Agreement of Lease" with Ed Stortz providing for cancellation of leasehold rights acquired by State from Mr. and Mrs. John Charge; also granting leasehold rights to Mr. Stortz on tract located on the Gervais Road-Hayesville Unit of Portland-Salem Expressway.

"Agreement" with Mr. Gilbert W. Harris re property acquired in Crook County for use as cinder pit.

"Easement" to U. S. Corps of Engineers to be conveyed later to Southern Pacific Railroad Company covering right of way for railroad construction at Pleasant Hill grade separation on Willamette Highway in Lane County.

"Agreement" covering road closure in connection with construction of Goshen-Coast Fork Willamette River Unit of Goshen-Divide Section of Pacific Highway, Lane County.

"Cooperative Agreement" with Southern Pacific Railroad Company and U. S. Government re construction of a lookout area at Meridian Dam.

"Agreement and Service Contract" with California-Pacific Utilities Company covering proposed power line extension for electric energy for use in operation of platform truck scale at junction of US 20 and US 395 north of Burns.

"Agreement" with Pacific Telephone and Telegraph Company covering one operation channel for speech transmission connecting State Highway radio transmitter in Maintenance Superintendent's Office in Grants Pass with State Police Office located south of Rogue River.

"Finance & Maintenance Agreements" with Curry County covering the Sixes Junction Section.

"Agreement" with Southern Pacific Railroad Company covering the Seven Oaks Overcrossing on the Pacific Highway in Jackson County.

"Supplemental Throughway Agreement" with Douglas County covering certain road closures in connection with the Fairgrounds-Shady Unit of the Pacific Highway in Douglas County.

"Agreement" with Central Lincoln Peoples Utility District re State guarantee to provide service at Honeyman State Park overnight camping area.

"Agreement" extending existing agreement with State Board of Higher Education re research on design of fish ladders in box culverts.

"Agreement" with Multnomah County providing for relocation of county roads with the Sunset Highway at Sylvan.

"Quitclaim Deed" with Earl W. Arnold for parcel of land lying in the Northeast quarter of Section 8, Township 11 South, Range 2 West, W. M., Linn County.

The meeting adjourned at 4:30 p.m. to reconvene the following day in the same room.

Portland, Oregon
January 22, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction were opened and read aloud by the Secretary as follows, at the conclusion of which he announced that the award of contracts would be made by the Commission at 4:00 p.m. in the same room:

PACIFIC HIGHWAY WEST IN BENTON COUNTY
MONROE BRIDGE SECTION

	Using Concrete or Metal Posts	Using Treated Wood Posts
Murray & Stanford, Bend	$ 83,462.00	$ -----
Tom Lillebo, Reedsport	86,970.50	-----
Central Heating Company, Eugene	87,419.00	87,419.00
Valley Construction Company, Portland	90,674.00	-----
Wall, Bartram & Sanford, Portland	91,518.10	91.518.10
Hamilton & Thoms, Eugene	92,092.00	-----
R. H. Jones, Hillsboro *	94,317.00	94,317.00
John Kovtynovich, Eugene **	101,748.50	101,748.50
Schrader Construction Company, Portland	103,018.00	-----
Hannan Brothers, Portland **	103,716.20	103,716.20
Natt McDougall Company, Portland	-----	104,349.50
Parker-Johnson Company, Portland	109,319.00	109,319.00

* Bidder will accept award of only two projects.
** Bidder will accept award of only one project.

CLATSOP COUNTY
PAVING COLUMBIA RIVER HIGHWAY

	Using Concrete or Metal Posts	Using Treated Wood Posts
Jed Wilson, Seaside	$112,731.50	$ -----
United Paving Company, Walla Walla, Wash.	115,581.50	115,581.50
J. N. Conley, Portland	-----	116,411.00
Peter Kiewit Sons' Company, Longview, Wash.	123,257.00	122,857.00
Warren Northwest, Inc., Portland	124,869.00	124,269.00
Central Heating Company Oreg. Ltd. Eugene	125,450.50	125,450.50
E. C. Hall Company, Portland	-----	126,349.00
Acme Construction Company, Eugene	-----	126,779.00
Parker-Schram Company, Portland	128,240.50	-----
McNutt Brothers, Eugene	150,899.50	149,899.50

CURRY COUNTY
SIXES JUNCTION SECTION

Fred H. Slate Co. Oreg. Ltd., Portland	$ 26,122.00
Martin Kincheloe, Myrtle Point	28,756.00
Coos Bay Dredging Company, Coos Bay	29,423.50
Peter Kiewit Sons' Company, Longview, Washington	31,718.60
A. H. Saxton & Son, Corvallis	34,372.00
Stanton W. Payne, Eugene	34,437.00
Fodge and Collins, Waldport	39,320.00

January 22, 1954

LANE COUNTY
GOSHEN-COAST FORK STRUCTURES

R. H. Jones, Hillsboro	$ 97,965.20
Tom Lillebo, Reedsport	102,510.00
Hamilton & Thoms, Eugene	106,552.00
Central Heating Co. Oreg. Ltd., Eugene	107,750.00
Babler Brothers, Inc., Portland	108,465.00
John Kovtynovich, Eugene *	109,556.00
Orlando C. Bennard, Portland *	109,914.00
Young and Smith Construction Co., Grants Pass	110,852.00
Valley Construction Co., Portland	112,030.00
J. S. Crepeau Construction Co., Cottage Grove	113,231.06
P. S. Lord Mechanical Contrs. & Columbia Empire Construction Company, Portland *	113,235.00
Hannan Brothers Company, Portland *	116,015.00
W. H. Shields Construction Company, Eugene	116,534.50
Glenn Snook, Eugene	117,956.00
Lee Hoffman, Beaverton	122,290.00

* Bidder will accept award of only one project.

LINCOLN COUNTY GRADING AND PAVING
BEAR CREEK-SCOTTS POINT SECTION

Calkins Crushing Company, Ocean Lake	$160,218.00
Stanley W. Payne and F. H. McEwen, Eugene	165,763.00
J. N. Conley, Portland	167,188.00
Acme Construction Company, Eugene	169,020.00
Parker-Schram Company, Portland	182,880.00
John A. Logan, Portland	185,154.50
Coos Bay Dredging Company, Coos Bay	198,842.00
McNutt Brothers, Eugene	207,600.00

MARION COUNTY
NIAGARA-DETROIT GUARD RAIL PROJECT

	Using Concrete or Metal Posts	Using Treated Wood Posts
R & M Construction Co., Central Point	$ 20,584.00	$ 19,422.00
Glen Ousley, Eugene	20,169.00	22,161.00
Wulfert Company, San Leandro, California	21,497.00	20,252.00
Columbia Empire Constructors, Inc., Portland	24,734.00	22,742.00
Buel, Baker and Davis, Hillsboro	24,402.00	23,074.00
Warren Northwest, Inc., Portland	24,734.00	23,572.00
George H. Clausen, Gladstone	25,564.00	23,738.00
Lind & Marr Construction Co., Beaverton	26,145.00	24,485.00
Young & Smith Construction Co., Grants Pass	29,797.00	28,137.00

January 22, 1954

Niagara-Detroit Section (cont.)

Johnson & Amens, McMinnville	$ 30,295.00	$ 29,050.00
Sprague-McDowell Company, Seattle, Wash.	32,370.00	29,880.00

MARION COUNTY
CHEMAWA OVERCROSSING

Babler Brothers, Inc., Portland	$107,160.00
James and Yost, Inc., Portland	112,318.50
P. S. Lord Mechanical Contractors & Columbia Empire Contractors, Inc., Portland *	112,643.00
Valley Construction Company, Portland	113,565.00
Young and Smith Construction Co., Grants Pass	114,075.00
Lee Hoffman, Beaverton	114,330.00
R. H. Jones, Hillsboro **	114,382.00
Natt McDougall Company, Portland	116,211.00
Orlando C. Bennard, Portland *	117,975.00
Hannan Brothers Company, Portland *	118,700.00
Parker-Johnson Company, Portland	119,580.00
Birkemeier & Saremal, Portland	120,640.00
Tom Lillebo, Reedsport	121,885.00
Hamilton & Thoms, Eugene	122,530.00

* Bidder will accept award of only one project
** Bidder will accept award of only two projects

MORROW AND GILLIAM COUNTIES
LEXINGTON ROCK PRODUCTION PROJECT

and

UMATILLA COUNTY
HERMISTON ROCK PRODUCTION

	Lexington Rock Prod.	Hermiston Rock Prod.	Total Combined Bid
Rogers Construction Co., Portland	$41,860.00	$26,360.00	$68,220.00
Vernie Jarl, Gresham	44,990.00	27,495.00	72,485.00
J. Arlie Bryant, Spokane, Wash.*	47,320.00	25,070.00	72,390.00
C. C. Meisel, McMinnville	47,138.00	28,558.00	75,696.00
H. J. & H. W. Miller, Baker	------	28,558.00	------
E. H. Itschner Co , Molalla *	47,320.00	30,411.00	77,731.00
Barney B. Helser, Moro	52,780.00	29,975.00	82,755.00
E. C. Hall Co., Portland *	52,210.00	31,610.00	83,820.00
P. B. Doherty & Son, Portland *	54,418.00	30,738.00	85,156.00
Peter Kiewit Sons" Co , Longview, Wash.*	57,694.00	33,136.00	90,830.00
Arthur Simonsen, Baker	65,338.00	26,596.00	91,934.00

January 22, 1954

Lexington and Hermiston Rock Production projects (cont.)

McNutt Brothers, Eugene *	$70,980.00	$42,510.00	$113,490.00
James-Scott Company, Walla Walla, Washington	------	46,325.60	------
J. N. Conley, Portland *	52,530.00	------	------
Newport Construction Co., Portland	61,020.00	------	------

* Bidder will accept award of Lexington Rock Production Project only in combination with the Hermiston Rock Production Project.

MULTNOMAH COUNTY
SUNSET HIGHWAY SYLVAN SECTION

Logan, Taylor & Company, Portland	$66,871.50
Parker-Schram Company, Portland	67,199.00
Porter W. Yett, Portland	67,995.50
Oregon Asphaltic Paving Company, Portland	69,328.00
Q. L. Rufener, Portland	70,000.00
Erland & Blickle, Portland	71,461.50
Portland Road & Driveway Company, Portland	72,643.00
J. Bacaloff Company, Portland	82,850.50

UMATILLA COUNTY
PENDLETON OFFICE BUILDING

McCormack Construction Company, Pendleton	$25,000.00
Bechtel Brothers, Elgin	25,060.00
Wallan & Son, Pendleton	25,152.00
Sam L. Godwin, Hermiston	25,557.00
J. E. Jeremiah, Portland	27,738.05
Marshall Construction Company, Hermiston	27,834.00
R. H. Jones, Hillsboro *	28,215.00

* Bidder will accept award of only two projects

Mr. Garnet Barratt, Morrow County Judge, appeared before the Commission concerning an extension of the Paterson Ferry Road southerly from its junction with US 730 to a connection with the Columbia River Highway at a point about 4½ miles east of the town of Boardman. Judge Barrett explained that Morrow County plans to construct a road southerly from such junction with US 30 along the east boundary of the U. S. bombing range, to a connection with State Route 207 northeast of Lexington and needs the connecting road in order to provide a direct route to the ferry which the county plans to keep in operation. He asked the Commission to designate the connecting road as a state secondary highway and to construct the same as such. In support of his request, he gave

figures on traffic volumes, both passenger cars and trucks, that crossed the ferry during 1953, amounting to approximately 140,000 vehicles. The Commission took the matter under advisement.

Messrs. Al L. Brown and M. James Gleason, Chairman and member respectively of the Board of County Commissioners of Multnomah County appeared before the Commission concerning construction of a ramp at the east end of the Ross Island Bridge in Portland to carry traffic from the bridge to McLoughlin Boulevard (US 99E). Mr. Gleason pointed out that traffic is becoming congested on this bridge, particularly in the evenings, due in large part to the slow-up necessitated by the circuitous movement of traffic which now turns south off the bridge, to continue south on McLoughlin Boulevard. He proposed that the County and the State cooperate on a 50-50 basis in construction of a ramp to facilitate traffic desiring to move south on McLoughlin Boulevard. Mr. Brown emphasized the growing acuteness of the situation and urged early action. The Engineer declared this project second in importance of all highway projects in the Portland area. Chairman Chandler stated that the Commission realizes that the present facilities at this location are inadequate and that the Commission will give the proposal its immediate attention.

Mr. Charles McLean, Grants Pass, Highway Director, Josephine County Chamber of Commerce, and Mr. C. A. Hubbard, Medford, representing the Highway Committee of the Jackson County Chamber of Commerce, came before the Commission and requested improvement of the Crater Lake Highway, particularly the Flounce Rock Section thereof between Prospect and Trail. Mr. Hubbard stated they have been informed that the Bureau of Reclamation's plans for a high dam on Rogue River have been dropped so that project no longer will affect the location of the highway. He emphasized the need for the highway improvement, pointing out that the group of southern Oregon counties has recommended this as the No. 2 project in a list that was presented to the Highway Interim Committee in 1948. He also asked for improvement of the Pacific Highway north of the junction of Central Avenue and Riverside Avenue in Medford, which, at present, is very rough. Chairman Chandler advised that the Commission, in session on the previous day, authorized a survey of the Flounce Rock Section of the Crater Lake Highway in which they are interested, and that it is planned to call bids for aerial survey work at the February meeting of the Commission.

The Commission discussed with the Right of Way Engineer the status of right of way acquisitions necessary for the February contract letting. The Right of Way Engineer advised that there should be no delays in awarding contracts on account of right of way difficulties unless perchance it be in connection with the Goshen-Divide project. Chairman Chandler and Commissioner Reynolds each expressed a dislike to delaying the contractors in the starting of their work. The Engineer replied that there has been very little complaint from contractors on that account and that a delay of a month or six weeks would ordinarily not be harmful to a contractor, particularly on the contracts awarded during the winter season, but that an investigation will be made and when it appears that a delay is necessary, the advertisement for the work will be deferred until the major portion, at least, of the right of way is optioned

Commissioner Reynolds brought up for discussion the disposition to be made of the Fred Meyer building on the T. H. Banfield Expressway in Portland. The Engineer stated that it is planned to call for bids in February for a contract to cut off that portion of the building that must be removed to accommodate the highway pro-

ject. Mr. Meyer, he stated, objects to the cutting off of the building as of March 1 and has asked that the work be deferred for at least a month. He pointed out that such a delay will interfere with the grading contractor's operations, and he recommended adherence to the original plan to start cutting off the building on March 1, 1954. The Commission approved the recommendation.

A delegation representing the Stayton City Council came before the Commission regarding improvement of Tenth Street in Stayton as a Special City Allotment Project. The following people were present: Mayor M. J. Martin, Councilmen A. J. Frank and G. W. Schachtsick, City Attorney Joseph M. Devers, and City Engineer John Nightingale. Mr. Devers, who acted as spokesman, introduced the members of the delegation and explained details with respect to their project. He advised that a new hospital has been constructed in the northeast part of Stayton and that Tenth Street was built as an access street thereto, however, the street was extended north to a connection with a county road (Fern Ridge Road) and a considerable volume of North Santiam Highway traffic is using it as a route of that highway rather than the designated route through the city, in order to avoid the several right-angle turns. He urged the Commission to authorize improvement of Tenth Street, and he gave as his feeling that they are entitled to it. Mr. Nightingale stated that the city has spent about $3,000 in opening Tenth Street. Mr. Frank estimated that three out of five vehicles on the North Santiam Highway use the Tenth Street route rather than the designated route. Mr. Martin stated that Stayton has never shared in the Emergency Fund, and it was his feeling that Tenth Street qualifies by reason of heavy traffic. Chairman Chandler explained that out of a large number of city projects requested, only about one-third were approved by the Commission after each was carefully analized, using the same formula. The analysis, he said, revealed that the project does not qualify for Special State Tax Street Funds so was rejected. He also said that available funds for this year have been allocated to specific projects so there is no chance for the improvement this year, but the Commission will give it further consideration in formulating the 1955 program.

The meeting recessed at noon and reconvened at 2:00 p. m. in the same room with the same persons present and participating.

A delegation representing the Clackamas County Court, the Oregon City Common Council, and the Oregon City Chamber of Commerce came before the Commission concerning improvement of 82d Avenue, route of the Cascade Secondary Highway between Oregon City and Portland. The following people composed the group: Messrs. Wallace R. Telford, Clackamas County Judge; Stan Skoko and Robert Jones, County Commissioners; Ed Carswell, Secretary, Oregon City Chamber of Commerce; Walter Buse, Paul Sauve and C. H. McGirr, members of the Chamber of Commerce; and Bob Wyrick, Merle Brown, D. G. Dunmire and Ray Dunmire, businessmen. Judge Telford was principal spokesman and introduced the members. He stated that he has inspected the route proposed by the State Highway Engineer and that such route has his personal approval and that of the County Court. He pointed out the hazardous condition caused by the narrow bridge at Parkplace and urged that the improvement be undertaken in the immediate future to facilitate the flow of traffic between Portland and Oregon City. Other members of the delegation emphasized the need for a new bridge at Parkplace and stated that their principal

concern is in selecting the best route for whatever improvement is made.

Judge Telford also brought up the matter of the proposed overpass of the Southern Pacific Railroad at Clackamas, and the proposed closure of one of the county roads that is involved (Market Road No. 16). He stated that he personally favors closure of the road, but the other two County Commissioners do not. Commissioner Skoko explained that he and Commissioner Jones feel that Market Road No. 16 should not be closed because there are possibilities of industrial development in the area which will require use of this road. He mentioned a possible expenditure of $12,000,000 in industrial plants. Commissioner Jones stated that he agrees with Mr. Skoko and that they will write the Commission more about the matter in a few days. The Commission deferred action on the matter.

Mrs. Kathryn Moore, Wolf Creek, Oregon, came before the Commission to urge a remedy for what she termed a bad drainage condition that exists at her place of business, and the re-opening of a point of access to her property on the Pacific Highway at Wolf Creek. She stated that access to her property has been blocked off with a fence which she wants removed. She also asked for improvement of drainage facilities so her property will not be flooded as in the past. Chairman Chandler stated that the Commission is quite familiar with the situation and will have the Engineer investigate the drainage problem. Concerning the matter of access, the Chairman pointed out that only one point of access was allowed the property in the original transaction for the right of way, and it now appears that conditions have not changed that demand an additional access. The Commission, he stated, has a definite policy in the granting of accesses to the Pacific Highway and other major highways, and cannot deviate from that policy without breaking it down. He repeated that it was definitely understood when the right of way was acquired that there would be only one access to the highway,and the Commission is not inclined to alter the arrangement now. Following Mrs. Moore's departure, Chairman Chandler suggested that it might be advisable to remove the fence and substitute posts. The Engineer was instructed to look into the matter.

A delegation from Astoria representing the Astoria Chamber of Commerce and the Clatsop County Central Labor Council appeared before the Commission to protest a proposed increase in toll rates for the Astoria-Megler Ferry. The following people composed the group: Messrs. Delbert Moore, President, Chamber of Commerce; Arthur Hildebrand, Director, Chamber of Commerce; J E. Flynn, member, Chamber of Commerce; Eli McConkey, Central Labor Council; and Walt Lofgren, Secretary, Central Labor Council. Mr. Flynn, who acted as spokesman, introduced the members of the delegation. He stated that they understand the Commission is thinking about increasing the ferry charges so want to be on record as opposed thereto because any increase will have a tendency to divert traffic to the detriment of business interests along the North Oregon Coast. There is a strong feeling, he stated, that the ferry at Astoria should be operated as a free ferry. Mr. Lofgren pointed out that an increase in ferry rates would affect adversely many workers in the area. He pointed out that five bridges along the Oregon Coast Highway have been constructed eliminating ferries and that no toll is charged for use of the bridges. He declared that a raise in rates is the penalizing of local people. Mr. Moore cited a decrease in traffic coming from Washington to trade in Astoria. A lot of these people, he said, now go to Longview and other Washington towns to do their shopping, and he gave as his feeling that a larger number would go there if the rates are increased.

He suggested that the rates should be decreased rather than increased. Commissioner McIver inquired if the delegation definitely favored a free ferry. Mr. Flynn replied that they do on the basis that no toll should be collected on a link in a major highway. Chairman Chandler pointed out that sometimes bridges are constructed on a toll basis, and tolls collected until the construction costs have been recovered when the toll is removed. The fees charged for operating the Astoria Ferry, he said, are not set to amortize the cost of the ferry, but are simply an attempt to pay the cost of operation. He added that a study of rates charged for comparable service in the Puget Sound area in the State of Washington reveals that even with the proposed increase in rates, the Astoria-Megler ferry rates will still be lower than those charged in Washington. He concluded the discussion by stating that the Commission is attempting to do what it considers is the best thing for the State of Oregon as a whole without favoring any particular community and that the Commission has taken no action as yet on the recommended increase in ferry rates.

Mr. Howard C. Merriam, Chairman, Road Committee of the Lane County Chamber of Commerce headed a group from Eugene which appeared before the Commission to urge approval of the "Q" Street route between Eugene and Springfield. Included in the group were Mr. William Tugman, Editor of the Eugene REGISTER GUARD; and Messrs. Kenneth Neilson and Ralph Peterson, County Commissioners. Mr. Merriam asked the Commission for a favorable decision on their previous proposition whereby Lane County will assume jurisdiction over the Fox Hollow State Secondary Highway if the Commission will take over and place on the highway system the "Q" Street route between Eugene and Springfield. He pointed out the large volume of traffic that highways carry in the area around Eugene and Springfield, and he urged adoption of the "Q" Street route now and acquisition of right of way which he said can be obtained presently at much less cost than later on. Mr. Tugman stated that this route has been favored for a number of years and that the great increase in traffic necessitates its early construction. Chairman Chandler advised that a survey of the proposed route is now under way, but it will take several months to complete it. As soon as the survey is completed and there has been time to analyze it, further action can then be taken.

Mr. Charles McLean of the Grants Pass Chamber of Commerce was present and asked the Commission to take some action with respect to construction of another bridge to replace the existing "Caveman Bridge" across the Rogue River on the Pacific Highway in Grants Pass. He emphasized the fact that the bridge carries a large volume of traffic, and he suggested that it would be in order to conduct a survey to determine the need for an additional facility. Chairman Chandler stated that a survey has been authorized in this area which will include the "Caveman Bridge" and that when the survey is completed, a more definite answer can be given. He pointed out, however, that there is no money presently available to finance the new bridge and that the future plan is to relocate the Pacific Highway so as to by-pass Grants Pass which will eliminate this bridge as a part of the highway.

A delegation representing the Westside Highway Association came before the Commission to request improvements to the Pacific Highway West

and the Amity-Dayton Secondary Highway. The following people were present: Messrs. Carl Francis, Dayton, State Representative; Aubrey H. Bond, Corvallis, County Commissioner; Clifford A. Elliot, Manager, Chamber of Commerce at McMinnville, George Cooper and Carnes Schulmerich, members of the Monmouth Chamber of Commerce and the Westside Highway Association; B. M. LeFevre, Vice-president, Westside Highway Association; Floyd Willert, Chairman, Westside Highway Association; and James Stanard, member, Westside Highway Association. Mr. Willert introduced the members of the delegation. Mr. Bond expressed his appreciation for improvements made north of Corvallis and Monmouth and called attention to the need for a new bridge at Dayton which, he said, is their No. 1 project. He also asked for widening of narrow sections north of Rickreall and south of Corvallis. Mr. LeFevre urged elimination of the railroad underpass near Newberg, improvement of the bridge south of Amity, and construction of a new bridge at Rickreall. He also requested improvement at Holmes Gap and the widening of narrow bridges and pavement at Newberg where, he said, a bottleneck condition exists. Mr. Stanard endorsed the requests made by Mr. Bond and Mr. LeFevre, and in addition urged the elimination of several sharp curves on the Amity-Dayton Secondary Highway and the removal of the "dip" on US 99W at Whiteson. Mr. Willert called attention to a transformer located south of Dayton, which with the surrounding fence, blocks the view of the highway and has been the cause of fatal accidents. He urged corrective measures to eliminate this hazard. He mentioned that their objective is improvement of the entire Pacific Highway West. Chairman Chandler stated that an intensive study is now being conducted coveringthe entire situation in the McMinnville-Dayton area and no conclusions can be drawn until the study is completed; however, it is likely that replacement of the bridge north of Dayton will be the first project undertaken.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows; the Commission's decisions being by unanimous vote:

"Grading, surfacing, and paving 0.19 mile of highway roadbed and construction of a reinforced concrete bridge on the Pacific Highway West at Monroe, Benton County: The contract has been awarded to the low bidder, Murray and Stanford, Bend, at their bid price of $83,462.00.

"Paving and furnishing crushed stone in stockpiles on Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County: Jed Wilson, Seaside, submitted the low bid on this project and has been awarded the contract at his bid prive od $112,731.50.

"Grading and paving Sixes Junction Section of the Sixes-Dry Creek County Road at Sixes in Curry County: The Commission elects to accept the bid of Fred H. Slate Company, Oregon Ltd., in the sum of $26,122.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Curry County is received and the sum of $5,900.00 is deposited by the County.

"Construction of three concrete structures on Goshen-Coast Fork, Willamette River Unit of Pacific Highway in Lane County: The low bidder, R. H. Jones, Hillsboro,

has been awarded the contract at his bid price of $97,965.20.

"Grading and paving and furnishing of crushed stone in stockpile on Bear Creek-Scotts Point Section of the Siletz Secondary Highway in Lincoln County. The Commission has awarded the contract to Calkins Crushing Company, Oceanlake, the low bidder, at their bid price of $160,218.00

"Construction of metal guard rail on North Santiam Highway between Niagara and Detroit in Marion County: The Commission has awarded the contract to the low bidder, R & M Construction Company, Central Point, using treated wood posts, at their bid price of $19,422.00.

"Construction of Chemawa Overcrossing of Southern Pacific Company tracks on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County: The Commission elects to accept the bid of Babler Brothers, Inc. in the sum of $107,160.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Lexington Rock Production Project on the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties and Hermiston Rock Production Project on four state highways near Hermiston, Stanfield, and Echo in Umatilla County: The Commission has awarded the contracts to Rogers Construction Company, Portland, who submitted the low combination bid on these jobs in the total amount of $68,220.00.

"Pavement widening and grading and paving county road connections on Sylvan (Humphrey Boulevard Connection) Section of the Sunset Highway in Multnomah County: The low bidder, Logan, Taylor & Company, Portland, has been awarded the contract at their bid price of $66,871.50.

"Construction of the Pendleton Office Building in Umatilla County: The contract has been awarded to McCormack Construction Company, Pendleton, on the basis of their low bid in the amount of $25,000.00."

The Commission approved a request from the Chief Counsel for authority to condemn a parcel of property belonging to E. R. Wright consisting of approximately 13 acres on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County. He explained that the property is needed as a gravel pit.

There being no further business to come before the Commission, the meeting adjourned at 4:10 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

January 22, 1954

EXHIBITS "A" through "O"

Minutes of

January 21 and 22, 1954

EXHIBIT "A"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows.

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY HIGHWAY

20073 **Edwards, Robert R. and Marjorie L.** (Smith)
Right of Way (8516 S.W. 22nd Ave
Option expires June 6, 1954

10,000 sq. ft. at $0.17	$ 1,700.00
House: 660 sq. ft. at $9	5,940.00
Garage and Driveway	700.00
Tax adjustment on 1953-54 taxes	85.00
Amount to be paid owners-chrg to Right of Way	$8,425.00

Grantor will either rent or vacate property within 5 days after receipt of settlement.

Takes all-

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY HIGHWAY (cont)

21615 Cummings, Harry and Margaret (Grant)
Right of Way (SW 1st between Nebraska and Iowa)
Option expires June 6, 1954

43,530 sq. ft. at $0.08+	$ 3,600.00	
Amount to be paid owners-chrg to Right of Way		$ 3,600.00
State to assume 1953-54 taxes. Estimate		60.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 3,660.00

Access controlled-none allowed

CITY LIMITS-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY

20994 Parker, Dean N. and Doris F. (Johnson)
Right of Way (10021 S. W. 48th Ave.)
Option expires January 22, 1954

10,500 sq. ft. at $0.15	$ 2,475.00	
House: 1050 sq. ft. at $9	9,450.00	
Garage: 490 sq. ft. at $2.50	1,225.00	
Amount to be paid owners-chrg to Right of Way		$13,150.00

Grantor to vacate within 5 days after payment or may rent.

Takes all-

20996 Bovard, Oliver Kurby and Inge R. (Smith)
Right of Way (10101 SW 48th)
Option expires May 11, 1954

12,000 sq. ft. at $0.15	$ 1,800.00	
House: 1056 sq. ft. at $8.50	8,976.00	
Garage: 350 sq. ft. at $2	700.00	
Allowance for additional fencing	24.00	
Amount to be paid owners-chrg to Right of Way		$11,500.00

Grantor to either rent or vacate property within 5 days after receipt of payment.

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY (cont)

20996 Bovard, Oliver Kurby and Inge R. (cont)

State to assume half of 1953-54 taxes. Estimate $ 54.00

GRAND TOTAL (Estimate) chrg to Right of Way $11,554.00

Takes all-

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

19683 Josey, Ruby M. et al (Smith)
Right of Way
Option expires June 15, 1954

0.82 acre, lump sum	$ 2,600.00	
Amount to be paid owners-chrg to Right of Way		$ 2,600.00
State to assume half of 1953-54 taxes. Estimate		13.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 2,613.00

Takes all-

19700 Krause, Herman and Louise (Smith)
Right of Way
Option expires June 3, 1954

2.82 acres at $1,000	$ 2,820.00	
House: 672 sq. ft. at $4.50	3,024.00	
Garage, woodshed, chicken house	300.00	
Well and pump equipment	650.00	
Tax adjustment	28.00	
Amount to be paid owners-chrg to Right of Way		$ 6,822.00

Takes all-

22901

EXHIBIT "A" (cont)

ZIG ZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY FOREST ROAD PROJECT

21274 Core, W. W. and G. M. (Johnson)
Right of Way
Option expires July 7, 1954

10,454 sq. ft. at $0.14	$ 1,463.56	
Amount to be paid owners-chrg to Right of Way		$ 1,463.56

Access controlled-none allowed except to frontage road to be constructed

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

10006 Brown, W. A. and Martha (Grant)
Right of Way
Option expires June 21, 1954

5000 sq. ft. at $0.10	$ 500.00	
House: 714 sq. ft. at $4.50	3,213.00	
Garage	87.00	
Amount to be paid owners-chrg to Right of Way		$ 3,800.00

Takes all-

21313 Schwab, A. A. and Mary N. (Grant)
Right of Way
Option expires June 30, 1954

0.93 acre, lump sum	$ 350.00	
Allowance to move 630 ft. fence	150.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

Grantor to remove fence by April 1, 1954

THINGS TO BE DONE BY THE STATE

Access allowed at present drive at Sta. 370+35, South, for farm and residential activity.

Access controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21317 Borjesson, Albert E. and Blanche Mary (Grant)
Right of Way
Option expires July 4, 1954

2.63 acres at $350	$ 920.50	
0.1 acre at $200	20.00	
Allowance to move 1500 ft. fence at $0.24-	359.50	
Amount to be paid owners-chrg to Right of Way		$ 1,300.00

THINGS TO BE DONE BY THE STATE

Access for dairy and residential use, South side at Sta. 402+00.

Access controlled-

10011 Dodson, Dan C. and Iona (Grant)
Right of Way
Option expires June 16, 1954

27,500 sq. ft. at $0.10	$ 2,750.00	
House: 1023.75 sq. ft. at $4	4,095.20	
Garage and Shed: 604 sq. ft. at $1	604.00	
6 nut trees and shade tree, lump sum	150.80	
Amount to be paid owners-chrg to Right of Way		$ 7,600.00

Takes all-

21316 Cody, Loyal L. and Doris DeLap (Grant)
Right of Way
Option expires July 5, 1954

1.98 acres at $353+	$ 700.00	
Allowance to move 1310 ft. fence at $0.158+	200.00	
Amount to be paid owners-chrg to Right of Way		$ 900.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 390+60, South side for dairy and residential use.

Access controlled-

EXHIBIT "A" (cont)

SUNSET CAMP-MANNING SECTION-SUNSET HIGHWAY

19438 Colwell, George W. and Ethel (Johnson)
Waysides
Option expires June 9, 1954

0.15 acre, lump sum	$ 250.00	
Amount to be paid owners-chrg to Park Site		$ 250.00

Takes all-

19432 Hannan, Kenneth B. (Johnson)
Waysides
Option expires June 8, 1954

1.39 acres, lump sum	$ 850.00	
Amount to be paid owners-chrg to Park Site		$ 850.00

Takes all-

19445 Gutfeld, Arnold and Frances (Johnson)
Waysides
Option expires June 19, 1954

0.06 acre, lump sum	$ 125.00	
Amount to be paid owners-chrg to Park Site		$ 125.00

Takes all-

FALL CREEK BRIDGE SECTION-MIST-CLATSKANIE HIGHWAY

21303 Longview Fibre Company (Benner)
Right of Way
Option expires June 13, 1954

1.47 acres at $15	$ 22.05	
Timber growth	92.00	
Amount to be paid owners-chrg to Right of Way		$ 114.05

Access not controlled- (confirmation of phone approval by McIver 12-10-53)

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21358 Gile, Robert C. and Lois W. (Black)
Right of Way (Park Lane)
Option expires June 8, 1954

1000 sq. ft. at $0.10	$ 100.00
120 ft. fence at $2	240.00
2 fir trees at $75	150.00
4 vine maple trees at $25	100.00
760 sq. ft. lawn at $0.05	38.00
Allowance to move shrubs, lump sum	30.00

Amount to be paid owners-chrg to Right of Way $ 658.00

Access not controlled-

20840 Jensen, Peter E. and Bertha M. (Benson)
Right of Way
Option expires July 4, 1954

9.85 acres at $175	$ 1,723.75
House: 1440 sq. ft. at $7	10,080.00
84 rods fence at $4	336.00
Well, pump house, pump	850.00
Barn: 2646 sq. ft. at $0,50	1,323.00
Brick hog house	1,440.00
Tool shed: 1296 sq. ft. at $2	2,592.00
Garage and Storage: 1008 sq. ft. at $1.50	1,512.00
Wood shed and 2 chicken houses	350.00
Storage: 630 sq. ft. at $1	630.00
Garage: 440 sq. ft. at $3	1,320.00
Sidewalks and shrubbery	640.25

Amount to be paid owners-chrg to Right of Way $23,000.00

Grantor may occupy buildings until July 1, 1954.
Grantor may retain portable corn cribs and hog shelters.

Access controlled-none allowed

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

19985 Farmer, G. C. and Virgia (Benner)
Right of Way
Option expires July 6, 1954

2 acres	$ 9,583.00
House: 5 rooms	4,500.00
Well, pump and pump house	1,000.00
Shed and work shop: 720 sq. ft. at $1	720.00
197 ft. graveled drive at $1	197.00
Garage	250.00
Shrubs and lawn	250.00
20 fruit trees at $25	500.00

Amount to be paid owners-chrg to Right of Way $17,000.00

Grantor allowed to remove oil circulator, pipe and tank from house, oil cook stove, pipe and tank connection from pump house. State to have possession upon payment for property.

Takes all-

21183 Van Sweringen, F. D. and Martha (Benner)
Right of Way
Option expires July 6, 1954

0.283 acre	$ 1,235.00
8 cherry trees at $25	200.00
New septic tank and re-establishment of drain field	300.00
Encroachment and general damage	2,515.00

Amount to be paid owners-chrg to Right of Way $ 4,250.00

Access controlled-none allowed except to frontage road

21179 Saucy, Marc H. and Hulda (Benner)
Right of Way
Option expires July 10, 1954

1 acre orchard	$ 1,250.00
2 acres pasture at $1000	2,000.00
8.05 acres at $600	4,830.00

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND- SALEM EXPRESSWAY (cont)

21179 Saucy, Marc H. and Hulda (cont)

2 acres at $350	$ 700.00
160,000 FBM timber at $20	3,200.00
180 rods fence at $4	720.00
Severance damage and offsets well and buildings	3,700.00

Amount to be paid owners-chrg to Right of Way $16,400.00

Grantor has until April 15, 1954 to remove personal property or cord wood from taking and to haul wood or timber across taking so long as hauling doesn't interfere with State activities.

THINGS TO BE DONE BY THE STATE

Re-establish driveway as necessitated by change of property line.

Access controlled-none allowed

SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

(Witt)

20922 Board of Control
Right of Way

2.05 acres at $500	$ 1,025.00

Amount to be paid owners-chrg to Right of Way $ 1,025.00

Access controlled-none allowed

CRABTREE CREEK BRIDGE SECTION-ALBANY-LYONS HIGHWAY

(Black)

21277 Horsburgh, Clara
Right of Way
Option expires June 13, 1954

3.33 acres at $400	$ 1,332.00
216 rods fence at $4	864.00
Allowance to move barn, lump sum	300.00
Severance damage	504.00

EXHIBIT "A" (cont)

CRABTREE CREEK BRIDGE SECTION-ALBANY-LYONS HIGHWAY (cont)

21277 Horsburgh,Clara (cont)

Amount to be paid owner-chrg to Right of Way $ 3,000.00

THINGS TO BE DONE BY THE STATE

Build approach to new road opposite approach to old road on both sides of new road. Gravel drive between old and new road.

Access not controlled-

21538 Ray, Ross (Black)
Borrow Pit
Option expires July 7, 1954

1.134 acres at $200	$ 227.00
61 rods fence at $4	244.00

Amount to be paid owners-chrg to Gravel Site $ 471.00

BEAR CREEK-SCOTTS POINT SECTION-SILETZ HIGHWAY

21281 Columbia River Paper Mills (Black)
Right of Way
Option expires June 23, 1954

0.36 acre, lump sum	$ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Place culvert under present private road.

Access not controlled-

NORTH CORVALLIS SECTION-PACIFIC HIGHWAY WEST

15182 Richfield Oil Co. SUPPLEMENTAL REPORT (Haskin)
Right of Way

Transportation of bulk gasoline from Corvallis to Albany	$ 119.89

Amount to be paid owners-chrg to Right of Way $ 119.89

EXHIBIT "A" (cont)

NORTH CORVALLIS SECTION-PACIFIC HIGHWAY WEST (cont)

15182 Richfield Oil Co. (cont)

Access controlled-(Moving approved May 24, 1951 for estimated $15,000 for which Jim Turner's low bid of $12,120 was paid November 1953, did not include this item.)

MONROE SECTION-PACIFIC HIGHWAY WEST

21252 Monroe Feed Store (Benner)
Right of Way
Option expires June 9, 1954

26, 136 sq. ft. at $0.10+	$ 2,750.00	
1 acre pasture land	250.00	
Allowance to move shed from R/W	150.00	
10 rods fence at $4	40.00	
Encroachment damage	560.00	
Amount to be paid owners-chrg to Right of Way		$ 3,750.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 2+00, East, re-establish entrance. Access at Sta. 13+00, North, re-establish entrance. Grantor to move building by Feb. 28, 1954.

Access controlled-

NEWPORT-TOLEDO SECTION-CORVALLIS-NEWPORT HIGHWAY

21501 Lincoln County (Benner)
Right of Way (Slide area)
Option expires June 22, 1954

1.38 acre, lump sum	$ 200.00	
Amount to be paid owners-chrg to Right of Way		$ 200.00

Grantor has until June 1 to remove merchantable growth.

Takes all-

SPRINGFIELD-JASPER SECTION-SPRINGFIELD-CRESWELL HIGHWAY

19580 Wilhelm, George A. et al (Reeder)
Gravel Site
Option expires June 17, 1954

1.03 acres at $200	$ 206.00	
Amount to be paid owners-chrg to Gravel Site		$ 206.00

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21240 Jones, Delbert S. and Ruth Inez (Holt)
Right of Way
Option expires July 6, 1954

.35 acre, lump sum	$ 750.00	
House: 1400sq. ft. at $3.25	4,550.00	
63 ft. well	200.00	
Shed	100.00	
TOTAL		$ 5,600.00
Minus value of lot deeded to grantors		1,100.00
Amount to be paid owners-chrg to Right of Way		$ 4,500.00

Grantor may remove pump, well pipe, and must move pump house and garage and vacate premises within 30 days from date of acceptance.

Convey to the optionors above that portion of land lying Northerly and outside the R/W as shown on Map 7B-23-16 as an exchange part of the settlement, upon the grounds and for the reason that the said property in the opinion of the Commission is no longer needed, required or useful for highway purposes.

Access controlled-none allowed

21417 Hammont, Owen G. and Lois W. (Black)
Right of Way
Option expires July 5, 1954

House: 1600 sq. ft. at $8	$12,800.00	
Garage: 600 sq. ft. at $2.50	1,500.00	
9600 sq. ft. at $0.10	960.00	

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21417 Hammont, Owen G. and Lois W. (cont)

Septic tank, yard improvements, concrete wall, lump sum $ 540.00

Amount to be paid owners-chrg to Right of Way $15,800.00
Grantor to give possession by March 1, 1954.

Takes all-

21474 Montgomery, T. L. and Eva L. (Gemmell)
Right of Way
Option expires July 6, 1954

0.01 acre, lump sum $ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

Access controlled-none allowed

21236 Thomas, Richard R. and Emma E. (Holt)
Right of Way
Option expires June 20, 1954

.03 acre, lump sum $ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Reset fence to comply with right of way line.

Access controlled-none allowed

21418 Tibbets, Estus and Gladys (Black)
Right of Way
Option expires June 29, 1954

33,100 sq. ft. at $0.07	$ 2,317.00
4 fruit trees, lump sum	50.00
Old house, lump sum	100.00
12 rods fence at $4	48.00
Damages due to odd shape	135.00

Amount to be paid owners-chrg to Right of Way $ 2,650.00

Access controlled-none allowed

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21421 Hockett, Merle K. and Zenna B. (Black)
Right of Way
Option expires June 28, 1954

0.06 acre, lump sum	$ 150.00	
Amount to be paid owners-chrg to Right of Way		$ 150.00

Access controlled-none allowed

21444 Winders, Uriel H. and Maxine (Black)
Right of Way
Option expires June 27, 1954

6,050 sq. ft., lump sum	$ 500.00	
House: 816 sq. ft. at $7	5,612.00	
Garage: 336 sq. ft. at $2	672.00	
Septic tank, lump sum	300.00	
Yard improvements	316.00	
Amount to be paid owners-chrg to Right of Way		$ 7,400.00

Grantor to vacate by March 1, 1954

Takes all

21443 Winders, Uriel H. and Maxine (Black)
Right of Way
Option expires June 27, 1954

5,500 sq. ft., lump sum	$ 500.00	
Amount to be paid owner-chrg to Right of Way		$ 500.00

Takes all-

21237 Thomas, Richard R. and Emma E. (Holt)
Right of Way
Option expires June 20, 1954

1 acre +	$ 1,200.00	
House: 576 sq. ft. at $3	1,728.00	
Barn and shed	250.00	
Well and pump	150.00	
Amount to be paid owners-chrg to Right of Way		$ 3,328.00

Grantor to vacate 30 days after notice of acceptance.

Takes all-

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21475 Massey, Laura M. (Holt)
Right of Way
Option expires June 29, 1954

17,284 sq. ft., lump sum	$ 500.00
House: 720 sq. ft. at $2.75+	2,000.00
Amount to be paid owners-chrg to Right of Way	$ 2,500.00

Grantor to vacate within 30 days after notification of option acceptance.

Takes all-

21445 DeJarnett, Ralph E. and Arliene C. (Holt)
Right of Way
Option expires June 29, 1954

11,000 sq. ft., lump sum	$ 1,000.00
Amount to be paid owners-chrg to Right of Way	$ 1,000.00

Takes all-

21442 Parks, Henry R. (Black)
Right of Way
Option expires June 28, 1954

5,500 sq. ft., lump sum	$ 500.00
House: 648 sq. ft. at $6	3,888.00
Yard improvements	62.00
Amount to be paid owners-chrg to Right of Way	$ 4,450.00

Grantor to vacate not later than March 1, 1954.

Takes all-

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21234 Reed, Opal M. Haynes (Holt)
Right of Way
Option expires June 9, 1954

.01 acre, lump sum	$ 25.00	
Amount to be paid owner-chrg to Right of Way		$ 25.00

Access controlled-none allowed

21238 Johnson, Walter L. and Annie M. (Holt)
Right of Way
Option expires June 14, 1954

3.5 acres at $488+	$ 1,710.00	
House, outbuildings, filbert trees, lump sum	2,790.00	
Amount to be paid owners-chrg to Right of Way		$ 4,500.00

Grantor to vacate within 30 days after notice of option acceptance.

Takes all-Confirmation of phone approval by Chandler 12-22-53.

21241 Smith, Arthur S. and Hilda (Holt)
Right of Way
Option expires June 20, 1954

66,029 sq. ft. at $0.069	$ 4,556.00	
Severance damages	510.00	
35 rods fence at $4	140.00	
Amount to be paid owners-chrg to Right of Way		$ 5,206.00

Grantor to remove sign boards within 30 days from notification of option acceptance.

Access controlled-none allowed

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21441 Roedel, H. J. and Bertha L. (Black)
Right of Way
Option expires June 30, 1954

0.128 acre, lump sum	$ 500.00	
House: 720 sq. ft. at $5.50	3,960.00	
Septic tank, lump sum	300.00	
Yard improvements, lump sum	140.00	
Amount to be paid owners-chrg to Right of Way		$ 4,900.00

Grantor to give possession by March 1, 1954

Takes all-

21423 Kelly, Frank and Jessie (Black)
Right of Way
Option expires June 30, 1954

2250 sq. ft. at $0.06	$ 135.00	
3 fruit trees, lump sum	38.00	
6 rods fence at $4	24.00	
Damage due to odd shape	53.00	
Amount to be paid owners-chrg to Right of Way		$ 250.00

Access controlled-none allowed

20589 Spears, William Roy and Edna et al (Reeder)
Right of Way
Option expires May 31, 1954

0.14 acre, lump sum	$ 100.00	
Allowance to remove and replace power line and 3 poles	400.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

Construct road approach at Sta. 35+35, 20 ft. wide, West side Goshen Frontage Road.

Access controlled-none allowed except to frontage road.

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION -PACIFIC HIGHWAY (cont)

21487 Plaster, Claude S. and Lulu B. (Holt)
Right of Way
Option expires July 7, 1954

.09 acre, lump sum	$ 100.00	
8 rods fence at $4	32.00	
Amount to be paid owners-chrg to Right of Way		$ 132.00

Access controlled-none allowed

21497 Morris, Chester R. and Iris L. (Holt)
Right of Way
Option expires February 5, 1954

.85 acre, lump sum	$ 800.00	
3 acres at $400	1,200.00	
House: 1000 sq. ft. at $4.40	4,400.00	
Woodshed and chicken house	100.00	
Amount to be paid owners-chrg to Right of Way		$ 6,500.00

Grantor to vacate 30 days from date of acceptance.

Takes all-

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

17377 England, George J. and Isabel M. (Gemmell)
Right of Way
Option expires June 14, 1954

0.57 acre	$ 1.00	
Amount to be paid owners-chrg to Right of Way		$ 1.00

THINGS TO BE DONE BY THE STATE

Construct approach to frontage road opposite Sta. 1432+00.

Access controlled-none allowed except to frontage road.

EXHIBIT "A" (cont)

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY (cont)

(Norlin)

20957 Strong, Mary
Right of Way
Option expires June 15, 1954

0.50 acre, lump sum	$ 1,500.00
4.0 acres grain land at $300	1,200.00
3.0 acres pasture at $200	600.00
0.79 acre timber-pasture, lump sum	100.00
Chicken house	145.00
420 rods fence at $4	1,680.00
Damages: nearness to house, loss of garden, trees, etc.	2,775.00

Amount to be paid owner-chrg to Right of Way $ 8,000.00

THINGS TO BE DONE BY THE STATE

Construct and maintain a frontage road between Sta. 1047+60 and 1192+90, West side. Re-establish, if necessary, spring box opposite Sta. 1205+00. Construct approach to frontage road at Sta. 1048+00. Re-establish, if necessary, water lines.

Access controlled-none allowed except to frontage road.

(Gemmell)

21174 Vance, Harry and Helen
Right of Way
Option expires June 21, 1954

2.11 acres at $500	$ 1,055.00
timber	250.00
Allowance to remove structures	1,000.00
Damage-loss of trees etc.	200.00

Amount to be paid owners-chrg to Right of Way $ 2,505.00

Grantor to remove all structures from R/W prior to September 1, 1954.

Access controlled-none allowed

EXHIBIT "A" (cont)

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY (cont)

21284 Mollett, Scott and Vivian (Gemmell)
Right of Way
Option expires June 22, 1954

0.33 acre, lump sum	$ 375.00
House: 750 sq. ft. at $2.50	1,875.00
Amount to be paid owners-chrg to Right of Way	$ 2,250.00

Grantor to vacate 60 days from mailing date of acceptance.

Takes all- (This option and area if approved, supersedes and includes $150.00 approved December 10, 1953)

21283 Schosso, John H. and Wand B. et al (Gemmell)
Right of Way
Option expires June 16, 1954

0.75 acre, lump sum	$ 1,000.00
3.62 acres pasture at $100	362.00
Service station, garage, etc:	
1820 sq. ft. at $3.50-	6,350.00
Laundry: 130 sq. ft. at $4	520.00
Duplex: 610 sq. ft. at $2	1,220.00
Cabin: 205 sq. ft. at $1.50	307.00
Rest Room: 63 sq. ft., lump sum	241.00
Amount to be paid owners-chrg to Right of Way	$10,000.00

Grantor to vacate 60 days after mailing date of acceptance.

Takes all-

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY

21395 Mansfield, William A. (Estate) (Stuntz)
Right of Way
Option expires June 7, 1954

0.14 acre, lump sum	$ 1,000.00
Amount to be paid owners-chrg to Right of Way	$ 1,000.00

THINGS TO BE DONE BY THE STATE

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

21395 Mansfield, William A. (Estate) (cont)

Grade and gravel a road 20 ft. wide to underpass to be constructed at Sta. 332 for egress and ingress from property. Access at Sta. 342+00, both sides, for ingress and egress to frontage road.

Access controlled-

21138 Lathrop, A. T. and K. Ethel (Stuntz)
Gravel Pit
Option expires June 8, 1954

21.8 acres gravel bar at $767+	$16,720.00	
2.6 acres plant site and storage area at $300	780.00	
Amount to be paid owners-chrg to Gravel Site		$17,500.00

THINGS TO BE DONE BY THE STATE

Construct stock tight fence along boundary line. Permit grantors to take water from area granted in any manner that does not interfere with state activities. Grantor may take 100 yards material each year for personal use.

21137 Kendall, Clinton D. and Harriet Lee S. (Stuntz)
Gravel Pit and Haul Road
Option expires June 2, 1954

55.29 acres at $361.73	$20,000.00	
Amount to be paid owners-chrg to Gravel Site		$20,000.00

THINGS TO BE DONE BY THE STATE

Fence Easterly side of haul road with stock tight fence and place a cattle guard where road intersects fence at north end of easement. Place a gate at Southerly end at Tolo Access Road. Place a lock on gate and keep it locked except when using road. Permit grantors to take water from area granted in any manner that doesn't conflict with State activities. Permit grantors to use bank of river for fishing or launching boats.

Access not controlled-

EXHIBIT "A" (cont)

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY (cont)

20800 Boyce, Benton A. (Stuntz)
Right of Way
Option expires June 8, 1954

42.0 acres at $300	$12,600.00
3.56 acres at $100	356.00
House: 1,000 sq. ft. at $2.50	2,500.00
Barn, lump sum	544.00

Amount to be paid owner-chrg to Right of Way $16,000.00

Grantor to vacate within 30 days after notice of option acceptance.

Takes all-Confirmation of phone approval by Chandler 1-5-54.

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY

20983 Hornecker, Ted and Nila (Stuntz)
Right of Way
Option expires June 10, 1954

6710 sq. ft. at $0.30-	$ 2,000.00
Low bid for moving service station & storage tanks	8,500.00
Damage due to odd shape	750.00

Amount to be paid owners-chrg to Right of Way $11,250.00

THINGS TO BE DONE BY THE STATE

Construct two 50 ft. road approaches at Sta. 579+34 and 580+14, for moving improvements. Option given on condition that satisfactory agreement made with Union Oil Co.

Access not controlled-

MEDFORD-COUNTY FARM SECTION-PACIFIC HIGHWAY

21271 Shepard, C. R. and Bette (Holt)
Slope easement
Option expires June 14, 1954

565 sq. ft., lump sum	$ 100.00

EXHIBIT "A" (cont)

MEDFORD-COUNTY FARM SECTION-PACIFIC HIGHWAY (cont)

21271 Shepard, C. R. and Bette (cont)

Amount to be paid owners-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Reslope and seed embankment. Access at Sta. 285+80, 16 ft. wide, Westerly, unrestricted.

Access controlled-

19137 Smith, Elmer Bennett and Ruby H. (Holt)
Right of Way
Agreement signed January 4, 1954

Release of damages for well $ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY

21085 Newhouse, S. O. and Corrine K. (Stuntz)
Right of Way
Option expires June 17, 1954

10.2 acres at $100	$ 1,020.00
1.1 acres homesite	1,000.00
3.0 acres timber at $500	1,500.00
5.0 acres pasture at $1000	5,000.00
House and water system	2,780.00
Severance damages	3,400.00

Amount to be paid owners-chrg to Right of Way $14,700.00

Grantor to remove shed at Sta. 811 within 90 days after notification.

THINGS TO BE DONE BY THE STATE

Fence both sides of R/W. Construct road approach at Sta. 802+50, West side, for residential and production and transportation of farm and forest products.

Access controlled-

EXHIBIT "A" (cont)

BEND-SISTERS SECTION-SANTIAM HIGHWAY

21202 Deschutes County (Cozad)
Park
Bargain and Sale Deed signed January 6, 1954

115 acres $ 1.00

Amount to be paid owners-chrg to Park Site $ 1.00

LAKEVIEW SECTION-KLAMATH FALLS-LAKEVIEW HIGHWAY

21130 Scherer, Edward P. (Cozad)
Maintenance Site
Option expires June 6, 1954

3375 sq. ft. at $0.02- $ 62.50

Amount to be paid grantor-chrg to Maintenance Site $ 62.50

State to assume taxes. Estimate 5.00

GRAND TOTAL (Estimate) chrg to Maintenance Site $ 67.50

Takes all-

DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY

21335 Brisbois, Rex (Cozad)
Right of Way
Option expires June 6, 1954

0.24 acre at $500 $ 120.00
31 rods fence at $3 93.00

Amount to be paid owners-chrg to Right of Way $ 213.00

THINGS TO BE DONE BY THE STATE

Access, North side, Station 1358+70, for residential, farming and stockraising activity.

Access controlled

DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY (cont)

21334 Benson, Dewey (Cozad)
Right of Way
Option expires June 8, 1954

0.05 acre at $500	$ 25.00	
Allowance to rebuild 100 ft. yard fence	20.00	
Amount to be paid owner-chrg to Right of Way		45.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1358+90, North, for residential, stockraising and farming activity.

Access controlled-

21268 Pereira, John and Millicent May (Brainerd)
Right of Way
Option expires June 3, 1954

0.29 acre, lump sum	$ 100.00	
Amount to be paid owner-chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 963+62, 975+90, West and 964+65, East, for farming and stockraising activity. Access at Sta. 975+90 and 977+00, East, for farming and stockraising activity and residential use.

Access controlled-

21333 Shank, Isaac (Cozad)
Right of Way
Option expires June 23, 1954

0.02 acre	$ 25.00	
Allowance to re-establish yard-fence	25.00	
Amount to be paid owner-chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1360, North, for residential and farming activity.

Access controlled-

EXHIBIT "A" (cont)

SOUTH UNIT-U.S. FOREST SECTION-ENTERPRISE-LEWISTON HIGHWAY

21170 Simmons, Kelsie and Ruth (Brainerd)
Stockpile Site
Option expires June 1, 1954

3.53 acres, lump sum $ 250.00

Amount to be paid owners-chrg to Stockpile Site $ 250.00

LOVE BRIDGE-BLACK BRIDGE SECTION-BAKER-HOMESTEAD HIGHWAY

21403 Widman, William E. (Brainerd)
Right of Way
Option expires June 14, 1954

1.3 acres, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access controlled-none allowed

21616 Young, Robert L. and Dale M. (Brainerd)
Right of Way
Option expires June 29, 1954

0.74 acre, lump sum $ 25.00
Allowance to tear down old bridge and build new 2,000.00

Amount to be paid owners-chrg to Right of Way $ 2,025.00

Grantor to remove bridge at Sta. 1750+00 by Mar. 1, 1954, and build new bridge.

THINGS TO BE DONE BY THE STATE

Access at Sta. 1725+00, West, for operation of mining activity and residential use. Fill river crossing at Sta. 1610+00. Est. $ 100.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 2,125.00

Access controlled-

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

21118 Aldred, David L. and Bettie (Brainerd)
Right of Way
Option expires June 9, 1954

9400 sq. ft. at $.075	$ 705.00
House: 840 sq. ft. at $6.75	5,670.00
Garage: 396 sq. ft. at $2.00	792.00
Lawn, shrubs and yard fence, lump sum	233.00
Amount to be paid owners-chrg to Right of Way	$ 7,400.00

Takes all-

21276 Buermann, John R. and Eva (Brainerd)
Ditch easement
Option expires June 7, 1954

0.18 acre at $1,000	$ 180.00
Amount to be paid owners-chrg to Right of Way	$ 180.00

Access not controlled-

20238 Beacham, Frank et al (Brainerd)
Right of Way
Option expires May 18, 1954

0.11 acre, lump sum	$ 50.00
54 rods fence at $2.50	135.00
Amount to be paid owner-chrg to Right of Way	$ 185.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 369+05 and 370+57, South, for farming activitiy, residential use and service station activity.

Access controlled

20237 Keck, Philip B. and Dorothy C. (Brainerd)
Right of Way
Option expires June 8, 1954

1.5 acres at $50	$ 75.00
0.21 acre at $1,000	210.00

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY (cont)

20237 Keck, Philip B. and Dorothy C. (cont)

8 trees at $25	$ 200.00	
Allowance to move yard fence and shrubs, lump sum	75.00	
108 rods fence at $1.40+	151.50	
Allowance to re-establish irrigation ditch, lump sum	50.00	
Amount to be paid owners-chrg to Right of Way		$ 761.50

Grantor to re-establish irrigation ditch between Sta. 359+00 and 361+00.

THINGS TO BE DONE BY THE STATE

Access at Sta. 360+21 and 359+50, South, for private residential use, farming and stockraising activity.

Access controlled-

21115 King, B. F. (Brainerd)
Right of Way
Option expires June 16, 1954

1.91 acres, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access controlled-none allowed

20236 Fairbanks, Walter et al (Brainerd)
Right of Way
Option expires June 16, 1954

1.5 acres at $50	$ 75.00	
40 rods fence at $2.50	100.00	
Amount to be paid owners-chrg to Right of Way		$ 175.00

THINGS TO BE DONE BY THE STATE
Access at Sta. 331+60, North, and 337+85, South for farming and stock raising activity. Re-establish road between Sta. 331+00 and 335+00 if disturbed by taking. Increase culvert at Stat. 338+08 to 24" pipe. Estimated cost $ 363.00
GRAND TOTAL(Estimate) chrg to Right of Way $ 538.00

Access controlled-

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY (cont)

21107 City of Vale (Brainerd)
Right of Way
Option expires June 9, 1954

7044 sq. ft. at $0.05	$ 352.20
Amount to be paid owners-chrg to Right of Way	$ 352.20

Takes all-

21111 Atkins, Ora R. and Helen L. (Brainerd)
Right of Way
Option expires June 9, 1954

12,000 sq. ft. at $0.075	$ 900.00
House: 663 sq. ft. at $6.50	4,309.50
Yard fence, lawn and shrubs, lump sum	390.50
Amount to be paid owners-chrg to Right of Way	$ 5,600.00

Takes all-

21110 Phelps, Jesse and Maxcine F. (Brainerd)
Right of Way
Option expires June 4, 1954

36,000 sq. ft. at $0.075	$ 2,700.00
6 cabins: 2036 sq. ft. at $3	6,108.00
Storage shed: 400 sq. ft. at $0.50	200.00
Garage: 1700 sq. ft. at $1.50+	2,552.00
House: 210 sq. ft. at $2.50	525.00
Well and pump, lump sum	250.00
Cabin furnishing, lump sum	465.00
Lawn and shade trees, lump sum	200.00
Amount to be paid owners-chrg to Right of Way	$13,000.00

Takes all

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION-CENTRAL OREGON HIGHWAY (cont)

21319 Strobel, Emanuel (Brainerd)
Right of Way
Option expires June 23, 1954

400 sq. ft. at $0.10	$ 400.00
Amount to be paid owners-chrg to Right of Way	$ 400.00

Access controlled-none allowed

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

10002 Foshaug, Fred and Evelyn (Grant)
Right of Way
Option expires July 4, 1954

3920 sq. ft. at $0.10	$ 392.00
15,246 sq. ft. at $0.13	1,982.00
House: 883 sq. ft. at $9	7,947.00
Store: 987 sq. ft. at $5	4,935.00
Station: 795 sq. ft. at $4	3,180.00
Rest rooms and pump house: 188 sq. ft. at $3	564.00
Amount to be paid owners-chrg to Right of Way	$19,000.00

Grantor may rent after April 1, 1954

THINGS TO BE DONE BY THE STATE

Access at Sta. 297+30 and 298+15, South side, both unrestricted.

Access controlled-

21391 Kumpula, William A. and Elma (Grant)
Right of Way
Option expires July 10, 1954

3,484 sq. ft. at $0.04+	$ 150.00
Amount to be paid owners-chrg to Right of Way	$ 150.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 566+90, South for future woodworking shop activity.

Access controlled-

ZIG ZAG RHODODENDRON SECTION-MT. HOOD HIGHWAY

21275 Bartley, Lawrence W. and Ruth E. (Johnson)
Right of Way
Option expires July 10, 1954

3049 sq. ft. at $0.10	$ 304.90	
Amount to be paid owners-chrg to Right of Way		$ 304.90

Access controlled-none allowed except to frontage road

SALEM-LANCASTER DRIVE UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

21083 Ohmart, Lee V. and Willa et al (Benner)
Right of Way
Option expires July 11, 1954

0.92 acre, lump sum	$ 1,000.00	
Amount to be paid owners-chrg to Right of Way		$ 1,000.00

THINGS TO BE DONE BY THE STATE

Access 120 feet wide at Sta. 118+40. Entrance to Airport Road and loading dock to be re-established if disturbed.

Access controlled-

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21408 Bradford, Frank L. and Evelene C. (Harrington)
Right of Way
Option expires July 7, 1954

1742 sq. ft., lump sum	$ 125.00	
Encroachment damage	375.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

Access controlled-none allowed

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21410 Tonole, Melvin M. (Harrington)
Right of Way
Option expires July 6, 1954

436 sq. ft., lump sum	$ 100.00
Severance damage and loss of trees	500.00
Amount to be paid owners-chrg to Right of Way	$ 600.00

THINGS TO BE DONE BY THE STATE

Re-construct Grantor's approaches.

Access controlled-none allowed

SHADY POINT-KELLY CORNER UNIT-SHADY POINT-MYRTLE CREEK SECTION-PACIFIC HIGHWAY

21070 Tipton, Blanche (Gemmell)
Right of Way
Option expires July 10, 1954

5.9 acres at $500	$ 2,950.00
0.58 acres, lump sum	1,200.00
132.5 rods fence at $4	530.00
Severance damage	2,520.00
Amount to be paid owners-chrg to Right of Way	$ 7,200.00

THINGS TO BE DONE BY THE STATE

Re-establish fence along Co. Rd. where necessary. Leave detour road for grantors road approach. Access at Sta. 1302+50, North side for residential and farm purposes.

Access controlled- (If approved, this option will supersede and cancel that prior option dated October 8, 1953 and approved October 29, 1953.)

JONES RANCH-MITCHELL SECTION-OCHOCO HIGHWAY

20444 Province, Keith et al (Cozad)
Right of Way (Slide area)
Option expires July 5, 1954

EXHIBIT "A" (cont)

JONES RANCH-MITCHELL SECTION-OCHOCO HIGHWAY (cont)

20444 Province, Keith et al (cont)

5.39 acres at $25	$ 134.75
Destruction of irrigation ditch between Sta. 705 & 725	1,945.00
Allowance to change records for diversion point	40.00

Amount to be paid owners-chrg to Right of Way $ 2,119.75

Access controlled-none allowed

19333 Payne, Charles L. (Cozad)
Quarry Site
Warranty Deed signed January 6, 1954

8.41 acres $ 1.00

Amount to be paid owners-chrg to Quarry Site $ 1.00

Convey to the optionors above 2.24 acres of severed parcel and old R/W acquired from Charles Simpson, R/W file 17609 as an exchange part of the settlement, upon the grounds and for the reason that the said property in the opinion of the commission is no longer needed, required, or useful for highway purposes.

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY

21088 Barrington, Kenneth (Stuntz)
Right of Way
Option expires July 12, 1954

1.43 acres, lump sum $ 500.00

Amount to be paid owners-chrg to Right of Way $ 500.00

Access controlled- none allowed

21148 Barrington, Donald E. (Stuntz)
Right of Way
Option expires July 12, 1954

4.9 acres, lump sum $ 1,500.00

EXHIBIT "A" (cont)

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY (cont)

21148 Barrington, Donald E. (cont)

Amount to be paid owners-chrg to Right of Way $ 1,500.00

Access controlled-none allowed

21549 Shepherd, L. A. and Pearl J. (Witt)
Right of Way
Option expires July 13, 1954

3.5 acres at $1,000	$ 3,500.00
Allowance to deepen well and new pump	500.00
Chicken pen and yard	150.00
Allowance to construct 2 septic tanks and laterals	350.00
Severance damage	4,000.00

Amount to be paid owners-chrg to Right of Way $ 8,500.00

THINGS TO BE DONE BY THE STATE

Place pipe or culvert at Sta. 945+00 to thread drainage tiles into sandy area.

Access controlled-none allowed

CRABTREE CREEK BRIDGE SECTION-ALBANY-LYONS HIGHWAY

21277 Horsburgh, Clara (Black)
Easement for rock slope
Easement signed January 13, 1954

Easement to construct and maintain rock slope bank protection- Gratis

ZIG ZAG RHODODENDRON SECTION-MT. HOOD HIGHWAY

21273 Dawson, John S. and Claudia E. Ross (Johnson)
Right of Way
Option expires July 13, 1954

.026 acre, lump sum $ 125.00

Amount to be paid owners-chrg to Right of Way $ 125.00

Access controlled-none allowed

EXHIBIT "A" (cont)

SUNSET CAMP-MANNING SECTION-SUNSET HIGHWAY

19437 Gill, Leslie M. (Johnson)
Waysides
Option expires July 11, 1954

0.15 acre, lump sum	$ 250.00
Amount to be paid owners-chrg to Park Site	$ 250.00

Access controlled-none allowed

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21485 Beers, Roy and Elva L. (Holt)
Right of Way
Option expires July 10, 1954

1.37 acres at $426+	$ 584.00
Allowance to construct new driveway	100.00
30 rods fence at $4	120.00
Severance damage	2,000.00
Amount to be paid owners-chrg to Right of Way	$ 2,804.00

THINGS TO BE DONE BY THE STATE

Construct 16' approach to frontage road at Sta. 922+00.

Access controlled-none allowed except to frontage road

21647 Beers, Gerald R. and Ella E. (Holt)
Right of Way
Option expires July 12, 1954

2.03 acres at $581+	$ 1,180.00
House: 980 sq. ft. at $7.50	7,350.00
Garage and utility; 440 sq. ft. at $1.50+	670.00
Amount to be paid owners-chrg to Right of Way	$ 9,200.00

Grantor to vacate within 30 days of date of acceptance.

Takes all-

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21656 McNew, M. Gertrude et al (Harrington)
Right of Way
Option expires July 5, 1954

20,480 sq. ft. at $0.07	$ 1,433.60
Outside fireplace, walls etc.	150.00
House: 1125 sq. ft. at $5	5,625.00
Amount to be paid owners-chrg to Right of Way	$ 7,208.60

Grantor to vacate not later than March 1, 1954.

Takes all-

21413 McNew, M. Gertrude (Harrington)
Right of Way
Option expires July 6, 1954

24,000 sq. ft. at $0.07	$ 1,680.00
House: 504 sq. ft. at $4.50	2,268.00
Storage shed: 266 sq. ft. at $1	266.00
Yard improvements	100.00
Amount to be paid owners-chrg to Right of Way	$ 4,314.00

Grantor to vacate not later than March 1, 1954.

Takes all-

21409 Hockett, Minnie B. (Black)
Right of Way
Option expires July 6, 1954

0.32 acre, lump sum	$ 982.00
Fencing	68.00
Amount to be paid owners-chrg to Right of Way	$ 1,050.00

Access not controlled-

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21406 Kelly, Nona (Harrington)
Right of Way
Option expires May 3, 1954

44,800 sq. ft. at $0.06	$ 2,688.00
House: 1208 sq. ft. at $5	6,040.00
Garage and cold storage locker: 640 sq. ft. at $2	1,280.00
Barn, 2 chicken houses and 2 storage sheds	275.00
Severance damage	720.00
Amount to be paid owners-chrg to Right of Way	$11,003.00

Grantor to give tenants notice to vacate not later than March 1, 1954.

Access controlled-none allowed

THIRD STREET (CITY OF THE DALLES) SECTION-COLUMBIA RIVER HIGHWAY

17428 Tum A Lum Lumber Company and Standard Oil Company (Witt)
Right of Way
Union Pacific Spur Track

100 sq. ft. at $2	$ 200.00
Amount to be paid owners-chrg to Right of Way	$ 200.00

Access not controlled-

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY

21675 Moore, John Emmett et al (Stuntz)
Quarry and Stockpile
Option expires July 14, 1954

7.3 acres, lump sum	$1,000.00
5.0 acres at $300	1,500.00
Amount to be paid owners-chrg to Quarry Site	$ 2,500.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY (cont)

21575 Moore, John Emmett et al (cont)

Construct fence along Southwesterly line from Co. Rd. R/W line to existing fence. Install board gate in fence along Co. Rd. R/W.

CLAY-COLUMBIA STREETS INTERCHANGE SECTION-WEST PORTLAND EXPRESSWAY

20670 Manufacturers-Engineers Co , Inc. (Johnson)
Right of Way
Option expires February 16, 1954

20,790 sq. ft. at $1.75 (plus paved area & retaining walls)	$36,382.50	
Building: 5000 sq. ft. at $5.2235	26,117.50	
Amount to be paid owners-chrg to Right of Way		$62,500.00

THINGS TO BE DONE BY THE STATE

Extend 8-inch sewer line. Grantor reserves a sewer connection. State will not remove west wall of building. State to assume a quarter of 1953-54 taxes. Estimate	175.00
GRAND TOTAL (Estimate) chrg to Right of Way	$62, 675.00

Access controlled-none allowed (Option subject to lease of Continental Pacific Lines)

SALEM-HAYESVILLE SCHOOL SECTION-PACIFIC HIGHWAY EAST

13878 Randle, Ed (Witt)
Right of Way
Option expires June 27, 1954

3639 sq. ft. at $1	$ 3,639.00	
Moving and reconstruction	15,000.00	
Move and re-establish sign	450.00	
Re-arrange gas tanks, etc.	1,500.00	
To balance	1,911.00	
Amount to be paid owner-chrg to Right of Way		$22,500.00

EXHIBIT "A" (cont)

SALEM-HAYESVILLE SCHOOL SECTION-PACIFIC HIGHWAY EAST (cont)

13878 Randle, Ed (cont)

Grantor to clear R/W within 60 days after receipt of letter of option acceptance.

THINGS TO BE DONE BY THE STATE

Approaches at Stas. 26+05, 24 feet wide; 27+59, 48 feet wide; 28+35.5, 45 feet wide; 29+05.5, 35 feet wide, all unrestricted.

Access controlled-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

13930 Moorman, Joseph and Anna E. (Benner)
Right of Way
Option expires July 21, 1954

1.67 acres at $4,000	$ 6,680.00
4.28 acres at $2,076	8,889.00
House: 835 sq. ft.	5,937.00
Garage and pump house	2,300.00
Shop	2,600.00
Poultry House	1,400.00
Feed house and shed	400.00
Cement walks and patio	95.00
Well, pump, pump motor	600.00
Trees, lawn, shrubs, etc.	225.00
Amount to be paid owners-chrg to Right of Way	$29,126.00

Takes all-

GERVAIS ROAD-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

13936 Denny, Ida M. and Pauline R. (Witt)
Right of Way
Option expires July 19, 1954

3.07 acres at $5,000	$15,350.00
8.44 acres at $2,000	16,880.00
House, woodshed, garage, well, windmill house, barn, chicken house, orchard, lump sum	9,244.00

January 21 and 22, 1954

EXHIBIT "A" (cont)

GERVAIS ROAD-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

13936 Denny, Ida M. and Pauline R. (cont)

Amount to be paid owners-chrg to Right of Way $41,474.00

Grantor has possession until March 1, 1954. Has right to remove shrubs and one pump from main well house.

Takes all-

13931 Torresdal, Ingval and Yolanda (Benner)
Right of Way
Option expires July 20, 1954

1.39 acres at $5,036	$ 7,000.00
House: 555 sq. ft. at $6	3,330.00
Garage: 192 sq. ft. at $2+	385.00
Well house: 80 sq. ft. at $2.50	200.00
Well and pump	750.00

Amount to be paid owners-chrg to Right of Way $11,665.00

Takes all-

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

20241 Hawkins, A. E. and Alta M. (Brainerd)
Right of Way
Option expires July 13, 1954

0.79 acre at $1,000	$ 790.00
73 rods fence at $2.50	182.50
Allowance to re-establish waste water ditch, lump sum	100.00

Amount to be paid owners-chrg to Right of Way $ 1,072.50

THINGS TO BE DONE BY THE STATE

Access at Sta. 388+75, South, and 389+00, North, for operation of farming and stockraising activity and residential use.

Access controlled

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY (cont)

20240 Trankel Farming and Livestock Company (Brainerd)
Right of Way
Option expires July 13, 1954

0.26 acre	Gratis
44 rods fence	Gratis

THINGS TO BE DONE BY THE STATE

Access at Sta. 375+30, 384+00 and 387+50, all North, for existing farming and stockraising activity and residential use.

Convey to the optionors above that certain gravel pit located in S. 21, T. 18 S., R. 46 E., W.M., Malheur Co., as an exchange part of the settlement, upon the grounds and for the reason that the said property in the opinion of the commission is no longer needed, required or useful for highway purposes.

Access controlled-

GERVAIS ROAD-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20903 Franke, Arthur and Rose (Benner)
Right of Way
Option expires July 18, 1954

19.38 acres at $400	$ 7,752.00
Severance damage	2,508.60
Compromise to avoid litigation	1,239.40

Amount to be paid owners-chrg to Right of Way $11,500.00

THINGS TO BE DONE BY THE STATE

Fence West side of right of way.

Access cnntrolled-none allowed

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

21114 Malheur County (Brainerd)
Right of Way
Option expires July 5, 1954

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY (cont)

21114 Malheur County (cont)

1.04 acres	Gratis	
61 rods fence at $2.50	$ 152.50	
Amount to be paid owners-chrg to Right of Way		$ 152.50

THINGS TO BE DONE BY THE STATE

Access at Sta. 921+10, North, for existing farming, stock-raising and slaughter house activity and residential use. Access at Sta. 920+85 and 922+15, South, for residential use.

Access controlled-

21109 Musgrove, Albert (Brainerd)
Right of Way
Option expires July 12, 1954

22,500 sq. ft. at $0.075	$ 1,687.50	
House: 755 sq. ft. at $3.25	2,453.75	
Chicken house, lump sum	100.00	
Well, pump and well house, lump sum	350.00	
Allowance to move house (R. Humphrey)	500.00	
Lawn and small trees, lump sum	33.75	
Amount to be paid owner-chrg to Right of Way		$ 5,125.00

Takes all

COAST FORK WILLAMETTE RIVER -DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21620 Tonoli, Endri G. and Patricia L. (Harrington
Right of Way
Option expires July 18, 1954

6534 sq. ft. at $0.08	$ 522.72	
House: 616 sq. ft. at $4	2,464.00	
Woodshed	100.00	
Amount to be paid owners-chrg to Right of Way		$ 3,086.72

Takes all-

EXHIBIT "B-1"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Port Orford.....$2,115.93
Umatilla..... 2,772.06

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of January, 1954.

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EXHIBIT "B-2"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Aumsville.....	$760.59
Elkton.....	544.05

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of January, 1954.

EXHIBIT "B-3"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Banks	$ 1,246.56
Donald	619.97
Elkton	666.38
Scio	1,485.26

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of January, 1954.

EXHIBIT "B-4"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Aumsville	$ 811.52	Idanha	$1,267.49
Banks	1,085.88	Imbler	430.31
Canyon City	1,467.10	Ione	756.65
Cascade Locks	2,116.89	Jefferson	1,836.76
Cave Junction	817.30	Jordan Valley	681.56
Chiloquin	1,929.17	Lafayette	1,911.85
Coburg	2,001.37	Moro	1,036.79
Columbia City	1,169.63	Mt. Vernon	1,302.48
Cove	814.41	North Powder	1,163.86
Dayton	2,076.46	Oakland	2,394.14
Dayville	825.96	Phoenix	2,154.44
Detroit	791.31	Port Orford	1,946.50
Donald	540.05	Richland	635.36
Dufur	1,218.73	Rogue River	1,703.91
Dundee	889.50	Scappoose	1,903.18
Echo	1,319.81	Scio	1,293.82
Elkton	540.48	Shaniko	176.17
Estacada	2,743.58	Sodaville	453.41
Fairview	1,264.94	St. Paul	652.68
Fossil	1,862.75	Sublimity	1,059.89
Gaston	1,062.78	Summerville	210.82
Glendale	2,515.43	Tualatin	716.22
Halsey	1,120.54	Umatilla	2,550.09
Hammond	1,507.53	Wasco	880.83
Huntington	2,116.89		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

EXHIBIT "B-4" (cont)

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of January, 1954.

EXHIBIT "C"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land along and adjacent to the Pacific Highway described as follows:

A parcel of land lying in the W½NE¼ of Section 22, Twp. 36 S., R. 3 W., W.M., Jackson County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 376, Page 497 of Jackson County Record of Deeds, the said parcel being that portion of said property lying East of the right of way of a relocated County Road which County Road right of way is a strip of land of variable width, 50 feet wide on the Westerly side and variable in width on the Easterly side of the relocated center line of said County Road which relocated center line is described as follows:

Beginning at Engineer's center line Station 10+00, said Station being 1392.5 feet South and 352.4 feet East of the Northwest corner of Donation Land Claim number 37 in said Township and Range; thence North 19° 07' East 100.81 feet; thence on a spiral curve left (the long chord of which bears North 17° 47' East) 200 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears North 8° 52' East) 312.5 feet; thence on a spiral curve left (the long chord of which bears North 0° 03' West) 200 feet; thence North 1° 23' West 586.69 feet to Station 24+00, said center line intersecting the South and North lines of said property approximately at Stations 14+00 and 23+52 respectively.

The widths of the strip of land above referred to are as follows:

Station to Station	Width on West side of center line	Width on East side of center line
So. line of prop. to 17+00	50 ft.	115 ft. to 50 ft. (a straight line)
17+00 to 23+00	50 ft.	50 ft.
23+00 to 24+00	50 ft.	50 ft. to 70 ft.

Except that part of said property which lies North of a line which begins at Station 24+00 on said County Road center line and runs thence North 88° 37' East 70 feet and thence North 63° 35' East 145 feet more or less to the East line of said property.

EXHIBIT "C" (cont)

The parcel of land to which this description applies contains 3.04 acres, more or less.

Provided, however, there is reserved to the grantor, and waived and relinquished by the grantee _____, all right of access between the above described real property and the right of way of the Rocky Point-Blackwell Hill Section of the Pacific Highway abutting on the Southerly side of said parcel, which public highway is further identified as State Highway No. 1. This reservation and exception shall run with the land and shall not be subject to modification, cancellation or destruction by adverse user or estoppel, no matter how long continued. Nothing in this conveyance contained shall be construed as conveying any estate, right, title, or interest in and to the public highway right of way or any rights of reversion therein or thereto.

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2750.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

Oral bids will be received upon the property at 2:00 P.M. standard time on March the 15th of 1954.

The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

The published notice for the receiving of bids shall fix a minimum price of $2750 for which the propery shall be sold and shall further provide that the sale shall be made for cash.

EXHIBIT "D"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, ORS 366.800 provides that

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 percent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the Commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefore payable to the cities in the amounts set out."

(cont.)

EXHIBIT "D" (cont)

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of July 1 to December 31, inclusive, of the year 1953, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators license fees) total	$ 4,402,190.66
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	17,619,480.10
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	5,158,637.96
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	214,304.22
	$27,394,612.94

AND, WHEREAS, the statutory ten percent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,739,461.29, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period July 1 to December 31, 1953, the sum of $2,614,461.29, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below;

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

I. Cities of Population 1,000 or more

City	Population	Amount
Albany	10,115	$35,565.09
Ashland	7,739	27,210.90

EXHIBIT "D" (cont)

City	Population	Amount
Astoria	12,331	$43,356.71
Baker	9,471	33,300.74
Bandon	1,251	4,398.61
Beaverton	2,512	8,832.38
Bend	11,409	40,114.89
Brookings	1,525*	5,362.01
Brownsville	1,175	4,131.39
Burns	3,093	10,875.22
Canby	1,671	5,875.36
Carlton	1,081	3,800.88
Central Point	1,667	5,861.29
Coos Bay	6,223	21,880.53
Coquille	3,964*	13,937.72
Corvallis	16,207	56,985.01
Cottage Grove	3,536	12,432.84
Dallas	4,793	16,852.54
Drain	1,150	4,043.48
Elgin	1,223	4,300.16
Empire	2,261	7,949.84
Enterprise	1,718	6,040.61
Eugene	35,879	126,153.22
Florence	1,562	5,492.11
Forest Grove	4,343	15,270.31
Garibaldi	1,249	4,391.58
Gladstone	2,434	8,558.12
Grants Pass	8,116	28,536.46
Gresham	3,049	10,720.51
Heppner	1,648	5,794.49
Hermiston	3,804	13,375.15
Hillsboro	5,142	18,079.65
Hood River	3,701	13,012.99
Independence	1,987	6,986.44
Jacksonville	1,193	4,194.68
John Day	1,597	5,615.17
Junction City	1,475	5,186.21
Klamath Falls	15,875	55,817.68
La Grande	8,635	30,361.30
Lakeview	2,831	9,954.01
Lebanon	5,873	20,649.90
Madras	1,258	4,423.22

EXHIBIT "D" (cont)

City	Population	Amount
McMinnville	6,635	$ 23,329.15
Medford	17,305	60,845.66
Mill City	1,792	6,300.80
Milton-Freewater	3,851	13,540.40
Milwaukie	5,253	18,469.94
Molalla	1,497	5,263.56
Monmouth	1,956	6,877.44
Mount Angel	1,315	4,623.64
Myrtle Creek	1,781	6,262.13
Myrtle Point	2,033	7,148.18
Newberg	3,946	13,874.43
Newport	3,241	11,395.60
North Bend	6,099	21,444.53
Nyssa	2,525	8,878.09
Oakridge	1,562	5,492.11
Ontario	4,465	15,699.27
Oregon City	7,682	27,010.48
Oswego	3,316	11,659.30
Pendleton	12,291*	43,216.07
Philomath	1,289	4,532.22
Portland	249,085**	875,801.32
Prineville	3,317*	11,662.82
Rainier	1,285	4,518.15
Redmond	2,956	10,393.51
Reedsport	2,288	8,044.78
Rockaway	1,100*	3,867.68
Roseburg	10,505*	36,936.36
St. Helens	4,711	16,564.22
Salem	43,544*	153,103.93
Sandy	1,003	3,526.62
Seaside	3,886	13,663.46
Sheridan	1,922	6,757.89
Silverton	3,146	11,061.57
Springfield	10,807	37,998.21
Stayton	1,507	5,298.72
Sutherlin	2,230	7,840.85
Sweet Home	3,603	12,668.41
The Dalles	7,933*	27,893.02
Tillamook	3,685	12,956.73
Toledo	2,323	8,167.84

EXHIBIT "D" (cont)

City	Population	Amount
Union	1,307	$ 4,595.51
Vale	1,518	5,337.40
Vernonia	1,521	5,347.95
Wallowa	1,055	3,709.46
Warrenton	1,896	6,666.48
West Linn	2,945	10,354.84
Willamina	1,082	3,804.39
Winston	1,960	6,891.51
Woodburn	2,579*	9,067.96
Wood Village	1,202*	4,226.32
Totals	685,501	$2,410,272.31

*Population as determined by actual count made under supervision of Secretary of State.

**2/3 of 1950 census, as defined in ORS 366.785 (3).

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	154	$ 541.48
Amity	672	2,362.80
Antelope	60	210.96
Arlington	686	2,412.03
Athena	750	2,637.06
Aumsville	281	988.02
Aurora	242	850.89
Banks	376	1,322.04
Barlow	75	263.71
Bay City	761	2,675.73
Boardman	120	421.93
Bonanza	259	910.66
Butte Falls	372	1,307.98
Canyon City	508	1,786.17
Canyonville	861	3,027.34
Cascade Locks	733	2,577.28
Cave Junction	283	995.05
Chiloquin	668	2,348.74
Clatskanie	901	3,167.98
Coburg	693	2,436.64

EXHIBIT "D" (cont)

City	Population	Amount
Columbia City	405	$ 1,424.01
Condon	968	3,403.56
Cornelius	998	3,509.04
Cove	282	991.53
Creswell	662	2,327.64
Culver	301	1,058.34
Dayton	719	2,528.06
Dayville	286	1,005.60
Delake	644	2,264.35
Detroit	274*	963.40
Donald	187	657.51
Dufur	422	1,483.78
Dundee	308	1,082.95
Eagle Point	607	2,134.26
Eastside	890	3,129.31
Echo	457	1,606.85
Elkton	201	706.73
Estacada	950	3,340.27
Fairview	438	1,540.04
Falls City	853	2,999.21
Fossil	645	2,267.87
Gaston	368	1,293.92
Gates	422	1,483.78
Gearhart	568	1,997.13
Gervais	457	1,606.85
Glendale	871	3,062.50
Gold Beach	677	2,380.38
Gold Hill	619	2,176.45
Granite	40	140.64
Grass Valley	195	685.63
Haines	321	1,128.66
Halfway	312	1,097.02
Halsey	388	1,364.24
Hammond	522	1,835.39
Harrisburg	862	3,030.86
Helix	182	639.93
Hines	918	3,227.76
Hubbard	493	1,733.42
Huntington	733	2,577.28
Idanha	442	1,554.10

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EXHIBIT "D" (cont)

City	Population	Amount
Imbler	149	$ 523.90
Ione	262	921.21
Island City	138	485.22
Jefferson	636	2,236.22
Jordan Valley	236	829.79
Joseph	666	2,341.71
Juntura	107	376.22
Lafayette	662	2,327.64
Lexington	237	833.31
Lonerock	38	133.61
Long Creek	288	1,012.63
Lostine	178	625.86
Malin	592	2,081.52
Manzanita	339	1,191.95
Maupin	312	1,097.02
Merrill	835	2,935.92
Metolius	157	552.02
Mitchell	415	1,459.17
Monroe	362	1,272.82
Monument	228	801.66
Moro	359	1,262.27
Mosier	259	910.66
Mount Vernon	451	1,585.75
Nehalem	270	949.34
North Powder	403	1,416.98
Oakland	829	2,914.83
Oceanlake	700	2,461.25
Paisley	214	752.44
Phoenix	746	2,622.99
Pilot Rock	847	2,978.11
Port Orford	674	2,369.83
Powers	895	3,146.89
Prairie City	822	2,890.21
Prescott	119	418.41
Richland	220	773.54
Riddle	634	2,229.19
Rogue River	590	2,074.48
St. Paul	268*	942.31

EXHIBIT "D" (cont)

City	Population	Amount
Scappoose	659	$ 2,317.09
Scio	448	1,575.20
Scotts Mills	217	762.99
Shaniko	61	214.48
Sherwood	575	2,021.74
Siletz	570	2,004.16
Sisters	723	2,542.12
Sodaville	157	552.02
Stanfield	845	2,971.08
Sublimity	367	1,290.40
Summerville	73	256.67
Sumpter	146	513.35
Taft	450	1,582.24
Talent	739	2,598.38
Troutdale	514	1,807.26
Tualatin	248	871.99
Turner	610	2,144.81
Umatilla	883	3,104.69
Waldport	689	2,422.58
Wasco	305	1,072.40
Waterloo	180	632.89
Weston	679	2,387.41
Wheeler	291	1,023.18
Yamhill	539	1,895.17
Yoncalla	626	2,201.06
Totals	58,073	$204,188.98

*Population as determined by actual count made under supervision of Secretary of State.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 21, 1954.

EXHIBIT "E"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contract and that said jobs are now ready for acceptance:

"Contract No. 3462, with Tom Lillebo, for the construction of Coos River Bridge on the Coos River Highway in Coos County, completed September 11, 1953.

"Contract No. 3747, with H. J. and H. W. Miller, for grading and paving on the Lostine River Bridge Section of the Wallowa Lake Highway in Wallowa County, completed December 14, 1953.

"Contract No. 3778, with Warren Northwest, Inc., for paving on the West Approaches to Salem Bridges on the Salem-Dallas Highway in Polk County, completed December 2, 1953.

"Contract No. 3806, with Acme Construction Company, for grading and paving on the County Farm-Ashland Section of the Pacific Highway in Jackson County, completed November 18, 1953.

"Contract No. 3813, with Eric Enquist, covering 122d Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County, completed December 31, 1953.

"Contract No. 3831, with R. E. Meade & Company, covering four structures on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, completed December 2, 1953.

"Contract No. 3832, with R. E. Meade & Company, covering three structures on the Divide-Rice Hill Section of the Pacific Highway in Douglas County, completed December 22, 1953.

"Contract No. 3843, with R. H. Sussex, for furnishing crushed materials in stockpiles on the Nye Junction-Beach Creek Section of the Pendleton-John Day Highway in Umatilla and Grant Counties, completed December 22, 1953.

"Contract No. 3858, with R. H. Sussex, for rock surfacing on the Poker Creek-Sumpter Section of the Sumpter Valley Highway in Baker County, completed December 8, 1953.

"Contract No. 3886, with Loree Building Service for constructing Richland Maintenance Building in Baker County, completed November 29,

EXHIBIT "E" (cont)

"Contract No. 3932, with C. J. Eldon, for constructing Mill Creek Bridge on the Alsea Highway in Benton County, completed December 22, 1953.

"Contract No. 3948, with The Central Heating Company , Oreg. Ltd. and F. L. Somers, for constructing three bridges on the Thompson Creek Road in Jackson County, completed December 16, 1953.

"Contract No. 3973, with R. H. Jones, for constructing maintenance building at Klamath Falls, completed December 15, 1953.

"Contract No. 3974, with Knight Pearcy Nursery and Parkrose Nursery, for planting on the Tillamook Street-Steel Bridge Section of the Pacific Highway West in Multnomah County, completed December 22, 1953.

"Contract No. 3978, with La Grande Concrete Pipe Company, grading and paving on the Union (Dearborn Street) City Street Section in Union County, completed December 2, 1953.

"Contract No. 3982, with M. L. O'Neil & Son, for grading and surfacing on the Apiary Section of the Rainier-Apiary County Road in Columbia County, completed October 30, 1953.

"Contract No. 3999,with Rogers Construction, Inc., for furnishing crushed materials in stockpiles on the Powell Butte-Ochoco Reservoir Section of the Ochoco Highway in Crook County, completed December 5, 1953.

"Contract No. 4000, with R. H. Jones, for constructing maintenance building at Sisters in Deschutes County, completed December 18, 1953.

"Contract No. 4011, with R. H. Jones, for constructing Umatilla River Bridge on the Oregon-Washington Highway in Umatilla County, completed December 31, 1953.

"Contract No. 4038, with Mark Smith & Company, for Tree Removal and Trimming Project on the Pacific Highway East in Clackamas County, completed December 8, 1953."

THEREFORE BE IT RESOLVED that the work covered by State highway contracts for the construction of said State highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, pursuant to ORS 366.215 the Highway Commission is authorized to select, establish, adopt, lay out, locate, alter, relocate, change and realign primary and secondary state highways; and

WHEREAS, pursuant to ORS 373.010 the Highway Commission is authorized, whenever the route of any state highway passes through the corporate limits of any city, to select and designate the streets of the city over which the state highway shall be routed.

WHEREAS, pursuant to such authority the Highway Commission deems it necessary and in the public interest to extend the route of that certain secondary state highway heretofore designated Northeast Portland Secondary Highway #123 in the manner hereinafter set forth, by the selection and designation of those certain streets or parts thereof hereinafter named, as a part of said secondary highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

Pursuant to the authority and powers vested in it by ORS 366.215 and 373.010 the Highway Commission does hereby select, establish, adopt and designate NE and N Lombard Street from NE Union Avenue to N. Columbia Boulevard, N. Columbia Boulevard from N. Lombard Street to N. Jersey Street, N. Jersey Street from N. Columbia Boulevard to N. Philadelphia Street, N. Philadelphia Street from North Jersey Street to the St. Johns Bridge, the north and south connections of the west approach to the St. Johns Bridge from the St. Johns Bridge to the Columbia River Highway as a part of the Northeast Portland Secondary Highway #123.

IT IS FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 21st day of January, 1954 as Secondary Highway Designation Resolution File No. 24.

EXHIBIT "G-1"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483. 106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: WOODBURN-ESTACADA SECONDARY HIGHWAY

Highway number 161 Route number ORE 211

M. P. 21. 05 (1000' west of Wall Street in Colton) to M. P. 21. 50 (1250' east of Wall Street in Colton) 35 miles per hour;

EXCEPT THAT BETWEEN

M. P. 21. 19 (300' west of Wall Street) and M. P. 21. 31 (300' east of Wall Street) the established maximum speed shall be 20 miles per hour during school recess or while children are going to or leaving school during opening or closing hours.

EXHIBIT "G-1" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 129 be entered in the minutes and records of the Commission as of the 21st day of January, 1954.

EXHIBIT "G-2"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: THE DALLES-CALIFORNIA HIGHWAY

Highway number 4 Route number US 97

Location of Termini			Established Speed
M. P. 188.83 (0.10 mile north of north end of concrete curbs in Crescent)	to M. P.	189.32 (south end of concrete curbs in Crescent)	35 M. P. H.
M. P. 189.32 (south end of concrete curbs)	to M. P.	189.86 (0.07 mile south of "97" Motel in Crescent)	45 M. P. H.

EXHIBIT "G-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 130 be entered in the minutes and records of the Commission as of the 21st day of January, 1954.

EXHIBIT "G-3"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: THE DALLES-CALIFORNIA HIGHWAY

Highway number 4 Route number US 97

Location of Termini			Established Speed
M. P. 207.05 (0.18 mile south of Chemult Civic Club)	to M. P.	207.74 (Singing Pines Motel south of Chemult)	40 M. P. H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 131 be entered in the minutes and records of the Commission as of the 21st day of January, 1954.

EXHIBIT "G-4"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: THE DALLES-CALIFORNIA HIGHWAY

Highway number 4 Route number US 97

Location of Termini			Established Speed
M. P. 171.44 (0.16 mile south of First Street in Lapine)	to M. P.	172.02 (0.14 mile south of Morson Street in Lapine)	40 M. P. H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 132 be entered in the minutes and records of the Commission as of the 21st day of January, 1954.

EXHIBIT "H-1"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 caused an engineering and traffic investigation to be made with respect to that certain section of the Pacific Highway East (US 99E) which begins at M.P. 46.11, a point 300 feet north of the Totem Pole intersection, and ends at M.P. 48.87, the north city limits of the City of Salem, which section encompasses the Hayesville School; and

WHEREAS, based upon the data, facts, and information obtained in connection with said investigation, the Commission did, on the 29th day of October, 1953, adopt a resolution specifying a maximum speed for traffic along said section of highway which was less than the fixed and designated speeds prescribed by the provisions of ORS 483.104; and

WHEREAS, that portion of the said highway extending from M.P. 47.54 which is approximately 300 feet north of the Hayesville School, to M.P. 47.66, approximately 300 feet south of said school, lies within the designated terminals of the reduced speed zone previously established by the adoption of said resolution; and

WHEREAS, the indicated speeds as established, though less than the fixed and designated speeds prescribed by the provisions of ORS 483.104, are in conflict with the blanket statutory law prescribing 20 miles per hour for school crossings or school zones during school hours, said indicated speeds being at a higher rate of speed than that permissible in such areas; and

WHEREAS, it appears to be advisable that where school zones fall within the section zoned for a higher speed than the prescribed 20-mile per hour speed restriction, zoning action by the Commission shall be made to conform to the normally prescribed 20 miles per hour by setting off such unit of zone in immediate proximity to the school crossing or school area.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, the facts being as hereinabove stated and as determined by subsequent investigation, that the reduced speed heretofore ordered by its said resolution of October 29, 1953, insofar as it pertains to that portion of the said Pacific Highway East between M.P. 46.11 and M.P. 48.87 is in conflict with the existing blanket statutory law governing speed zones in school areas, and the Commission does hereby vacate and rescind the speed restriction for said section of said Pacific Highway East as contained in said resolution; and

BE IT FURTHER ORDERED that hereafter the maximum speed for traffic along the Pacific Highway East between M.P. 46.11 and M.P. 48.87

shall be the maximum speed fixed and designated by law; and

BE IT FURTHER ORDERED that this Speed Limit resolution No. 133 be entered in the minutes and records of this Commission as of the 21st day of January, 1954.

EXHIBIT "H-2"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and,

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY EAST

Highway number: 1E Route number: US 99E

M. P. 46.11 (300' north of Totem Pole intersection north of Salem) to M. P. 48.87 (north city limits of Salem) 45 MILES PER HOUR;

EXCEPT THAT BETWEEN

M. P. 47.54 (300' north of Hayesville School) and M. P. 47.66 (300' south of Hayesville School) the established maximum speed shall be 20 MILES PER HOUR during school recess or while children are going to or leaving school during opening or closing hours.

EXHIBIT "H-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 134 be entered in the minutes and records of the Commission as of the 21st day of January, 1954.

EXHIBIT "I-1"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 caused an engineering and traffic investigation to be made with respect to that certain section of the Oregon Coast Highway No. 9 (US 101) which begins at M.P. 256.70, the south city limits of Coos Bay, and M.P. 257.24, a point south of the Bunker Hill School, which section encompasses the Bunker Hill School; and

WHEREAS, based upon the data, facts, and information obtained in connection with said investigation, the Commission did, on the 18th day of May, 1953, adopt a resolution specifying a maximum speed for traffic along said section of highway which was less than the fixed and designated speeds prescribed by the provisions of ORS 483.104; and

WHEREAS, that portion of the said highway extending from M.P. 257.00, just north of Bunker Hill School, to M.P. 257.24, the south entrance to the Bunker Hill School, lies within the designated terminals of the reduced speed zone previously established by the adoption of said resolution; and

WHEREAS, the indicated speeds as established, though less than the fixed and designated speeds prescribed by the provisions of ORS 483.104, are in conflict with the blanket statutory law prescribing 20 miles per hour for school crossings or school zones during school hours, said indicated speeds being at a higher rate of speed than that permissible in such areas; and

WHEREAS, it appears to be advisable that where school zones fall within the section zoned for a higher speed than the prescribed 20-mile per hour speed restriction, zoning action by the Commission shall be made to conform to the normally prescribed 20 miles per hour by setting off such unit of zone in immediate proximity to the school crossing or school area.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, the facts being as hereinabove stated and as determined by subsequent investigation, that the reduced speed heretofore ordered by its said resolution of May 18, 1953, insofar as it pertains to that portion of the said Oregon Coast Highway between M.P. 256.70 and M.P. 257.24 is in conflict with the existing blanket statutory law governing speed zones in school areas, and the Commission does hereby vacate and rescind the speed restriction for said section of said Oregon Coast Highway as contained in said resolution; and

BE IT FURTHER ORDERED that hereafter the maximum speed for traffic along the Oregon Coast Highway between M.P. 256.70 and M.P.

EXHIBIT "I-1" (cont)

257.24 shall be the maximum speed fixed and designated by law; and

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 135 be entered in the minutes and records of this Commission as of the 21st day of January, 1954.

EXHIBIT "I-2"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number: 9 Route number: US 101

M. P. 256.70 (south city limits of Coos Bay) to M. P. 257.24 (South entrance to Bunker Hill School 40 MILES PER HOUR

EXCEPT THAT BETWEEN

M. P. 257.00 (just north of Bunker Hill School) to M. P. 257.24 (south entrance to Bunker Hill School) the established maximum speed shall be 20 MILES PER HOUR during school recess or while children are going to or leaving school during opening or closing hours.

EXHIBIT "I-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 136 be entered in the minutes and records of the Commission as of the 21st day of January, 1954.

EXHIBIT "J-1"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the Oregon Coast Highway is one of the major state primary highways and is likewise a Federal Aid highway, which highway throughout its entire length carries a large volume of traffic: and

WHEREAS, field investigation discloses that the parking of vehicles on the west side of the highway just north of the school crossing at the Bunker Hill School in Coos County, produces a traffic hazard, and

WHEREAS, the parking of said vehicles on the west side of said highway just north of the said school crossing tends to restrict the sight-distance both for southbound motorists and for children wishing to cross the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles and to the children attending said school; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the west side of the highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along the west side of the Oregon Coast Highway just north of the school crossing at the Bunker Hill School between Engineer's Station 61+00 and Engineer's Station 63+00 creates a hazard not only to through traffic but to persons owning and using said parked vehicles and to school children when crossing the highway.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public and pedestrians.

3. That the Commission does further find and declare that the parking of vehicles for long periods of time on the west side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution

and the action of the Commission as herein declared, on which signs should be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 109 be entered in the minutes and records of the State Highway Commission as of the 21st day of January, 1954.

EXHIBIT "J-2"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the Tualatin Valley Highway, State Highway No. 29, is one of the major state primary highways and is likewise a Federal Aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, field investigation discloses that certain encroachments upon the highway right of way and the parking of vehicles on the highway shoulders on both sides of said highway just south of the south city limits of Forest Grove in Washington County, produces a traffic hazard; and

WHEREAS, it appears that there is a mill adjacent to the highway in said section and that not only do trucks waiting to unload at the mill and mill employees park their vehicles on the highway shoulders, but also the lumber company uses the highway right of way, and at times the highway shoulders, for storage of lumber; and

WHEREAS, the shoulders of said highway just south of the south city limits of Forest Grove are of insufficient width to accommodate shoulder parking, thereby restricting the necessary sight-distance and maneuvering area to such an extent as to create, in the opinion of the Highway Commission, a hazard not only to vehicles traversing the highway but also to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders on both sides of the highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles on either shoulder of that section of the Tualatin Valley Highway, No. 29, between the south city limits of Forest Grove (M.P. 19.68), Engineer's Station 0+00, and Gales Creek (M.P. 19.90), Engineer's Station 11+56, creates a hazard not only to highway traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

EXHIBIT "J-2" (cont)

3. That the Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs on each side of said highway at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs should be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Larkins Lumber Company and also the Superintendent of the Department of State Police.

6. That this No Parking resolution No. 110 be entered in the minutes and records of the State Highway Commission as of the 21st day of January, 1954.

EXHIBIT "K"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, by the provisions of O. C. L. A., 115-351 as amended by Chapter 428, Oregon Laws 1941, the State Highway Commission with respect to state highways, is authorized to designate main-traveled or through highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September, 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or through highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of September 21, 1949, the Highway Commission declared the Silver Creek Falls Highway, including the west and south legs of the intersection of State Street extended and Lancaster Drive east of Salem, to be a through highway and stipulated that traffic on the said Silver Creek Falls Highway, State Highway No. 163, be given right of way; and

WHEREAS, since adoption of said resolution of September 21, 1949 by the Commission, a traffic engineering investigation has been made which reveals that conditions have changed at the junction of State Street extended and Lancaster Drive (Silver Creek Falls Highway) and that the traffic volume has materially increased on the north and east legs of the said intersection; and

WHEREAS, based upon the results of said investigation, the State Highway Engineer has recommended to this Commission a modification of the order contained in the aforementioned resolution of September 21, 1949.

NOW, THEREFORE, based upon the results of said traffic engineering investigation made by its employees and upon the recommendation of the State Highway Engineer, this Commission, all members being present and voting affirmatively, does hereby find, declare, resolve, and order as follows:

1. That so much of said resolution of September 21, 1949 granting right of way to traffic going either direction on the west and south legs of the intersection of State Street extended and Lancaster Drive east of

Salem (Silver Creek Falls Highway, State Highway No. 163) be and the same hereby is repealed, but in all other respects the provisions of said resolution of September 21, 1949 are hereby reaffirmed and shall remain in full force and effect.

2. That hereafter all vehicles traveling northbound on the Silver Creek Falls Highway (Lancaster Drive) shall come to a stop before it makes its left turn from south to west, and traffic eastbound on the Silver Creek Falls Highway (State Street) shall come to a stop before entering the intersection, except that southbound traffic that enters the intersection from the west may move at all times without stopping.

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersections shall conform to the types and standards heretofore approved by the Commission.

4. That this Throughways and Stop Signs Resolution No. 20 shall be entered in the minutes and records of the Commission as of the 21st day of January, 1954, and a duly certified copy thereof delivered to the U.S. Bureau of Public Roads and a like copy to each of the following: Marion County Court, Marion County Clerk, and Superintendent of the Department of State Police, for their information.

EXHIBIT "L-1"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the section of the Oregon Coast Highway, State Primary No. 9, located in Tillamook County which is known as the Bay City-Kilchis River Section the southerly terminus of which is at Highway Engineer's Station 119+50 on the relocated highway and the northerly terminus of which is at Highway Engineer's Station 241+51.08 on the relocated highway, was opened to public travel on October 30, 1953.

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and

WHEREAS, Tillamook County and the Highway Commission entered into an agreement under date of October 12, 1951, relating to the disposition to be made of the eliminated portion or unit; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel the eliminated portion or unit, therein and herein referred to as Unit "A", would be abandoned as part of the said highway and would be maintained thereafter by Tillamook County as a county road under the jurisdiction and control of said county; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A"and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 128+30 of the relocated Oregon Coast Highway in the southeast quarter of the southeast quarter ($SE\frac{1}{4}$-$SE\frac{1}{4}$) of Section 12, Township 1 South, Range 10 West; thence northerly and westerly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 238+20 of the relocated Oregon Coast Highway in the northeast quarter of the southwest quarter ($NE\frac{1}{4}$-$SW\frac{1}{4}$) of Section 2, Township 1 South, Range 10 West, W. M.

EXHIBIT "L-1" (cont)

2. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as a part of the Oregon Coast Highway, State Primary Highway No. 9, to Tillamook County, and that all right, title and interest which the State has in the right of way of Unit "A" hereby passes to and vests in the said County, and shall hereafter be maintained by said County as a county road.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title (or other such interest as the State may have) to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

4. That this Abandonment and Retention Resolution No. 246 shall be entered in the minutes and records of the Commission on this 21st day of January, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Tillamook County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 246 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-2"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the section of the Oregon Coast Highway, State Primary Highway No. 9, located in Douglas County, which is known as the Reedsport-Winchester Bay Section, the easterly terminus of which is at Highway Engineer's Station 507+59.46 on the relocated highway and the westerly terminus of which is at Highway Engineer's Station 192+00 on the relocated highway, was opened to public travel on October 14, 1953, and

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes, and

WHEREAS, Douglas County and the Highway Commission entered into an agreement under date of November 8, 1951, relating to the disposition to be made of the eliminated portion or unit, and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, the eliminated portion or unit, therein and herein referred to as Unit "A", would be abandoned as part of the said highway and would be maintained thereafter by Douglas County as a county road under the jurisdiction and control of said county, and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 26+50 of the relocated Oregon Coast Highway in the northeast quarter of the northeast quarter ($NE\frac{1}{4}NE\frac{1}{4}$) of Section 4, Township 22 South, Range 12 West, W.M.; thence southwesterly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 417+60

EXHIBIT "L-2" (cont)

of the present Oregon Coast Highway in the southeast quarter of the northwest quarter ($SE\frac{1}{4}NW\frac{1}{4}$) of Section 4, Township 22 South, Range 12 West, W. M.*

2. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as a part of the Oregon Coast Highway, State Primary Highway No. 9, to Douglas County, and that all right, title and interest which the State has in the right of way of Unit "A" hereby passes to and vests in the said County and shall be maintained hereafter as a county road under the jurisdiction and control of said County.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title (or other such interest as the State may have) to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.*

4. That this Abandonment and Retention Resolution No. 244 shall be entered in the minutes and records of the Commission on this 21st day of January, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Douglas County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 244 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-3"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the section of the Pacific Highway, State Primary Highway No. 1, located in Jackson County and known as the Rock Point-Blackwell Hill Section, the westerly terminus of which is at Highway Engineer's Station 7+00 on the relocated highway and the easterly terminus of which is at Highway Engineer's Station 254+00 on the relocated highway, was opened to public travel on September 30, 1953.

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the said relocated highway; and

WHEREAS, Jackson County and the Highway Commission entered into an agreement under date of January 15, 1954, relating to the disposition to be made of one of the eliminated portions or units; and

WHEREAS, the said agreement provided that the eliminated portion or unit, therein and herein referred to as Unit "C", would be abandoned as part of the said highway, and would be maintained thereafter by Jackson County as a county road under the jurisdiction and control of the said county; and

WHEREAS, the eliminated portions or units herein referred to as Unit "A" and Unit "B" shall remain under the jurisdiction and control of the State in the manner hereinafter designated.

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said section of highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "C" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "C" is more particularly described as follows:

> Beginning at State Highway Engineer's Station 492+25 of the former route of the Pacific Highway in the northwest quarter of the northeast quarter ($NW\frac{1}{4}$-$NE\frac{1}{4}$) of Section 22, Township 36 South, Range 3 West, W. M.; thence easterly

via the former route of the Pacific Highway to State Highway Engineer's Station 420+00 of the former route of the Pacific Highway in the southwest quarter of the southeast quarter (SW¼-SE¼) of Section 23, Township 36 South, Range 3 West, W.M. *

2. That, pursuant to the aforesaid agreement, Unit "C" is hereby declared to be abandoned as a part of the Pacific Highway, and all right, title and interest which the State has in the right of way of Unit "C" hereby passes to and vests in Jackson County.

3. That the portion or unit of the old right of way which by reason of the relocation of said section of highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in yellow on the said Exhibit "A". The location of Unit "A" is more particularly described as follows:

Beginning at State Highway Engineer's Station 638+50 of the former route of the Pacific Highway in the northwest quarter of the northwest quarter (NW¼-NW¼) of Section 20, Township 36 South, Range 3 West, W.M.; thence easterly via the former route of the Pacific Highway to State Highway Engineer's Station 514+00 of the former route of the Pacific Highway in the northwest quarter of the northwest quarter (NW¼-NW¼) of Section 22, Township 36 South, Range 3 West, W.M.*

4. That the said Unit "A" shall remain under the jurisdiction and control of the State as a State Secondary Highway and shall henceforth be maintained as an extension or part of the Sam's Valley Secondary Highway, State Highway No. 271.

5. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "B" is shown colored in purple on thesaid Exhibit "A". The location of Unit "B" is more particularly described, as follows:

Beginning at State Highway Engineer's Station 514+00 of the former route of the Pacific Highway in the northwest quarter of the northwest quarter (NW¼-NW¼) of Section 22, Township 36 South, Range 3 West, W.M.; thence easterly via the former route of the Pacific Highway to State Highway Engineer's Station 492+25 of the former route of the Pacific Highway in the northwest quarter of the northeast quarter (NW¼-NE¼) of Section 22, Township 36 South, Range 3 West, W.M. *

6. That the said Unit "B" shall remain under the jurisdiction and control of the State and shall henceforth be maintained as a road connection between the Sam's Valley Secondary Highway and the relocated Pacific Highway.

EXHIBIT "L-3" (cont)

7. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title (or other such interest as the State may have) to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

8. That this Abandonment and Retention Resolution No. 284 shall be entered in the minutes and records of the Commission on this 21st day of January, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Jackson County.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 284 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-4"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Kings Valley Secondary Highway in Polk County known as the Fern Corner-Burns Corner Section, the northerly terminus of which is at Highway Engineer's Station 415+50 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 316+29.8 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, the said relocated section has been opened to public travel; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED, by this Commission as follows:

1. That the portions or units of the old right of way which by reason of the relocation of said section of highway are no longer within the boundaries of the new right of way and which are identified herein as Units "A" and "B" are shown colored in brown on the said Exhibit "A". The locations of Units "A" and "B" aare more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 356+00 of the relocated route of the Kings Valley Highway in the northwest quarter of the northeast quarter (NW$\frac{1}{4}$ NE$\frac{1}{4}$) of Section 36, Township 8 South, Range 6 West, W.M.; thence northerly via the former route of the Kings Valley Highway to Highway Engineer's Station 362+00 of the relocated route of the Kings Valley Highway in the southwest quarter of the southeast quarter (SW$\frac{1}{4}$ SE$\frac{1}{4}$) of Section 25, Township 8 South, Range 6 West, W.M., Polk County. *

Unit "B"

Beginning at State Highway Engineer's Station 362+75 of the

relocated Kings Valley Secondary in the southwest quarter of the southeast quarter (SW¼ SE¼) of Section 25, Township 8 South, Range 6 West, W.M.; thence northerly via the former route of the Kings Valley Highway to State Highway Engineer's Station 368+25 of the relocated Kings Valley Highway in the southwest quarter of the southwest quarter (SW¼ SW¼) of Section 25, Township 8 South, Range 6 West, W.M., in Polk County. *

2. That the said Units "A" and "B" are not needed for the service of persons living thereon or for any communities served thereby or for any right of way or other public purpose and therefore they shall be and hereby are abandoned as part of the said highway; and all right, title and interest which the State has in the right of way of Units "A" and "B" hereby passes to and vests in the owners of the abutting land.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

4. That this Abandonment and Retention resolution No. 286 shall be entered in the minutes and records of the Commission as of this 21st day of January, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Polk County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 286 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, pursuant to ORS 366.205, the State Highway Commission has jurisdiction and control over all State Parks, and,

WHEREAS, pursuant to ORS 366.345 (2) the State Highway Commission may develop, construct, improve, operate, and maintain park facilities in a manner as will best afford the motoring public necessary conveniences and accommodations, and,

WHEREAS, pursuant to ORS 366.350 the State Highway Commission may make regulations and provisions for the use and administration of such facilities, including reasonable charges for the use of accommodations provided in such parks and areas, and,

WHEREAS, for the purpose of maintaining and operating such accommodations for the benefit of the motoring public, it is the judgment of the Commission that reasonable charges should be made;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the Commission does hereby find and declare that the following charges are reasonable, such charges being necessary to defray the cost of special services and supplies furnished in connection with the use of accommodations in certain park facilities, to wit:

OREGON STATE PARKS DIVISION
RATES FOR PARK FACILITY USE
1954

I. CAMPING FEES

A. GROUP USE-ORGANIZATIONS

1. Silver Falls Youth Camp, Silver Falls State Park Season June 1 to Labor Day. Camper Capacity-100	700.00
2. Smith Creek Youth Camp, Silver Falls State Park Season June to Labor Day. Camper Capacity- 50	350.00
3. North Falls Youth Camp, Silver Falls State Park Season June 1 to Labor Day. Camper Capacity-150	700.00

4. Intermediate permit: 2-8 weeks North Falls Camp, Silver Falls State Park per week per camper including staff and help .75

5. Short term permit: (Up to 2 weeks) Silver Falls and Smith Creek Youth Camps, Silver Falls Park
   Opening camp 5.00
   Each person per night .25

6. Short term permit: (up to 2 weeks) North Falls Youth Camp, Silver Falls State Park also at Emigrant Springs and Battle Mountain State Parks
   Opening camp 3.00
   Each person per night .15

Fuel, propane gas, miscellaneous materials, and breakage will be charged at cost.

B. GROUP USE-GENERAL (ANY PARK)

1. Short term permit, open area group camping
   20 persons or less-first night 3.00
   Over 20 and additional nights, per person .05

C. INDIVIDUAL, FAMILY, AND GROUP OVERNIGHT CAMPERS

1. Improved camps where water, fuel, toilet, showers are provided, per night per car 1.00
   Trailers, additional charge .25

2. Unimproved camps with table, stove, but water and sanitary facilities some distance away .75

II. BATHHOUSE FEES

A. JESSIE M. HONEYMAN STATE PARK

1. Children 14 years of age and under .20
2. Over 14 years of age .40

III. LANTERN FEES

A. LAVA CAVES PARK

1. State owned lanterns used for visiting the caves .05

IV. ELECTRIC STOVE METER CHARGES

A. ANY PARK SO FACILITATED

EXHIBIT "M" (cont)

1. Meter controlled units-approximately 30 minutes of electricity .10

OVERNIGHT CAMPING FACILITIES

1954

Rates: Charges listed are rates per nite. Time Limit: One Week

OREGON COAST HIGHWAY- U. S. 101

Harris Beach State Park-2 miles north of Brookings. A rugged coastal area with fine bathing beaches and hiking trails. 32 unit camp. Tables, stoves, water, restrooms, showers, laundry facilities. 27 tent camps. 5 trailer camps (with water, electricity, and waste water disposal connections).
Rates-$1.00 per car and $1.25 per car with trailer.

Honeyman State Park-2.5 miles south of Florence. Magnificent coastal lake and sand dune area abounding with beautiful rhododendrons. Swimming and fishing. 35 unit camp. Tables. stoves, water, restrooms, showers. laundry facilities. 29 tent camps. 6 trailer camps (with water, electricity, and waste water disposal connections). Rates-$1.00 per car and $1.25 per car with trailer.

Neptune State Park-3 miles south of Yachats. Magnificent rocky, coastal area. Sea fishing popular. Tables, stoves, latrines, water. 14 campsites. Rate-$1.75 per car.

Big Creek State Park- 4 miles south of Waldport. Coastal area with beach access. 22 units with tables, stoves and water. Rate-$1.00 per car.

Patterson Memorial Park-1 mile south of Waldport. Interesting sea beach area with stand of wind-depressed trees. Tables, stoves, latrines, water, 10 campsites. Rate-$.75 per car.

Beverly Beach State Park-7 miles north of Newport at Spencer Creek. Coastal area, excellent beach. 2 unit camp. Tables, stoves, water, restrooms, showers, laundry facilities. 10 tent camps. 12 trailer camps (with water, electricity, and waste water disposal connections). Rates-$1.00 per car and $1.25 per car with trailer.

Cape Lookout State Park-12 miles southwest of Tillamook at south end of Netarts Bay. Scenic area, virgin sitka spruce forest, cape headland, beach, trails. 30 unit camp. Tables, stoves, water, restrooms, showers, laundry facilities. 22 tent camps. 8 trailer camps (with water, electricity, and waste water disposal connections). Rates-$1.00 per car and $1.25 per car with trailer.

Short Sand Beach State Park-10 miles south of Cannon Beach. Superb natural coastal area of rare beauty containing samples of old growth rain forest in picturesque canyons leading to the charming Smugglers Cove and Short Sand Beach. Tables, stoves, latrines, water. 18 campsites. ½ mile walk from car. Bathing, hiking, fishing, nature study. Spectacular views. Rate-$.75 per car.

Saddle Mountain State Park-8 miles northeast of Necanicum Junction in Coast Range. Superb scenic coastal mountain offering unusual natural features and magnificent views. Tables, stoves, latrines, water. 6 campsites. Hiking. Rate-$.75 per car.

PACIFIC HIGHWAY U. S. 99, U. S. 99E, U.S. 99W, U.S. 126

Champoeg State Park-7 miles southeast of Newberg (99W) on east bank of Willamette River. Historic site of 1843 provisional government meeting. Museum. Tables, stoves, water, restrooms. 6 campsites. Rate-$1.75 per car.

Williamson State Park-12 miles northwest of Salem on State Route #221. Forested tract in Willamette Valley. Tables, stoves, water, restrooms. 6 campsites. Rate-$.75 per car.

Silver Falls State Park-off U. S. 99E (State 214) 26 miles east of Salem. Unique forested water shed of Silver Creek with 15 superb waterfalls. Hiking trails, fishing. and lodge with dining facilities nearby. 50 unit camp. Tables. wood or electric stoves, water, restrooms, showers, laundry facilities. 41 tent camps. 9 trailer camps (with water, electricity, waste water disposal connections). Rates-$1.00 per car and $1.25 per car with trailer.

Cascadia State Park-42 miles east of Albany on State Route #20, inviting wooded park on banks of South Santiam River. Soda spring, tables, stoves, water, restrooms. 15 campsites. Swimming, fishing. Rate-$.75 per car.

Alderwood State Park-off U.S. 99, (on State 36) 15 miles southwest of Junction City on Long Tom River. Water, tables, latrines, stoves. 5 campsites. Pleasant, cool forested area. Rate-$.75 per car.

Armitage State Park-5 miles northeast of Eugene on Coburg Road. Water, tables, stoves, restroom. 12 campsites. Attractive site on tree covered banks of McKenzie River. Fishing boat landing. Rate-$.75 per car.

Dorris State Park-28 miles east of Eugene on McKenzie River on U.S. 126. Tables, stoves, latrines, water. 3 campsites. Fishing. Rate-$.75 per car.

EXHIBIT "M" (cont)

CENTRAL OREGON ROUTES-U.S. 97, U.S. 26, U.S. 126, U.S. 395, STATE 19 AND 66

Cove Palisades-5 miles west of Culver, off U.S. 97. Spectacular river canyons offering a challenge to the fishermen. 41 unit camp (36 tent, 5 trailer). Tables, stoves, water, restrooms, showers, laundry facilities. Rates-$1.00 per car, or per car with trailer.

Cline Falls State Park-4 miles west of Redmond on U.S. 126. On banks of Deschutes River. Tables, stoves, latrines, 4 campsites. Fishing. Rate-$.75 per car.

Booth State Park-13 miles west of Lakeview, State Route 66, in beautiful stand of yellow pine. Tables, stoves, water, latrine. 4 campsites. Rate-$.75 per car.

Chandler State Park-On U. S. 395, 16 miles north of Lakeview. Pine forested canyon. Tables, stoves, water, latrines. 5 campsites. Rate-$.75 per car.

Painted Hills State Park-9 miles northwest of Mitchell off U.S. 26. Beautifully colored fossil bearing hills. Camping area on Bridge Creek. Tables, latrines; water must be boiled. 6 campsites. Rate-$.75 per car.

Shelton State Park-On State 19, 10 miles southeast of Fossil. Delightful forested tract in canyon of small stream. Tables, stoves, latrines, water. 4 campsites. Rate-$.75 per car.

OLD OREGON TRAIL HIGHWAY-U. S. 30

Dabney State Park-4 miles east of Troutdale, on Scenic Route. On Sandy River. Tables, stoves, restrooms, water. 7 campsites. Rate-$.75 per car.

Benson State Park-28 miles east of Portland on Express Route in a grove of cottonwood, alder and maple near Multnomah Falls. In the magnificent Columbia River Gorge. Tables, stoves, water, restrooms, nearby hiking trails. 10 campsites. Rate-$.75 per car.

Viento State Park-8 miles west of Hood River. Wooded tract alongside Viento Creek and on south bank of Columbia River. Tables, stoves, water, restrooms. 14 campsites. Rate-$.75 per car.

Ukiah-Dale Forest Wayside-50 miles south of Pendleton on Route U.S. 395. Supplies at Ukiah $1\frac{1}{2}$ miles. Forest Wayside on Camas Creek. Tables, stoves, water, latrines. 15 campsites. Rate-$.75 per car.

Emigrant Springs State Park-26 miles east of Pendleton. Delightful forested park area with historic spring. Used as a campsite by emigrants on the

EXHIBIT "M" (cont)

Old Oregon Trail. 50 unit camp. Tables, stoves, water, restrooms, showers, laundry facilities. 32 tent camps. 18 trailer camps (with water, electricity and waste water disposal connections). Rates-$1.00 per car, $1.25 per car with trailer.

Hilgard Junction State Park-8 miles west of La Grande at the junction of the Starkey Road. Pleasant camping grounds on the edge of the Grande Ronde River near the site of the Old Oregon Trail crossing. Tables, stoves, water and restrooms. 10 campsites. Rate-$.75 per car.

Red Bridge State Park-7½ miles up Grande Ronde River from a junction 8 miles west of La Grande. Pine forested riverside tract. Tables, stoves, latrines, water. 8 campsites. Rate-$.75 per car.

Wallowa Lake State Park-78 miles northeast of La Grande (on State Route #82), and 6 miles south of Joseph. Delightful forested park at south end of magnificent Wallowa Lake. At foot of rugged Wallowa Mountains. Swimming, fishing, boating, hiking trails, horse rental nearby. 57 unit camp. Tables, wood or electric stoves, water, restrooms, showers, laundry facilities. 47 tent camps. 10 trailer camps (with water, electricity and waste water disposal connections). Rates-$1.00 per car, and $1.25 per car with trailer.

Catherine Creek State Park- 8 miles east of Union on State Route #203. Pine forested tract on banks of stream. Tables, stoves, water, restrooms. 8 campsites. Fishing. Rate-$.75 per car.

2. That the above charges shall be posted within the main entrance of the above park facilities.

3. That said charges are to take immediate force and effect for the year 1954.

4. That this resolution be duly entered in the minutes and records of the Commission this 21st day of January , 1954, as Miscellaneous Resolution File No. 107.

EXHIBIT "N-1"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of:

(a) The Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

(b) The Little Creek-Estacada Section of the Woodburn-Estacada Secondary Highway in Clackamas County.

(c) The Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Secondary Highway in Lane County, and

(d) The Clackamas Overcrossing Section of the Clackamas Secondary Highway in Clackamas County,

and in connection therewith to prepare maps showing the route and location of each of said sections of highways and to file said reports and records with the Commission for consideration; and,

WHEREAS, after due consideration of said surveys, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. (a) That the survey of the Eagle Rock-Post Section of the Paulina Secondary Highway, beginning at Engineer's Station 788+95.1, approximately ten miles west of the community of Post, and extending in an easterly direction to Highway Engineer's Station 1312+83, in the community of Post, together with the map, which for identification purposes bears Map File No. 7B-25-20 and the date of December, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon.

(b) That the survey of the Little Creek-Estacada Section of the Woodburn-Estacada Secondary Highway, beginning at Highway Engineer's Station 1518+34.1, approximately $1\frac{1}{2}$ mile east of Clear Creek and extending in a northerly direction to Highway Engineer's Station 1739+00, approximately $\frac{1}{2}$ mile west of the Clackamas River in Estacada, together with the map, which for identification purposes bears Map File No. 7B-24-20 and the date of December, 1953, field notes and other engineering data submitted

by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon.

(c) That the survey of the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Secondary Highway beginning at Highway Engineer's Station 7+94.78 just south of the Willamette River in Jasper and extending in a southerly direction to Highway Engineer's Station 152+13.56 and a connection with the Willamette Highway, together with the map, which for identification purposes bears Map File No. 7B-25-18 and the date of January, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon.

(d) That the survey of the Clackamas Overcrossing Section of the Clackamas Secondary Highway beginning at Highway Engineer's Station 264+15.64 at a point on the Cascade Secondary Highway about $\frac{1}{4}$ mile south of the town of Clackamas, and extending in an easterly direction to Highway Engineer's Station 292+39.41 and a junction with the existing Clackamas Secondary Highway, together with the map, which for identification purposes bears Map File No. 1R-5-493 and the date of January, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon.

2. That when each of said sections of said highways is permanently constructed, the same shall be done in accordance with the appropriate survey and location for said section unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said surveys. Said approval and adoption shall also be deemed and constituted instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 21st day of January, 1954, as Resolution Adopting Survey No. 97.

EXHIBIT "N-2"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County and in connection therewith to prepare a map showing the route and location of said section and to file said reports and records with the Commission for consideration.

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Sage Hen Hill-Hines Section of the Central Oregon Highway, beginning at Highway Engineer's Station 6080+50 at Sage Hen Hill, and extending in an easterly direction to Highway Engineer's Station 1637+64.04 at the southeasterly edge of the town of Hines, together with the map, which for identification purposes bears Map File Nos. 7B-7-9 and 7B-25-13 and 14 and the date of January, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission, dated November 3, 1948, the said section of the Central Oregon Highway between Sage Hen Hill and Hines has been designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law" and for the reasons stated therein, the above-named section of said highway should be and it hereby is directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this resolution be entered in the minutes and records of the Commission as of the 21st day of January, 1954, as Survey Resolution No. 98.

EXHIBIT "O-1"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads, frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of producing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Euchre Creek-Wedderburn Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and

(cont.)

maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Euchre Creek-Wedderburn Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Euchre Creek-Wedderburn Section of the relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Suchre Creek-Wedderburn Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said

EXHIBIT "O-1" (cont.)

real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 21st day of January, 1954, as Condemnation Resolution No. 481.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 481, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-2"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Tualatin River-Middleton Section of the Pacific Highway West; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

(cont.)

EXHIBIT "O-2" (cont.)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Tualatin River-Middleton Section of the Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 21st day of January, 1954. as Condemnation Resolution No. 482.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 482, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-3"

Minutes of January 21 and 22, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Airport Road Junction-Stout Creek Section of the North Santiam Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

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EXHIBIT "O-3" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW,THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Airport Road Junction-Stout Creek Section of the North Santiam Highway as a throughway, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated North Santiam Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Airport Road Junction-Stout Creek Section of the North Santiam Highway and the highway facilities for which the said parcel of real property is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 21st day of January, 1954, as Condemnation Resolution No. 483.

EXHIBIT "O-3" (cont.)

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 483, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Salem, Oregon
February 5, 1954

The State Highway Commission met in special telephonic session at 10:30 a.m. in the State Highway Building. Present were:

Ben R. Chandler, Chairman
M. K. McIver, Commissioner
C. W. Enfield, Chief Counsel

Chairman Chandler called the meeting to order.

The Chief Counsel reported briefly the claims which have been made against the State by several property owners for damages resulting from the alleged change of grade of Marion Street in connection with the construction of the Marion Street Bridge. The Chief Counsel advised that Douglas McKay and Mabel C. McKay, copartners, doing business as McKay Company, had offered to accept the sum of $2,500.00 in full settlement of their claim. The real property owned by the McKay Company, consisting of a warehouse used for automobile storage, was appraised by Mr. Leroy Draper, and it was Mr. Draper's opinion that the property suffered damage in the amount of $2,500.00 by reason of the bridge construction. The Chief Counsel recommended that the proposed settlement be accepted. The Commission approved the recommendation and authorized the payment of the sum of $2,500.00 to Douglas McKay and Mabel C. McKay, copartners, doing business as McKay Company, upon receipt from them of a duly executed release of all claims.

There being no further business, the meeting adjourned.

C. W. Enfield
Chief Counsel

Ben R. Chandler
Chairman

ATTEST:
H. B. Heaivilin
Secretary

M. K. McIver
Commissioner

February 5, 1954

Portland, Oregon
February 24, 1954

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner M. K. McIver was excused from attending this meeting.

The meeting was called to order by Chairman Chandler at whose request bids for highway construction, as follows, were opened and read aloud by the Secretary, who then announced that the awards of contracts would be made at 4:00 p.m. in the same room:

BENTON AND LINCOLN COUNTIES
BLODGETT ROCK PRODUCTION PROJECT

Jed Wilson, Seaside	$ 39,600.00
Vernie Jarl, Gresham	42,375.00
Acme Construction Company, Eugene	43,500.00
E. C. Hall Company, Portland	44,275.00
C. C. Meisel, McMinnville	48,000.00
McNutt Brothers, Eugene	51,750.00
P. B. Doherty & Son, Portland	54,600.00
E. H. Itschner Company, Molalla *	55,500.00
Calkins Crushing Company, Oceanlake	59,250.00

* Bidder will accept award of only 3 projects.

DOUGLAS COUNTY
CANYONVILLE-TILLER ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$ 31,590.00
John R. Saxton, Clatskanie	32,375.00
M. C. Lininger & Sons, Medford	33,210.00
Jed Wilson, Seaside *	34,290.00
Calkins Crushing Company, Oceanlake	38,475.00

Canyonville-Tiller Rock Production Project (cont.)

Acme Construction Company, Eugene	$ 40,400.00
John A. Logan, Portland	40,500.00
Homer G. Johnson, Portland	43,200.00
E. H. Itschner Company, Molalla **	43,875.00
Beckley & Thomas, Myrtle Creek	49,410.00
McNutt Brothers, Eugene	60,075.00

* Bidder will accept award of only 2 projects.
** Bidder will accept award of only 3 projects

PACIFIC HIGHWAY IN DOUGLAS COUNTY
GRADING SHADY-BOOTH RANCH UNIT

D & H Construction Co. and M. H. Hasler Construction Co., Sacramento, California	$1,359,784.00
Vernie Jarl, Gresham	1,444,715.00
Erickson Paving Company, Seattle, Washington	1,531,298.90
Guy F. Atkinson Company, Portland	1,595,659.00
Kuckenberg Construction Company, Inc., Portland	1,616,359.50
Gibbons & Reed Company, Salt Lake City, Utah	1,626,021.00
Morrison-Knudsen Company, Inc., Seattle, Washington	1,660,755.00
McNutt Brothers, Eugene	1,724,258.00
Carl M. Halvorson, Portland	1,733,656.00
Parker-Schram Company, Portland	1,816,564.50
Babler Brothers, Inc., Portland	1,867,451.00
Peter Kiewit Sons' Company, Longview, Washington	1,888,067.70
McCammon-Wunderlich Company, Palo Alto, California	1,927,353.00
Natt McDougall Company, Portland	1,947,865.00
Fred H. Slate Co. Oreg. Ltd. and E. C. Hall Company, Portland	1,996,668.00

PACIFIC HIGHWAY IN LANE COUNTY
GOSHEN-COAST FORK WILLAMETTE RIVER UNIT STRUCTURES

P. S. Lord Mechanical Contractors & Columbia Empire Construction Co., Inc., Portland	$ 61,860.00
Central Heating Company Oreg. Ltd., Eugene	64,535.00
R & M Construction Company, Central Point	66,512.00
Tom Lillebo, Reedsport	66,950.00
Orlando C. Bennard, Portland	67,592.00
Hamilton & Thoms, Eugene	68,320.00
R. H. Jones, Hillsboro	68,575.00
Henshaw Brothers, Eugene	69,040.00
Larson Construction Company, Astoria	70,550.00
Glen Snook, Eugene	71,260.00
Valley Construction Company, Portland *	71,980.00
W. H. Shields Construction Company, Eugene	73,697.50

Goshen-Coast Fork Willamette River Unit Structures (cont.)

Schrader Construction Company, Portland	$ 75,970.00
Smith-Phillips Company, Portland	78,630.00

* Bidder will accept award of only one project.

LANE COUNTY
COAST FORK WILLAMETTE RIVER BRIDGE

Tom Lillebo, Reedsport	$149,390.00
W. H. Shields Construction Company, Eugene	153,761.50
Valley Construction Company, Portland *	154,120.00
Larson Construction Company, Astoria	161,225.00
Hamilton & Thoms, Eugene	161,720.00
Lee Hoffman, Beaverton	169,332.00
Natt McDougall Company, Portland	174,966.00
Peter Kiewit Sons' Company, Longview, Washington	214,280.00
Carl M. Halvorson, Inc., Portland	246,830.00

*Bidder will accept award of only one project.

MALHEUR COUNTY
GRADING AND PAVING VALE-CAIRO SECTION

and

NYSSA PAVING PROJECT

Bidder	Vale-Cairo Sec. Metal or Concrete Posts	Vale-Cairo Sec. Wood Posts	Nyssa Paving Project	Total Combined Bid
Warren Northwest, Inc., Portland *	$498,792.50	$ -----	$15,400.00	$514,192.50
Babler Brothers, Inc. & Rogers Constr. Co., Portland *	504,966.00	-----	13,310.00	518,276.00
Peter Kiewit Sons' Co., Longview, Washington *	515,340.50	514,940.50	14,145.50	529,086.00
J. C. Compton Co., McMinnville *	520,268.50	-----	14,760.00	535,028.50
T. W. Thomas, Portland *	568,696.00	564,696.00	15,120.00	579,816.00
Parker-Schram Co., Portland *	573,301.00	-----	13,225.00	586,526.00
Acme Constr. Co., Eugene *	597,224.00	597,224.00	14,704.50	610,928.50**
McNutt Brothers, Eugene *	661,823.50	-----	20,479.50	682,303.00
Holmes Constr. Co. & C. E. Leseberg, Heyburn, Idaho **	-----	563,494.50	-----	-----

February 24, 1954

Vale-Cairo Section and Nyssa Paving Project (cont.)

Russell Olson Constr. Co., Inc., Pendleton	$ -----	$ -----	$15,785.00	$ -----
Coast Blacktop Paving Co., Bend	-----	-----	18,980.00	-----
H. J. & H. W. Miller, Baker	-----	-----	19,170.00	-----

* Bidder will accept award of the Vale-Cairo Project only in combination with the Nyssa Paving Project.

** Bidder will not accept award of projects totaling more than $564,000.00.

*** Bidder will make lump sum reduction of $1,000.00 if awarded both projects.

MALHEUR AND BAKER COUNTIES
GRANT COUNTY LINE-LANCASTER ROCK PRODUCTION

E. H. Itschner Company, Molalla *	$ 64,976.00
C. C. Meisel, McMinnville	65,762.00
Arthur Simonsen, Baker	66,128.80
N. A. Toole Construction Company, Ontario	70,425.60
Rogers Construction Company, Portland	77,552.00
Richard Beshey, Parma, Idaho	85,936.00
H. J. & H. W. Miller, Baker	89,080.00
C. E. Leseberg, Nyssa **	89,604.00
P. B. Doherty & Son, Portland	96,416.00
Acme Construction Company, Eugene	99,560.00
McNutt Brothers, Eugene	108,730.00

* Bidder will accept award of only 3 projects.
** Bidder will accept award of projects totaling not over $564,000.00.

MULTNOMAH COUNTY
60th AVENUE OVERCROSSING

Birkemeier & Saremal, Portland	$ 86,515.00
Parker-Johnson Company, Portland	86,778.00
Schrader Construction Company, Portland	95,228.00
Valley Construction Company, Portland *	101,330.00
Lee Hoffman, Beaverton	102,360.00
James & Yost, Inc., Portland	107,573.00
Chas. R. Schmiedeskamp, Portland	109,547.20
Kuckenberg Construction Company, Inc., Portland	113,682.50

* Bidder will accept award of only one project.

POLK COUNTY
WEST APPROACHES TO SALEM BRIDGES

Sprague-McDowell Company, Seattle, Washington	$ 16,142.20
Knight Pearcy Nursery, Salem	16,575.90
Rich & Sons Nursery, Hillsboro	16,966.50
Service Center, Salem	17,449.30
Portland Construction Company, Portland	18,612.30
Ernest Ferrante & Company, Portland	21,531.35
F. A. Doerfler & Sons , Salem	21,881.30
Larson Construction Company, Astoria	24,681.80

SHERMAN COUNTY
DESCHUTES RIVER-FULTON CANYON FENCING PROJECT

Colorado Fuel & Iron Corporation, Portland	$ 2,783.59
Robinson & Robinson, Caldwell, Idaho	2,953.00
San Jose Steel Company, Inc., Portland	3,022.00
George E. Berry, Beaverton	3,343.00
Wallace Brothers, The Dalles	3,999.00
Sprague-McDowell Company, Seattle, Washington	4,499.00
Lee Construction Company, St. Helens	4,623.02

UMATILLA AND UNION COUNTIES
MEACHAM ROCK PRODUCTION PROJECT

Arthur Simonsen, Baker	$ 32,910.00
E. H. Itschner Company, Molalla *	35,100.00
La Grande Concrete Pipe Company, La Grande	35,490.00
Vernie Jarl, Gresham	35,490.00
C. C. Meisel, McMinnville	36,400.00
Peter Kiewit Sons' Company, Longview, Washington	38,090.00
McNutt Brothers, Eugene	48,100.00
Rogers Construction Company, Portland	49,250.00

* Bidder will accept award of only 3 projects.

WASCO COUNTY
DUFUR-TYGH VALLEY ROCK PRODUCTION PROJECT

C. C. Meisel, McMinnville	$ 29,280.00
E. H. Itschner Company, Molalla *	30,260.00
Barney B. Helser, Moro	31,780.00
Vernie Jarl, Gresham	31,860.00
J. N. Conley, Portland	33,210.00
Rogers Construction Company, Portland	33,300.00
E. C. Hall Company, Portland	35,960.00
M. C. Lininger & Sons, Medford	37,640.00

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Dufur-Tygh Valley Rock Production Project (cont.)

Peter Kiewit Sons' Company, Longview, Washington	$ 40,140.00
McNutt Brothers, Eugene	50,600.00

* Bidder will accept award of only 3 projects.

The Commission approved the minutes of the meeting held on December 10 and 11, 1953. Approval of the minutes of the meeting held on January 21 and 22, 1954 was deferred until the next regular meeting of the Commission.

The State Parks Superintendent reported on the following state parks matters:

1. Request of Bonneville Power Administration for permission to top trees in the Umpqua Lighthouse State Park: The Parks Superintendent reported that the request for trimming the trees is for the benefit of a radio station which the Bonneville Power Administration has established east of the park. However the trees have not yet reached an elevation sufficiently high to interfere with the radio station. He recommended that the request for an immediate permit be denied but that the Bonneville Power Administration be informed that a permit will be issued when necessity demands it. The Commission accepted the recommendation.

2. Request of Mr. Charles Kik for permission to take not to exceed one second-foot of water from Hat Rock Spring for a housing development at McNary Dam Reservoir: The Parks Superintendent stated that the spring is located on property which the State has leased from the United States Government for park purposes, and that it has a flow of slightly over 8 second-feet. It was his opinion that the requirements of the park will not exceed 7 second-feet, and he recommended that Mr. Kik and others be alloted to take not to exceed 1 second-foot of water for use in connection with their private development. The Commission adopted the recommendation.

3. Report on vandalism within state parks: The Parks Superintendent reviewed some of the facts mentioned in his written report to the Commission, dated February 18, concerning this matter. He pointed out that total vandalism in parks during the year 1953 had cost the State an estimated sum of $3,946.00 and that vandalism appears to be greatest in parks along the Oregon Coast. He also called attention to the Engineer's letter of February 19 regarding damages due to vandalism on other state highway property during the same period. The total cost of such vandalism was estimated at $25,132.00. He also pointed out that disposal of garbage and clean-up of roadside parks in 1953 had cost $8,900.00 and in the same period, garbage disposal and clean-up on 119 park areas in 1953 cost $51,160.00. The Commission accepted the reports and ordered the facts contained therein be given as much publicity as is possible. (For further details, see copy of the Parks Superintendent's report of February 18 and a copy of the Engineer's report of February 19, in the General Files.)

4. Report of park activities during 1953: The Parks Superintendent presented to the Commission his written report dated February 23, 1954. The Commission accepted the report and instructed the Parks Superintendent to give copies of it to those people in Portland who are interested in forming an advisory park commission. (For details, see copy of report entitled, "The Oregon State Parks in 1953", in the General Files.)

5. Report on timber blown down in Van Duzer Corridor along the Salmon River Highway: The Parks Superintendent reported that during the evening and night of January 21, 1954, wind blew down approximately 600 trees in this area, 68 of which fell across the highway, trapping nine cars in the Corridor. He estimated the down timber at 786 M-FBM with a valuation of about $15,000. In order to provide reasonable safety in the event of another wind storm, it was his thought that about 75 additional trees on the south or windward side of the highway also should be felled. These trees he valued at about $3,000. The State Forester, he said, has been consulted in this matter, and he has reported that about 90 percent of the hazards can be removed by cutting rotten trees, leaning trees and snags on the south side of the highway. The Forester's report also urges care in construction of roads through the Corridor to the end that tree roots are not damaged. He exhibited a map and pointed out areas marked thereon in green as being the danger spots containing the trees to be felled. He requested authority to advertise the sale of the down timber and the 75 standing trees by the auction method. The Commission granted the authority and thereupon adopted the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

6. Resolution from the Sons and Daughters of the Pioneers protesting removal of articles from the State Park Museum at Champoeg and placing them in the building belonging to the Daughters of the American Revolution in the same park: The Parks Superintendent recalled that this matter was before the Commission on August 6, 1953, at which time it was explained that facilities in the State Museum are not sufficient to properly display the articles and to properly protect them from theft, and it was felt that better care could be given the objects by placing them in the Daughters of the American Revolution Museum where they will be under the care of a full-time caretaker. He stated that he still feels that the proposed move is logical, and he recommended adherence to the present plan. The Commission decided to make no change in the arrangements previously approved. The Parks Superintendent was instructed to explain to the Sons and Daughters of the Pioneers the reasons that prompted the Commission's action.

The Right of Way Engineer presented options secured for acquisition of real property needed for various state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the options to be secured on the West Portland Expressway in Portland, the Right of Way Engineer inquired how rapidly he should acquire

these properties. He stated that so far right of way options have been obtained only when the property owners offer to sell. The Commission ordered continuation of the present practice in acquiring right of way for this highway section.

The Commission considered and upon the Right of Way Engineer's favorable recommendation approved the leasing of a quarry site from Mr. John H. Friday on the Wasco County Line-Madras Section of The Dalles-California Highway in Jefferson County. The Right of Way Engineer explained that this lease is a part consideration in one of the options adopted today and that by the terms of the lease Mr. Friday reserves the right to take gravel from this source for domestic use if he so desires. The lease, he added, is for a five-year period ending January 1, 1959, and the consideration is $100.00.

The Right of Way Engineer presented the following list of properties to be acquired for which no specific authority previously has been granted by the Commission:

COUNTY AND SECTION	FILE NUMBER	PURPOSE	HIGHWAY
BENTON			
Burnt Woods-Blodgett	21726	quarry	Corvallis-Newport
	21727	haul road	
	21728	haul road	
Lincoln County Line-Gellatly Creek	21551	quarry	Corvallis-Newport
	21552	quarry	
DOUGLAS			
Thomas Creek-Tiller	21594	quarry	Tiller-Trail
WASCO			
Dufur-Tygh Valley	21695	quarry	The Dalles-California

He requested authority to acquire these properties. The Commission approved the request by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A report on the miscellaneous sales of buildings and other properties which have been consummated since the last Highway Commission meeting was presented by the Right of Way Engineer. After careful examination of the written report, the Commission confirmed the sales as listed therein. (For further details see report dated February 24 and 25, 1954 as prepared by C. W. Parker, Property Manager, on file in the Secretary's office under the heading of "Miscellaneous Sales".)

The following changes in points of access to state highways as recommended by the Right of Way Engineer, were approved by the Commission:

1. Turner property on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, File No. 18495.

2. William Blunt, Jr. property on the Medford-County Farm Section of the Pacific Highway in Jackson County, File No. 19172.

The Right of Way Engineer advised that no additional access is being granted in either case and that nothing is involved save changes in existing points of access.

Granting of a power line easement to Bonneville Power Administration across the corner of a state quarry on the Oregon-Washington Highway in Umatilla County was considered by the Commission. The Right of Way Engineer stated that the crossing will not interfere with quarry operations, and he recommended that the easement be granted. The Commission approved the recommendation.

The Right of Way Engineer reported that, as instructed by the Commission, he conducted negotiations to acquire property for a state park near Bandon on the Oregon Coast Highway in Coos County. Earlier negotiations, he recalled, were unsatisfactory inasmuch as the property owners indicated they wanted $90 per acre, but, he added, a Mr. Strader, who owns a portion of the area, now indicates that he will accept $60 or less per acre for the seventy acres of land that he owns. He gave as his thought that Mr. Divilbiss, who is the other property owner might accept the same price. The Commission authorized the Right of Way Engineer to negotiate for all of the property needed on the basis that it is to be acquired for $60 or less per acre.

The conveyance of 0.55 acre of land on the Ochoco-Prineville Dam Section of the Ochoco Highway in Crook County to the State Board of Forestry for use as a site for a District Ranger Headquarters was considered by the Commission. The Right of Way Engineer explained that the Board of Forestry wishes to use the property as a residence site in conjunction with their station on the Ochoco Highway. The property, he stated, has no value to the highway department, and he recommended that it be deeded to the Board of Forestry for a consideration of $1.00. The Commission accepted the recommendation.

The Commission gave attention to the proposed expenditure of $4,500 to compensate the U. S. Army Corps of Engineers for installing an arch type stockpass under the Columbia River Highway opposite the Miller property east of The Dalles Dam in Wasco County. Mr. W. C. Williams, Deputy State Highway Engineer, explained that the Millers own an island in the river and that it is necessary for the stock to be driven across the surface of the highway in going to and from the island, which procedure will be eliminated if the stock pass is provided. He gave as his opinion that the expenditure of $4,500 by the State for this purpose is warranted, and he recommended that the Army Engineers be compensated in such sum on condition that the underpass is gated and kept locked at all times when not in use by the Millers. The Commission accepted the recommendation.

Conveyance to a Mr. John Charge of a strip of land 30 feet wide by 500 feet long on the Gervais-Hayesville Section of the Portland-Salem Expressway in Marion County was considered. The Right of Way Engineer explained that when acquisition of Mr. Charge's land was negotiated, it was not intended to take property that would conflict with the buildings on his farm, and such representation was made to Mr. Charge; however, after the lines were staked, it was found that the property line passed through Mr. Charge's barn. He further explained that the area proposed to be conveyed to Mr. Charge does not reduce the value of the remaining property acquired for a gravel pit, and he recommended that the property be deeded back to Mr. Charge for a consideration of $1.00. The Commission accepted the recommendation.

Disposal of the old Division Office Headquarters at Bend was discussed by the Commission. The Right of Way Engineer stated that from appraisals that have been made, it has been determined that the property has a minimum value of $35,000. In connection with this matter, the Commission gave its attention to a letter from Mr. J. Herbert Stone, Regional Forester, U. S. Forest Service, concerning the possibility of an agreement whereby the Forest Service would occupy and use the old Bend Division Headquarters Building in return for use of the warehouse and repair shop constructed by the Corps of Engineers on U. S. forest lands near Detroit. The Engineer gave as his opinion that the Highway Department should refrain from expansion in the operation and management of rental properties. He pointed out that the buildings at Detroit are still under control of the Corps of Engineers and may or may not be transferred to the U. S. Forest Service; moreover, the buildings are designed to be heated electrically, the cost of which would be prohibitive at commercial rates. He also pointed out that a suitable headquarters site can be constructed at Detroit for approximately $20,000, which amount can be amortized at a rental rate of $80 per month over a period of thirty years. He recommended that the Division Headquarters at Bend be sold. The Commission authorized the sale of the property by public auction for a minimum price of $35,000, and thereupon adopted the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A proposed lease agreement with Schnitzer and Wolf Company for rental of property recently purchased from them on the Clay-Columbia Street Interchange Section of the West Portland Expressway in Portland was considered. The Right of Way Engineer pointed out that this property will not be needed before June 1, 1954. He, therefore, recommended that the Schnitzer and Wolf Company be allowed to use the property until that time for a consideration of $635 per month. The Commission approved the recommendation.

Sale of excess right of way approximately 8 feet wide by 143 feet long in the City of Springfield was considered by the Commission. The Right of Way Engineer stated that the Shell Oil Company which owns adjoining property wants to buy the land, which has been appraised at $975. He recommended that it be sold by the public auction method. The Commission accepted the recommendation.

The Right of Way Engineer recommended that the following options which have been signed by property owners be rejected as he felt that the prices are too high:

1. Buffington Estate property, File No. 21086, on the Frankport-Greggs Creek Section of the Oregon Coast Highway--$19,000.00.

2. Carmichael property, File No. 21542, on the Frankport-Greggs Creek Section of the Oregon Coast Highway--$40,000.00.

The Commission rejected the options as recommended and authorized renegotiation for acquisition of both tracts.

The Right of Way Engineer also recommended that an option signed by Hot Springs, Inc. on the Vale-Cairo Section of the Central Oregon Highway be rejected as access is not restricted in any manner in the option as signed. He explained that it is planned, if the option is rejected to renegotiate on the basis of restricting access to private use only. The Commission rejected the option as recommended and authorized renegotiation.

Mr. W. C. Williams, Deputy Highway Engineer, reported receipt of a bid from Mr. C. J. Montag and Sons for the North Crossing of the Coast Fork Willamette River Bridge Project on which bids were received at 9:00 a.m. this morning. This bid, he stated, was sent "special delivery" from Eugene yesterday but was not received until 9:45 a.m. so was not read. Mr. Montag and his surety, he stated, would like to appear before the Commission concerning the bid this afternoon. The Commission inquired of the Chief Counsel whether or not this bid had been submitted in a legal manner. The Chief Counsel replied that bidders are required, as stated in the "Notice to Contractors", to have their proposals at the site of the bid opening by the designated time of opening, which in this instance was 9:00 a.m. and that no allowance can be made if the proposals are delayed in the mails or otherwise. It was his opinion that the Commission did not have authority to accept this bid. Mr. C. J. Montag and Mr. Frank Amerata, representative of the surety on his bond, appeared before the Commission during the afternoon session. Mr. Montag stated that his bid proposal was placed in the U. S. Mail in Eugene on the previous day and that they were assured by the Postmaster that it would arrive in Portland in plenty of time for the opening. He also said that he would not have taken the trouble to appear before the Commission except for the fact that his bid was lower than any of the other bids read at the regular opening. Chairman Chandler stated that the Commission regrets that the bid could not be read, but the Commission must adhere strictly to the regulation of not reading bids received after the time scheduled for opening. The Chief Counsel pointed out that the bid proposal states that bids are to be delivered at the place of opening not later than a certain designated time, or shall be mailed to the Salem office early enough so that it can be delivered to the place of bid openings by the designated time. He gave as his opinion in this instance that the Commission is without authority to accept the bid due to the fact that it was delivered after 9:00 a.m. Mr. Glaisyer, the Secretary, stated that the bid was received at 9:45 a.m. after the other bids had been read for this job. Mr. Amerata called attention to the fact that they had hopes the Commission would consider this bid in the same manner as some branches of the Federal Government do in which bids are read if they are postmarked a certain time before the bid opening. Mr. Montag stated that he would not press the matter further, whereupon the Commission instructed the Secretary to return the bid to Mr. Montag.)

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Lincoln County Line-Gellatley Creek Section of the Corvallis-Newport Highway

R 21551 - Walter G. Cox, Jr.
Quarry (Benton)
7.29 acres

R 21552 - James L. Lemon
Quarry (Benton)
9.16 acres

Thomas Creek-Tiller Section of the Tiller-Trail Highway

R 21594 - Perry Brooks
Stock Pile Site (Douglas)
3.12 acres

Vale-Cairo Junction Section, East Unit, Central Oregon Highway

R 20231 - John Wood
Malheur
Parcel No. 1: 8.6 acres for right of way
Parcel No. 2: 0.47 acre for haul road

R 20235 - James D. Stuart
Right of Way (Malheur)
1.08 acres

R 21280 - Richard S. Humphrey
Right of Way (Malheur)
0.30 acre

Sage Hen Hill-Hines Section of the Central Oregon Highway

R 21611 - Lillian P. Franklin
Right of Way (Harney)
Parcel No. 1: 0.4 acre
Parcel No. 2: 0.2 acre

R 21612 - Alfred R. Turley
Right of Way (Harney)
0.2 acre

Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway

R 21291 - Margaret E. Berney
Right of Way (Douglas)
Parcel No. 1: 13.14 acres
Parcel No. 2: 0.87 acre

R 21292 - Edward D. Smith
Right of Way (Douglas)
0.38 acre

R 21293 - Raymond C. Lawrence
Right of Way (Douglas)
20.33 acres

R 21556 - John Howard Carnes
Right of Way (Douglas)
10.60 acres

R 21559 - Orley R. Thompson
Right of Way (Douglas)
9.02 acres

R 21560 - M. M. Cooper
Right of Way (Douglas)
25.0 acres

R 21561 - Ruth E. Holmgren
Right of Way (Douglas)
24.5 acres

R 21562 - George F. Burnett
Right of Way (Douglas)
14.88 acres

R 21563 - George F. Burnett
Right of Way (Douglas)
19.15 acres

R 21564 - J. H. Eyben
Right of Way (Douglas)
2.90 acres

R 21565 - J. Ira McNutt
Right of Way (Douglas)
2.60 acres

R 21566 - Henry Weber
Right of Way (Douglas)
25.60 acres

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Shady-Booth Ranch Unit, Shady-Canyonville Sec. of the Pacific Hwy (cont.)

R 21567 - Stomar Lumber Company
Right of Way (Douglas)
4.9 acres

R 21568 - Trio Lumber Company
Right of Way (Douglas)
2.8 acres

R 21569 - Arthur R. Wecks
Right of Way (Douglas)
13.10

R 21570 - Edmund V. Bounds
(Douglas)
Parcel No. 1: 17.70 acres for right of way
Parcel No. 2: 0.04 acre for right of way
Parcel No. 3: 0.95 acre for right of way
Parcel No. 4: 6.88 acres for right of way
Parcel No. 5: 0.75 acre for channel change easement

R 21571 - Charles W. Maris
Right of Way (Douglas)
0.83 acre

R 21572 - O. E. Wecks
Right of Way (Douglas)
6.8 acres

R 21619 - LeRoy Berry
Right of Way (Douglas)
0.02 acre

R 21646 - A. R. Wecks
Right of Way (Douglas)
1.55 acres

Tide Creek-St. Helens Unit of the Goble-St. Helens Section of the Columbia River Highway

R 10004 - Elmer V. Anderson
Right of Way (Columbia)
15,000 square feet

R 10008 - George M. Walmsley
Right of Way (Columbia)
5,000 square feet

Tide Creek-St. Helens Unit of the Goble-St. Helens Section of the Columbia River Highway (cont.)

R 21384 - Mark Hegele
Right of Way (Columbia)
Parcel No. 1: 0.06 acre
Parcel No. 2: 0.58 acre

Goshen-Divide Section of the Pacific Highway

R 21208 - John Stalder
(Lane)
Parcel No. 1: 16.0 acres for right of way
Parcel No. 2: 0.30 acre for right of way
Parcel No. 3: 4.9 acres for gravel pit
Parcel No. 4: 0.86 acre for borrow pit
Parcel No. 5: 0.02 acre for slope easement for road approach

R 21209 - G. R. Sears
(Lane)
Parcel No. 1: 26.24 acres for right of way
Parcel No. 2: 0.36 acre for easement for haul road to gravel pit
Parcel No. 3: 0.14 acre for easement for a drain pipe
Parcel No. 4: 0.02 acre for slope easement for road approach

R 21396 - W. A. Woodard Lumber Company
(Lane)
Parcel No. 1: 2.40 acres for right of way
Parcel No. 2: 2.9 acres for right of way
Parcel No. 3: 7.98 acres for right of way

R 21407 - Joseph Tonele
Right of Way (Lane)
0.66 acre

R 21414 - J. P. Walker
Right of Way (Lane)
1.0 acre

R 21415 - Cecil C. Wooley
Right of Way (Lane)
0.02 acre

R 21426 - M. H. Anderson
Right of Way (Lane)
0.40 acre

R 21461 - Herschel Robert Flesher
Right of Way (Lane)
0.34 acre

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Goshen-Divide Section of the Pacific Highway (cont.)

R 21864 - Alvin A. Johnson
Right of Way (Lane)
0.08 acre

Tualatin River-Middleton Section of Pacific Highway West

R 19695 - Magdalena Krause
Right of Way (Washington)
1.416 acres

Sylvan Section of the Sunset Highway

R 20694 - George Harold Raab
Right of Way (Multnomah)
125 square feet

Rocky Point-Brush Creek Section of the Oregon Coast Highway

L 2081 - Searcy E. Binford, et al
New resolution required for change of access provision

Hood River-Mosier Section of the Columbia River Highway

L 1767 - James C. Fulton, et ux
New resolution required because of change of use of property

Sylvan Section of the Sunset Highway

L 1982 - Faun E. Helmcke
New resolution required for change in access control language

Rocky Point-Brush Creek Section of the Oregon Coast Highway

L 2082 - W. M. Hubbs, et ux
New resolution required for change in access control language

Blackwell Hill-Medford Section of the Pacific Highway

L 2123 - Earl W Morris, et al
New resolution required for change in access control language

The Commission approved the request by adopting the attached resolutions relative thereto, marked EXHIBITS "J-1" through "J-13", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried in court since the January meeting of the Commission as follows:

State vs E. S. Kennedy, et al, L 2078
State vs Efem Warehouse Company, L 1980
State vs Emery B. Kelley, et al, L 1983
State vs LeRoy Lumber Company, et al, L 1815

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(For details see copy of the Chief Counsel's letter to the Commission dated February 18, 1954, in the General Files.)

The Commission also considered and approved the Chief Counsel's written report of cases in which complaints have been filed and settlements made prior to trials since the meeting of the Commission held January 21 and 22, 1954 as follows:

1. State vs Jess E. Tryon, et ux, L 2146: Offered $4,372. Settled for $4,951.

2. State vs Edith M. Anderson, et vir, L 2139: Offered $150.00. Settled for $200.00.

3. State vs Carl A. Sprauer, et al, L 2065: Offered $12,925.00. Settled for $12,900.

4. State vs James R. Burgess, et ux, L 2140: Offered $6,575.00. Settled for $7,200.

5. State vs George S. Jewett, et al, L 1780: Offered $10,500.00. Settled for $10,500.00.

6. State vs Howard C. Holden, et ux, L 2121: Offered $750.00. Settled for $875.00.

7. State vs Favell-Utley Realty Company, et al, L 1370: Settled for $1,038.00.

8. State vs I. W. Housechild, et al, L 1927: Offered $5,100.00. Settled for $6,100.

9. State vs Rex B. Parelius, L 2111: Offered $970 00. Settled for $1,293.12.

10. State vs Frank Gillies, et al, L 2141: Offered $13,000.00. Settled for $13,700.00.

11. State vs J. S. Daniels, et ux, L 2115: Offered $200.00. Settled for $200.00.

12. State vs Joseph W. Fitts, et al, L 2131: Offered $2,557.00. Settled for $3,400.00.

13. State vs Maud F. Clark and State vs Harold E. Clark, L 2093 and L 2094: Offered $10,900.00 and $4,935.00. Settled for $10,900.00 and $4,935.00 with the State obligated to perform certain other functions.

14. State vs O. E. Powell, et al, L 2041: Offered $4,950.00. Settled for $6,000.00.

15. State vs Gregory V. Bride, et al, L 2021: Offered $10,500.00. Settled for $10,750.00 on the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway.

(For details concerning the above listed settlements, see copy of the Chief Counsel's written reports to the Commission dated February 18 and 19, 1954, in the General Files.)

The Commission considered and confirmed offers reported by the Chief Counsel for acquisition of real property required for various highway purposes, which offers were tendered to the owners prior to the commencement of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 20, 1951:

County Farm Ashland Section of the Pacific Highway

L 1935 - Owner: Charles W. Koyl, et al. 8.09 acres for right of way, 1.03 acres for gravel pit, 2.8 acres for easement for channel change, and 0.82 acre for excess taking. Amount of offer $13,000.00. Authorized by Chairman Chandler on February 4, 1954.

Love Bridge-Black Bridge Section of the Baker-Homestead Highway

R 20305 - Owner: Staggs and Weber, et al. 3.81 acres for right of way. Amount of offer $38.00. Authorized by Chairman Chandler on January 15, 1954.

Goshen-Divide Section of the Pacific Highway

R 18451 - Owner: E. R. Copenhaver, et al. 1.62 acres for right of way. Amount of offer $1,800.00. Authorized by Commissioner McIver on December 7, 1953.

Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway

R 17492 - Owner: Paul M. McFarland, et al. 1.54 acres for right of way. Amount of offer $1,000.00. Authorized by Chairman Chandler on February 5, 1954.

Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway

R 13926 - Owner: Horace J. Smith, et ux. 6.5 acres for right of way. Amount of offer $31,550.00. Authorized by Commissioner McIver on January 12, 1954.

R 13936 - Owner: Ida M. Denny, et al. 7.9 acres for right of way and 3.61 acres for excess taking. Amount of offer $41,474.00. Authorized by Chairman Chandler on January 5, 1954.

R 20470 - Owner: Joseph W. Fitts, et ux. 7.91 acres for right of way, and 3.0 acres for excess taking. Amount of offer $2,557.00 Authorized by Chairman Chandler on January 15, 1954.

Hayesville Jct.-Wilsonville Jct. Section of the Portland-Salem Expressway (cont.)

R 20846 - Owner: John J. Schafter, et ux. 0.22 acre for right of way. and 0.28 acre for excess taking. Amount of offer $250.00. Authorized by Chairman Chandler on January 15, 1954.

R 20852 - Owner: John J. Stafek, et ux. 11.13 acres for right of way. and 0.35 acre for grade separation structure. Amount of offer $7,325.00. Authorized by Chairman Chandler on January 15, 1954.

R 20903 - Owner: Arthur Franke, et ux. 11.68 acres for right of way and 7.7 acres for borrow pit. Amount of offer $10,260.00. Authorized by Commissioner McIver on January 12, 1954.

R 21060 - Owner: Lauren E. Stettler, et ux. 5.85 acres for right of way and 4.55 acres for excess taking. Amount of offer $9,720.00. Authorized by Commissioner McIver on January 12, 1954.

R 21205 - Owner: William Albright, et ux. 1.38 acres for drainage ditch. Amount of offer $996.00. Authorized by Commissioner McIver on January 12, 1954.

The Commission also considered and approved the following offers made for property for which condemnation was previously authorized:

Tualatin River-Middleton Section of the Pacific Highway West	Recommended Offer
R 19684 - John Jurgens, et al Right of Way (Washington) 3.83 acres	$17,430.00
R 19681 - A. S. Hamilton, et ux Right of Way (Washington) 0.74 acre	$ 3,000.00
R 19688 - Harriet E. Harsch, et vir. Right of Way (Washington) 0.070 acre	$ 285.00

A report was also submitted by the Chief Counsel concerning the case of United States of America vs Andrew J. Gray, State Highway Commission, et al, in the United States District Court for the District of Oregon. He explained that this suit was brought by the United States Government to recover judgment against Andrew J. Gray and George Clawson and against Andrew J. Gray and Dorothy Gray and to foreclose plaintiff's Federal tax liens upon Lots 6, 7, 8, and 9, Block 6

of the Platt of Sunnyvale in the Northwest quarter of Section 12, Township 26 South, Range 13 West, W. M., which is on the Bay Park-Delmar Section of the Oregon Coast Highway in Coos County. No judgment is being sought against the State of Oregon which is named as a defendant simply because of the State Highway Commission's claim to ownership of the property on which foreclosure is being brought. The Commission accepted the report.

The Chief Counsel reported that court action has been started against state employees in a case entitled "Harvey Scherer, Administrator of the Estate of Vivian Thomas Smith, deceased, vs Louis E. Dearborn, O. G. McComb, A. F. Parson and Lloyd C. Johnson". The defendants in this case, he said, are state employees who are being sued for damages arising from an automobile accident involving a state highway truck that was being driven by Mr. Dearborn which occurred on August 28, 1953, on the John Day Highway about 10 miles north of Vale. Mr. Smith, he said, died as a result of this accident, and Mrs. Smith suffered injuries requiring hospitalization. He recalled that the Commission, at its meeting held October 29, 1953, authorized the Chief Counsel to defend the defendants, and the Commission had further directed that the defense be undertaken with the understanding that should a judgment be entered against the defendants, the Commission would do all in its power to secure payment of the judgment by the State. He stated that an answer had been filed the previous week but the case had not yet been set for trial. He recommended that the Commission confirm its previous action authorizing the Chief Counsel to defend the state employees. Commissioner Reynolds stated that the case should be given all attention possible as it would be extremely bad for employee morale if everything possible is not done. The Commission instructed the Chief Counsel to defend the employees to the fullest extent and also authorized employment of local counsel if deemed advisable in order to secure desired results.

A form of Waiver and Release of Access Restrictions in connection with the Rose Garrett property on the Coos Bay-Roseburg Highway a short distance south of Myrtle Point was considered The Chief Counsel explained that when right of way was acquired from Mrs. Garrett in 1949, it was clearly understood that no restriction of access was to be included in the deed; however, by mistake, the deed was executed with restriction of access to the highway from the grantor's remaining property. He pointed out that this is the only property on this particular section of Highway where access is restricted, and he recommended approval of the release of the restrictions in this case in conformity with the original intent of the transaction. The Commission approved the recommendation.

The Commission gave its attention to a matter presented by the Chief Counsel concerning clarification of a slope easement which the State owns over certain property in the City of Newport on the Oregon Coast Highway. The Chief Counsel explained that during the years 1937 and 1940, the Commission acquired two parcels of land in Block 16, Nye and Thompson's Addition to the City of Newport, and the conveyance of these properties also granted to the State a "slope easement" on a strip 30 feet wide adjacent to the parcels conveyed in fee. The term, "slope easement" was neither defined nor explained in the conveyances and prospective purchasers do not wish to buy the land until the term "slope easement" is clarified. This can be accomplished, he said, by execution of an indenture which will not take away from the State any rights the State now has but will simply define and clarify the meaning of

the term "slope easement". He recommended that the indenture be approved. The Commission accepted the recommendation.

A written report was submitted by the Chief Counsel concerning the status of litigation with Mr. Fred Rawson concerning the removal of cinders from Round Butte in Cove State Park. The Chief Counsel outlined briefly the acquisition of this area by the State from Jefferson County and from the United States Government. On February 17, 1951, six mining claims were filed on the slope of the Butte by the Rawsons who sought to prevent the State's contractors from using cinders from an area covered by their minimg claims. This suit was dismissed. The United States brought suit against Mr. Rawson and enjoined him from removing cinders from a 20-acre tract. Mr. Rawson started removal of cinders from an adjoining tract, and on August 3, 1953, the State commenced action against him in the sum of $3,000 for restoring to a sightly condition a portion of the State's property torn up by the Rawsons. A new complaint, he stated, was filed on February 11, 1954, to enjoin the Rawsons from removing cinders from state property This latter action, he stated, was taken in compliance with instructions from the Commission that action be taken to prevent the Rawsons from removing cinders and despoiling the Round Butte area. The trial in this case, he added, is scheduled for May, 1954. The Commission accepted the report

The Chief Counsel submitted a report on a claim filed by Natt McDougall Company, Contractors, for extra compensation due to hard materials encountered in the performance of their contract for construction of the Low Pass Section of the Siuslaw Highway in Lane County, known as State Highway Contract No. 3754. The Contractors claimed that the unclassified material in the bid cut, totaling about 475,000 cubic yards, cost them about $225,000 more than they would receive on the unit price bid of $0.45 per cubic yard. They alleged that, from the information on hand at the time that bids were received, they thought the material could be removed with a shovel with little or no blasting, whereas it proved to be very hard rock and required heavy blasting. They asked to be reimbursed for a loss on the entire job of $175,000. The Chief Counsel advised that the claim, as alleged, does not come within the provisions of paragraph 8-11 of the contract; also, that it is his opinion that the Engineer does not have authority to prepare an estimate for this additonal compensation to be paid to the contractor, nor does the State Highway Commission have the legal authority to pay this claim. As a result of the discussion, the Commission decided to deny the claim The Chief Counsel indicated that, if the claim were denied, Natt McDougall Company probably will attempt to recover their loss by court action.

A status report on claims for damages resulting from changing the grade of Marion Street in connection with construction of the east approach to the Marion Street Bridge in Salem was presented by the Chief Counsel It appears that eight claims ranging from $10,000 to $30,000 and totaling $153,000 have been filed, and that one additional claim in the amount of $2,500 has been settled by negotiation. The report was accepted by the Commission.

Authority was granted the Chief Counsel to start legal proceedings to collect damages from the following:

1. CAO 53-25-Lewis Oil Company and Orvel Berry: Damages caused a state vehicle by an accident occurring on March 20, 1953.

2. CAO 53-67-Dale Prutzman and E. A. Mock and Sons: Damages caused a state vehicle by an accident occurring on August 2, 1953.

3. CAO 51-55-Green and Andal Logging Company and Glenn Yenglin: Damages caused a bridge on the Oregon Coast Highway by a collision occurring on June 22, 1951.

The Chief Counsel reported that in the case of State vs Binford the Circuit Court allowed defendants' motion to strike from the complaint the language allowing the Highway Commission to close an access for all purposes in the event of any violation of use restriction. The Court was of the opinion that such action should not be permitted without a judicial determination that a violation of use restrictions had actually occurred. The Chief Counsel advised that the effect of this ruling could be overcome by the use of language which would make a reserved access a determinable property right, subject to defeasance upon the happening of a condition. The Chief Counsel recommended that in lieu of the present language authorizing the Commission to close accesses, substantially the following be used: "Reserving to defendants, their heirs and assigns, for service of the said remaining land, only so long as no use is made thereof other than as hereinafter specified, the following: * * *" The Commission authorized insertion of this language in the complaint in the case of State vs Binford, in all complaints previously filed in which the defendants successfully attack the language authorizing the Commission to close accesses, in all complaints filed in the future, and in all future options and deeds.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission approved a report from the Engineer that pursuant to authority heretofore granted him by the Commission, he has awarded contracts, as follows, the conditions governing the awards having been satisfied, and that contract and bond forms have been sent to the respective contractors for signature:

1. Grading the Gervais-Hayesville Unit, Willamette River-Hayesville Section of Portland-Salem Expressway in Marion County. Bids received December 11, 1953. Conditions of award satisfied January 22, 1954. Roy L. Houck & Son, Salem, contractor.

2. Grading and oiling on Table Rock Creek-Black Bridge Section of Baker-Homestead Highway in Baker County. Bids received December 10, 1953. Conditions of award satisfied January 22, 1954. Newport Construction Company, Portland, contractor.

3. Construction of Seven Oaks Overcrossing on Pacific Highway in Jackson County. Bids received December 11, 1953. Conditions of award satisfied January 22, 1954. Bessonette & Graff, Medford, contractor.

4 Grading and paving the Salem-Lancaster Drive Section of North Santiam Highway in Marion County. Bids received December 11, 1953. Conditions of award satisfied January 22, 1954. Fred H. Slate Company, Oreg. Ltd., Portland, contractor.

5. North Eugene Overcrossing Widening on Pacific Highway in Lane County. Bids received January 21, 1954. Conditions of award satisfied January 26, 1954. Tom Lillebo, Reedsport, contractor.

6. Work on Sixes Junction Section of Sixes-Dry Creek County Road in Curry County. Bids received January 22, 1954. Conditions of award satisfied February 15, 1954. Fred H. Slate Company Oreg. Ltd., and E. C. Hall Company, Portland, contractor.

The Engineer reported that because of damage caused by high water a 50 percent reduced load limit was placed on the Williams Creek Bridge on the Williams Secondary Highway No. 261, effective January 28, 1954, and that on February 3 he removed it when repairs were completed.

The Engineer also reported that on February 2, 1954 because of improved conditions he removed the 50 percent reduced load limit which has been in effect on the Klamath Secondary Highway between M. P. 41.07 and M. P. 25.17 since October 9, 1953. The Commission approved both reports.

Construction of guard rail on the Snow Hollow Hill Section of the Enterprise-Lewiston Highway was considered by the Commission. The Engineer recalled that this matter was before the Commission at its January meeting at the request of the Wallowa County Judge. An investigation by the Division Engineer, he said, reveals no particular hazard except possibly when cars are driven down the hill at an excessive rate of speed. This section, he pointed out, is still under control of the Bureau of Public Roads, and a careful study will be made when the final pavement is constructed. No action was taken by the Commission.

Consideration was given to a request submitted by the Morrow County Court that the State place on the State Secondary Highway System a road leading northerly from US 30, about $4\frac{1}{2}$ miles east of Boardman, to a junction with US 730 where it connects with the Paterson Ferry Road. The Engineer reported that the proposed roadway is about $4\frac{1}{2}$ miles long and the cost to construct it he estimated at $154,000. He pointed out that there are no funds available to finance the construction,and he questioned that such road should be a part of the state highway system. He suggested that the Morrow County Court be advised to take action to place the road on the Federal Aid Secondary County Road System so it will be eligible for federal-aid secondary funds that become available to Morrow County. The Commission approved the suggestion and so ordered.

The Commission again gave consideration to a proposal first submitted at the January Commission meeting by Multnomah County that the State and the County join on an equal basis in constructing a ramp at the east end of the Ross Island Bridge to facilitate movement of east and southbound traffic. The Engineer reported that the estimated cost of such facility is approximately $375,000. He recommended approval of the County's proposal and that the ramp be constructed this year on condition that Multnomah County will definitely assume payment of one-half the costs involved. He pointed out that the project is in the Commission's construction program for 1956 without County cooperation and that the County has agreed to pay half the cost of the project only if the work is done this year. The Engineer stated that he has a letter from Commissioner McIver approving the project as outlined. Chairman Chandler and Commissioner Reynolds

also expressed their approval, making the decision unanimous. The Engineer was authorized to proceed accordingly.

A request from the District Forester of the U. S. Bureau of Land Management for permission to construct a half-mile section of roadway on right of way acquired for the Little Butte Creek Secondary Highway east of McAllister Springs in Jackson County was discussed. The Engineer stated that the Bureau wishes to construct the road to permit the harvesting of over-ripe timber on adjacent land, and at the present time there is no satisfactory road in existence along this half-mile section. The cost of construction, he said, has been estimated at $30,000 which the Bureau will pay. He recommended approval of the request on the condition that plans and specifications meet highway department standards and that construction be carried on under highway department supervision. The Commission approved the recommendation with the understanding that the cost is to be borne by the Bureau of Land Management and that the road as constructed is to remain a county road.

The Commission discussed briefly the Engineer's report on a request from the North Tillamook Chamber of Commerce for construction of a cutoff highway between the Sunset Highway at a point near Elsie and the Necanicum Highway a short distance north of Mohler. The Engineer recalled that the matter was considered by the Commission in 1948 and that the cost of construction as indicated by a reconnaissance survey at that time was estimated at $1,600,000. The cutoff, he said, will save about five miles between common points, but will require 13 miles of new construction, and on the basis of traffic studies, will serve only about 160 vehicles daily. The benefit quotient, he stated, is only 0.50 which indicates that to build the road would be a poor investment. The Commission deferred action on the matter pending appearance of a delegation on the following day. (The Commission made no commitment on construction of this cutoff when the delegation appeared but advised that the project will be given consideration.)

The Commission considered and accepted a report submitted by the Engineer showing the status of the program to remove danger trees from state highway rights of way. The Engineer pointed out briefly that of the 15,254 trees originally classified as danger trees, 9,254 were located on private property or national forest lands and the 6,000 remaining are located on state highway rights of way. Since May 1, 1951, he said, 4,500 trees have been removed from the right of way, leaving a balance of 1,500 yet to be removed as the State's obligation. However, 900 additional danger trees accrued during 1952 due to pine beetle loss, logging operations and wind storms, making a total of 2,400 trees in this category. He pointed out that even though danger trees are removed, new ones are being continually added due to trees that have died, logging, and wind storms. At the end of 1953 there remained 2,018 danger trees even though 4,409 had been removed during the year. The Commission in accepting the Engineer's report ordered continuance of the program of removing dangerous trees from the highway, and also ordered that the highway department's efforts to eliminate this particular type of hazard be given newspaper publicity.

Consideration was given to a report submitted by the Engineer concerning development of view points on the Weston-Elgin Secondary Highway near Tollgate

Summit. The Engineer stated that an investigation was made but there was considerable snow on the ground at the time and heavy fog in the valley, so an adequate determination for a proper site had to be deferred. Arrangements have been made, he stated, to have an engineer to inspect the location again with Mr. E. J. Haney, Chairman of the Roads Committee of the Weston Chamber of Commerce, when the snow is gone and the view is unobstructed by fog after which a full report will be rendered. The Commission accepted the Engineer's report.

The Commission gave its attention to a report submitted by the Engineer concerning the status of the proposed extension of the Starkey Secondary Highway to a connection with the Pendleton-John Day Highway near Ukiah. The Engineer recalled that the Commission previously instructed him to contact the county courts of Union and Umatilla Counties relative to placing this extension on the federal-aid secondary system. These contacts, he stated, have been made, and the Umatilla County Court expressed definite interest in the road but was doubtful if construction could be financed as a federal-aid county road due to lack of county funds. The Court did, however, adopt a resolution consenting to placement of the road on the State federal-aid secondary system if the Highway Commission wishes to do so. The Union County Court, he said, was definitely opposed to establishment of the portion in Union County as a federal-aid secondary county road and did not show much interest in placing the road on the State secondary system. They did, however, adopt a resolution to approve it as a state secondary highway if the Commission desired to take such action. He recommended that the road be placed on the State secondary system and also on the federal-aid secondary system. The Commission deferred action in this matter until such time as Commissioner McIver is present.

Proposed park development at Rooster Rock State Park on the Columbia River Highway was discussed by the Commission. The Engineer pointed out that the parks budget contains an item of $65,000 for development of a park at this location, together with an approach to the highway, and the widening of the highway sufficiently to provide for a left-turn refuge. Considerable study has been given this matter, he said, and it is his considered opinion that the approach should not turn off at grade level due to the extreme hazard of left-turn movements on this high-speed highway, and the anticipated large number of people who will use the park facilities. He favored a traffic interchange which he estimated will cost $115,000, and he recommended that the park development be delayed until such interchange can be financed and the complete improvement effected at one time. After some discussion of the matter, the Commission ordered that the park development be deferred until 1955.

A report by the Engineer concerning reclassification of the Powell Butte State Secondary Highway in Deschutes and Crook Counties was considered by the Commission The Engineer advised that a test run with equipment having an overall length of 55 feet was made over this highway and it was observed that the equipment was able to travel the entire length of the highway without encroaching on any portion of the opposing traffic lane. He recommended in view thereof that it be reclassified as a Group I highway. The Commission approved the recommendation.

The Engineer requested authority to place asphaltic pavement on an approximate five-mile section of The Dalles-California Highway between M. P. 239.00 and M. P. 244.00, near Spring Creek Hill. He stated that last year a ten-mile section had been repaved ending on the north at the top of Spring Creek Hill, and that the five-mile section immediately north of this section is now showing considerable distress. He estimated the cost involved at $87,000, and he recommended approval of the project, the financing of the same to be accomplished by transferring $52,500 from a rock production project on the same section and by transferring $35,000 from a rock production project on the Green Springs Highway. The Commission approved the recommendation and ordered the work performed by contract.

Authority was also requested by the Engineer to place three inches of fine crushed rock on a 12-mile section of the Starkey State Secondary Highway between Hilgard and Starkey. He stated that it is difficult to maintain this section because it has a very coarse material surfacing. He also said that to improve the road so that it can be maintained properly will require the placement of approximately 15,000 cubic yards of crushed rock at an estimated cost of $50,000. He recommended approval of the project which, he said, will be financed with monies from the reserve in the State Construction Budget. The Commission approved the recommendation.

Authority to construct a terraced bench near the top of a cut slope on the reconstructed Modoc Point-Barkley Springs Section of The Dalles-California Highway was requested by the Engineer. He advised that in reconstructing the highway high cut banks were made in talus rock deposits, and since then loose rocks from the slopes have been falling onto the roadway causing a traffic hazard. This condition, he said, can be corrected by constructing a bench near the top of the slope to catch the rocks which can be removed as they accumulate. He estimated the cost to construct such a bench at $60,000 and suggested approval of the outlay as a safety measure, the funds to be secured from an estimated saving of $30,000 in approved oiling projects in Division 4 as contained in the Betterment Budget, and by transferring $30,000 from the amount budgetted for climbing lane construction on The Dalles-California Highway in Wasco County. The Commission approved the project as recommended.

The matter of rocks falling from slopes on the Oregon Coast Highway between Depoe Bay and Otter Crest, particularly near Rocky Creek, was brought up by Chairman Chandler. He stated that he personally had noticed the condition, and that it had been called to his attention by others, that a considerable hazard is caused to property below the highway due to rocks rolling down off the highway. He commented that the Funderburk and Stoen Construction Company, to whom this highway contract was awarded, has been careless in its construction operations. The Engineer was instructed to investigate the condition and render a report as to what needs to be done to eliminate the dangerous condition.

The Commission discussed and approved the Engineer's request for authority to conduct the following relocation surveys:

1. A six-mile section of the Old Oregon Trail between Hermiston and the junction with US 30 east of Stanfield.

2. Portions of the Pacific Highway subject to flood conditions between Grants Pass and the town of Rogue River.

The Engineer presented for the Commission's consideration a relocation survey of the Warner Station Section of the Powers Secondary Highway in Coos County. He explained that this project is designed to place the highway above flood waters of the Coquille River for a distance of approximately 3,500 feet by relocating it on higher ground a short distance south of the present highway. He recommended that the survey be approved. The Commission accepted the Engineer's recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave consideration to requests from the County Courts of Klamath County and Lincoln County for additions to the Federal Aid Secondary County Road Systems as follows:

1. Klamath County. Merrill-California State Line. Road to be known as FAS 583, extending south from the Klamath Falls-Malin State Highway in Merrill to the California State line, a distance of 1.5 miles.

2. Lincoln County. Proposed FAS highway No. 584, extending southerly from the Corvallis-Newport Highway, a distance of 5.3 miles, to Elk City, also, proposed FAS highway No. 585, extending easterly along the north bank of Yaquina Bay from Newport to Toledo, a distance of 13.5 miles.

The Engineer recommended that both requests be approved and that he be authorized to present the requests to the Bureau of Public Roads for its approval. The Commission approved the recommendation.

A request from the County Court of Klamath County for permission to do oiling work at county expense on Federal Aid Secondary Highway No. 418, and for transfer of funds set up for this project to construction of a bridge on FAS Highway No. 583 was considered by the Commission. The Engineer advised that the 1954 Federal Aid Secondary County Road Program in Klamath County includes an oiling project 6.4 miles long on Federal Aid Secondary Highway No. 418 at an estimated cost of $35,000 and that the county now wants to do this work with its own forces and transfer the $35,000 to construction of a bridge on Federal Aid Secondary Highway No. 583. He recommended that the county's request be approved. The Commission approved the request.

A request from Linn County for deletion of a 5.7-mile oiling project on Federal Aid Secondary Highway No. 576 from the presently approved program and substitution therefor of a bridge over Onehorse Slough on FAS highway No. 212 had the attention of the Commission. The Engineer explained that investigation revealed that the 5.7-mile section of highway No. 576 is not sufficiently stable to permit the placing of an oil mat surfacing, and cannot be put in condition by the county until the spring of 1955 so the county has asked for

substitution of the bridge project which is estimated to cost $35,000. This change, he said, will result in an authorized program of $95,000 for Linn County, as compared with the original authorized amount of $112,000, and will leave a balance of $17,000 in the county's 1954 funds which it wishes to carry over for a future program. Upon the Engineer's favorable recommendation, the Commission approved the County's request.

Consideration was given by the Commission to a request from the Albany City Council for illumination of the Albany Overpass on the Pacific Highway East. The Engineer stated that although there probably would be some benefits derived from a traffic safety standpoint, in his opinion, the project is a city obligation inasmuch as the overpass and the ramp connections are all within the city of Albany. He pointed out that it has been the policy of the Commission in the past not to provide illumination within corporate limits of cities and towns. The request was denied by the Commission as a matter of policy.

Consideration was also given to a request from the Burlingame-Fulton Park Community Club, Portland, for an extension of the existing illumination along Barbur Boulevard within the city of Portland. The Engineer stated that the entire section on which illumination is requested is within the city limits of Portland and that it is contrary to the established policy of the Commission to contribute state funds for projects in such locations. He recommended that the request be denied. The Commission accepted the recommendation.

The Commission discussed a request from the Pilot Rock Lumber Company and the Kerns Company of Oregon, Ltd., urging the rerouting of US 395 south of Pendleton so that it will merge with the present southeastern terminus of the two one-way streets through Pendleton, namely Court Street and Dorian Street. The Engineer advised that many years have been spent studying various possibilities in this vicinity and that all of the studies indicate that elimination of the crossing on Emigrant Street is the best. If a crossing were built to connect with the one-way street couplet on US 30, he said, it would result in a roundabout route and would not permit the closure of the present Emigrant Street grade crossing. He pointed out that the Emigrant Street grade separation project is well along in the planning stage and that it is planned to receive bids for its construction about June. He recommended that the request for the change in routing be denied and that the present approved plan be followed. The Commission accepted the recommendation.

A request from Multnomah County for approval of a project to be improved with 1954 Federal Aid Secondary County Road Funds was considered. The Engineer reported that Multnomah County has $192,000 available for 1954 and wishes to spend it for improving the recently designated Federal Aid Secondary Highway No. 582, which extends southeasterly from East Burnside Street to a connection with the Mt. Hood Highway, by-passing the city of Gresham on the north. The Commission approved the project upon favorable recommendation by the Engineer.

Consideration was given to a request from the Willamina City Council for construction of curbs and full street width pavement along the Salmon River Highway through the city of Willamina. The Engineer stated that the City is planning an extensive paving project on its residential streets but is hesitant to raise funds for

off-highway streets when the state highway route is not curbed and paved. He pointed out that the ultimate route of the Salmon River Highway will by-pass Willamina, and he expressed the feeling that property owners along the highway route should be required to pay for the paving of this street under the Bancroft Act the same as the owners of property fronting on the other streets are required to do. The matter was discussed at some length, but the Commission deferred action until discussion of the subject with a delegation on the following day. (Chairman Chandler informed the delegation that the Engineer would secure data on the cost of constructing the curbs and the full width pavement, but the Commission can give no encouragement now as to whether or not the work would be performed by the State.) (See ahead for additional paragraph.)

A request was presented from the city of West Linn for additional traffic control at the intersection of Broadway Street (ORE 212) and the Oswego Highway (ORE 43) in West Linn. The Engineer advised that the intersection, which is at the west end of the Willamette River Bridge between Oregon City and West Linn, has been investigated and that the results indicate the need for a flashing beacon. He recommended that one be installed by the State at an estimated cost of $400 provided the city of West Linn will maintain the signal and will furnish the electrical power to operate it. The Commission accepted the recommendation.

The Commission gave its attention to a proposed agreement with the Southern Pacific Company and the city of Oswego pertaining to installation of traffic signals at the crossing of the Oswego Highway and the Railroad Company tracks in the city of Oswego. In the interest of safety for traffic, the Engineer recommended approval of the installation. The Commission approved the recommendation and the agreement.

The Engineer requested an additional authorization of $53,500 for the Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Secondary Highway project, Contract No. 3719. The Engineer explained that although this is the third request for additional funds, the final cost of the project on a per-mile basis is comparable with the average per-mile costs of other highways of this type. The Commission approved the request.

A request was discussed from Mayor R. R. Walker of Merrill for a survey of eight city blocks which the city proposes to improve with Special State Tax Street Funds. Mayor Walker also asked the Commission to widen the Klamath Falls-Malin Highway through the city at the same time that the city project is constructed, pointing out that if both projects are constructed simultaneously, a saving in funds will accrue. The Engineer stated that the survey requested has already been completed and that the city street project will be contracted as soon this year as is possible. Concerning the highway widening request, the Engineer advised that no funds as yet have been allocated for such project and none are available. The Commission ordered that Mayor Walker be advised accordingly.

The Commission gave attention to a letter from Mr. C. A. Tom, County Judge of Sherman County, requesting state assistance in completing a

1¼-mile section of the Fulton Canyon Highway. The Engineer pointed out that this is one of two Federal Aid Secondary County Roads in Sherman County, and upon completion of a contract that is now underway, this 1¼-mile section will be the only unimproved section on the County's Federal Aid Secondary System. Sherman County, he said, will probably receive about $53,000 in the 1955-56 biennium for county roads, and he gave as his feeling that these funds should be sufficient for the County to complete this highway improvement. He pointed out that the 1¼-mile section is not a part of the State Highway System, and he recommended that no state funds be diverted for its improvement. The Commission approved the recommendation.

The Commission considered and by unanimous vote granted the following requests for extensions of time within which to complete state highway contracts, all being in accordance with the Engineer's recommendations:

1. E. C. Swaggart Company, Contract No. 3841 for rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay Roseburg Highway in Coos and Douglas Counties, requested an extension of time from November 15, 1953 to December 8, 1953, within which to complete this job. The Engineer recommended that the extension of time as requested be granted without penalty.

2. LeRoy C. Weideman, Contract No. 3940 for construction of park facilities in the Harris Beach Park Camping Area on the Oregon Coast Highway in Curry County, requested an extension of time from November 30, 1953 to March 30, 1954, within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty.

3. C. J. Eldon, Contract No. 4034 for construction of the "D" River Dolphins on the Oregon Coast Highway in Lincoln County, requested an extension of time from December 31, 1953 to April 1, 1954, within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty

4 Birkemeier and Saremal, Contract No. 3758 for construction of the Nyberg, Sagert, Norwood, and Stafford Road Undercrossing Structures on the West Portland-Hubbard Highway in Washington County, requested an extension of time from January 31, 1954 to April 30, 1954, within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

5. Wold Brothers, Contract No. 3830 for construction of park facilities in Humbug Mountain State Park on the Oregon Coast Highway in Curry County, requested an extension of time from October 31, 1953 to February 11, 1954, within which to complete this project. The Engineer recommended that the extension of time as requested be granted without penalty.

(For further details regarding the extensions of time listed above, see copies of the Contractors' requests and the Engineer's recommendation to the Commission on file

in the respective contracts in the Secretary's Office.) *

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* FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendations of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract Nos. 3741, 3744, 3771, 3830, 3841, 3916, 3936, 4030, and 4047 for construction of state highway projects have been completed according to requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given by the Commission to a request submitted by John W. Krebs in behalf of farmers and stockmen in vicinity of Arlington and Heppner, for the burning of dry vegetation on US 30 between the John Day River and Boardman, on the Heppner Highway between Heppner and Cecil, and on the John Day Highway immediately south of Arlington. The Engineer recalled that a similar burning operation was conducted last year in cooperation with the farmers in the area mentioned, and the results proved quite satisfactory. The cost to the State in 1953 for such work, he said, was $3,076, or $32.50 per mile of fireguard burned and the cooperation by the property owners amounted to $1,200. He recommended performance of the same service this year under the same cooperative basis as was in effect in 1953. The Commission accepted the recommendation.

The Commission gave consideration to a request from N. H. Beal, Aurora, Principal of the North Marion Union High School, for widening of US 99E at the entrance to MacLaren School for boys, north of Woodburn. The Engineer advised that the widening was requested on the basis that it would facilitate and make less hazardous the turning movement by school buses into the school grounds. He estimated that construction of a left-turn refuge with illumination would cost between $6,000 and $8,000. He recalled that in response to a previous request, the State had widened the culvert at the entrance and the roadway had been paved. As there is only a small amount of traffic in and out of the MacLaren School and as the turning movement is not particularly hazardous in daylight, he recommended that the request be denied. The recommendation was accepted by the Commission.

A request from the U. S. Bureau of Land Management for fence construction along the Central Oregon Highway between Riley and Hines in Harney County was considered. The Engineer explained that bids are being called at this meeting for reconstruction of the Sage Hen Hill-Hines Section of this high-

way, and that fencing has been provided for throughout except for a distance of about one mile through Federally owned land. He further stated that it would be a definite hazard to traffic to have stock on the highway; accordingly, he recommended approval of the fencing of the Federal lands as a part of the right of way costs on this section, the estimated cost of the fencing being $1,200. The Commission approved the project as recommended.

The Engineer stated that Multnomah County has requested the State Highway Department to make an investigation of the Morrison Street Bridge to determine the structural ability of the bridge to handle the present traffic load. He recalled that a similar study was made for the County in 1919 and advised that all of the data from that study is still on hand. He mentioned that when the investigation was made, it was anticipated that with certain repairs and improvements the bridge would carry traffic for at least ten or fifteen years. Due to the fact that a much greater length of time has elapsed and the volume of traffic has greatly increased, he recommended that a re-examination be made and the information be furnished the County as requested, the expense thereof to be borne by the State as provided by law. The recommendation was approved by the Commission.

The Engineer reported that in construction of the T. H. Banfield Expressway between the Willamette River and 42d Avenue, there are several electrical installations connected with the Portland fire alarm system. Also the Pacific Telephone and Telegraph Company must reconstruct its main conduits on the 21st Avenue bridge. The Portland Fire Bureau, he said, states that the work on the fire alarm system can be more economically performed if completed at the same time the Telephone Company does its work, and they estimate the cost involved at $7,000. He pointed out that in prior agreements with the City, the State has paid the cost of such changes on city-owned facilities. Accordingly, he recommended that the City be reimbursed in the amount of $7,000. The Commission approved the recommendation.

The Engineer reported that the following cities and towns have fulfilled legal requirements for expenditure of State Tax Street Funds accrued to them as follows:

During the First six-months' period of 1951:

Joseph	$2,042.74

During the Second six-months' period of 1952:

Grass Valley	$ 527.81
Richland	595.48

During the First six-months' period of 1953:

Athena	$2,486.49
Bonanza	858.67
Grass Valley	646.49
Jefferson	2,108.55

Joseph	$2,208.00
Mitchell	1,375.86
Gold Beach	2,244.47

During the Second six-months' period of 1953:

Amity	$1,940.73
Arlington	1,981.16
Athena	2,165.99
Barlow	216.60
Boardman	346.56
Falls City	2,463.45
Gervais	1,319.81
Grass Valley	563.16
Halfway	901.05
Joseph	1,923.40
Juntura	309.01
Lexington	684.45
Riddle	1,830.98
Sumpter	421.65
Waldport	1,989.82
Weston	1,960.94

During the First six-months' period of 1954:

Arlington	$2,412.03
Bay City	2,675.73
Butte Falls	1,307.98
Canyonville	3,027.34
Culver	1,058.34
DeLake	2,264.35
Eagle Point	2,134.26
Lexington	833.31
Lostine	625.86
Mitchell	1,459.17
Sublimity	1,290.40
Waterloo	632.89
Yamhill	1,895.17

He stated that the plans for the improvements proposed to be financed with the funds under discussion have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission accepted the recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "F-1" through "F-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission gave its attention to several requests for establishment of reduced speed zones on certain state highway sections. The Engineer reported that each request hereinafter described, has been carefully investigated and that the recommended procedure in each case is based on facts dis-

closed by the studies. The Commission accepted the Engineer's recommendation in each instance by adopting the attached resolutions relative thereto marked EXHIBITS "G-1" through "G-3" and "H-1" through "H-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

1. Establishment of a reduced speed zone on the Oregon Coast Highway northwest of the city limits of Coquille: The Engineer recommended the establishment of a 40-mile per hour speed zone between a point 0.19 mile west of the west city limits of Coquille (M. P. 272.27) and the west city limits of Coquille (M. P. 272.46). (See EXHIBIT "G-1")

2. Request for an extension of the existing 40-mile per hour reduced speed zone on the Hood River Secondary Highway between Bradley Corner and Windmaster Corner: The Engineer recommended establishment of a 40-mile per hour speed zone between Martin's Country Market (M. P. 1.66) and a point 0.29 mile south of Rockford Road (M. P. 3.42). (See EXHIBIT "G-2")

3. Request for a reduced speed zone on the Oregon Coast Highway just north of the McCullough Bridge across Coos Bay: In view of the physical conditions and the prevailing speeds, the Engineer recommended that this request be denied. The Commission adopted the recommendation.

4. Reduced speed zone on the Columbia River Highway in the community of Irrigon, Morrow County: The Engineer recommended that a 40-mile per hour speed zone be established between a point 0.34 mile west of the Ordnance Depot Road (M. P. 183.42) and a point 0.20 mile east of Houghton School (M. P. 184.35) except that between M. P. 183.80 and M. P. 184.00 the indicated speed shall be 20 miles per hour during the hours when school children cross the highway, as provided by law. (See EXHIBIT "G-3")

5. Request for a reduced speed zone on the Pacific Highway in the vicinity of Saginaw School, approximately four miles north of Cottage Grove: The Engineer recommended that Reduced Speed Zone Resolution No. 107, dated April 8, 1953, be rescinded and that a new resolution be adopted establishing a 45-mile per hour speed zone between M. P. 141.80 and M. P. 142.50, except that between M. P. 142.05 and M. P. 142.28, a 20-mile per hour zone shall be in effect during the hours when school children are going to or from school. (See EXHIBIT "H-1")

6. Request for a reduced speed zone on the Tualatin Valley Highway just east of the east city limits of Beaverton. The Engineer recommended that a reduced speed zone dated November 9 and 10, 1950, be rescinded and that the reduced speed zones as follows on the Tualatin Valley Highway be established in lieu thereof: (a) From Sunset Highway (M. P. 0.00) to east limits of West Slope (M. P. 1.25) -----45 miles per hour, (b) East limits of West Slope (M. P. 1.25) to a point west of Sunset Road (M. P. 1.67) -----35 miles per hour, (c) A point west of Sunset Road (M. P. 1.67 to a point 0.20 mile west of Ellis Avenue (M. P. 2.84) -----45 miles per

hour, and (d) From 0.20 mile west of Ellis Avenue (M. P. 2.84) to east city limits of Beaverton (M. P. 3.18)-------35 miles per hour. (See EXHIBIT "H-2")

The Commission authorized payment of out-of-state traveling expense for the following:

1. W. C. Williams, Deputy Highway Engineer, to attend a national meeting of the Joint Cooperative Committee of the American Association of State Highway Officials and Associated General Contractors in Los Angeles, California on March 3, 1954--estimated cost $120.70.

2. W. C. Williams, Deputy Highway Engineer, to go to Malad, Idaho and Ogden, Utah on March 11 and 12 in connection with the test road project in Idaho--estimated cost $100.

3. R. H. Baldock, State Highway Engineer, to attend a special committee meeting of American Association of State Highway Officials in Seattle, Washington on March 7-9, 1954--estimated cost $50.

4. Dennis D. Clarke, Assistant Director of Travel Division, to attend the Travel and Vacation Show in Los Angeles, California, during April 12-28, 1954--estimated cost $265.05.

A request from the City of Port Orford for the opening of Fifteenth Street at its connection with the Oregon Coast Highway was considered by the Commission. The Engineer advised that this street is one of those closed by agreement when plans were made for the highway improvement through Port Orford. Further, that a recent investigation reveals that the opening of Fifteenth Street from the east would not particularly interfere with highway traffic. He recommended in view thereof that the City's request be approved. The Commission approved the recommendation.

The Commission gave its attention to a petition submitted by residents of Wecoma Beach, Lincoln County, requesting investigation of alleged hazardous conditions at the intersection of Holmes Road with the Oregon Coast Highway near Wecoma Beach. The Engineer advised that careful investigation has been made of the conditions referred to and no unusual hazards were found. He pointed out that during the past six years, there have been only five reported accidents at this location, none of which involved vehicles entering the highway from Holmes Road. However, the sight-distance along the highway is frequently restricted by the double parking of produce trucks in front of the store at this location, which practice the store owner is going to stop. In view of the favorable accident record and the apparent lack of need for further traffic restriction, he recommended no particular action by the Commission at this time. The Commission adopted the recommendation

Extension of the existing contract with MacWilkins, Cole and Weber Advertising Agency, covering services rendered the Travel Division, was discussed. Carl Jordan, Director of the Travel and Information Department, explained that the existing agreement expires on the 25th day of February, 1954

and that it is proposed to extend it to June 30, 1954 so as to place the expiration date at a time more in keeping with the advertising requirements for the tourist season. He recommended that the existing agreement be extended to June 30, 1954. The Commission approved the extension.

The Commission discussed a request from the Oregon State Employees Association that the Commission authorize deductions from payrolls to pay premiums for medical and hospital coverage furnished Highway Department employees who are members of the Oregon State Employees Association which recently entered into a contract with the Oregon Physicians Service. Action on this matter was deferred until Commissioner McIver is present.

An agreement with Albert J. Hutson for removal of twenty-five danger trees from the right of way of the Hood River Secondary Highway between M. P. 1.49 and M. P. 4.1 was discussed. Mr. W. W. Stiffler, Assistant Highway Engineer, explained that the trees are a hazard to the traveling public and do not have commercial value; also, that negotiations were conducted for removal of the trees and the agreement with Mr. Hutson was the best that could be obtained, his figure for the work being $845. The Commission approved the agreement with the understanding that Mr. Hutson is to furnish an adequate bond to protect the State from liability should an accident occur by reason of his operations.

The Commission approved the Secretary's report showing papers signed by him in behalf of the Commission during the period January 18 to February 19, 1954.

The date for the next regular meeting of the Commission was discussed. The Commission decided to hold such meeting in Portland on Thursday and Friday, April 1 and 2, 1954. The Secretary was instructed to arrange for the use of the Green Room of the Imperial Hotel.

The Commission gave attention to the following items of unfinished business as shown on the Secretary's tabulation of unfinished business dated January 22, 1954:

1. Status of Starkey Secondary Highway: The Engineer's report on this matter was considered earlier in the day, but action was deferred until Commissioner McIver is present. The item is to remain on the list of unfinished business.

2. Request of Pilot Rock Lumber Company to lease state park property on Pendleton-John Day Highway ten miles south of Ukiah: Action on this matter was deferred pending discussion with the Company's representative on the following day. (Mr. Moltke of the Company was present on the next day, but the Commission again deferred decision for want of additional information.

3. Report on installation of garbage disposal facilities along the Oregon Coast and Salmon River Highways and the extent of vandalism in state parks: Reports from the Engineer and the Parks Superintendent were presented earlier in the day. The Commission ordered this item deleted from the list of unfinished business.

4. Request of Wallowa County Judge for guardrail construction on Snow Hollow Hill Section of the Enterprise-Lewiston Highway: A report from the Engineer was considered earlier in the day and the item was ordered deleted from the list of unfinished business.

5. Improvement of two curves on the Old Oregon Trail near the hospital in the western part of La Grande: The Engineer stated that his report on this subject is not complete. The Commission ordered the item deleted from the list of unfinished business. It is to be considered new business when it comes up again.

6. Development of view points on the Weston-Elgin Secondary Highway near Tollgate Summit: The Engineer's report on this subject was presented earlier in the day so the Commission ordered the item deleted from the list of unfinished business.

7 Request of the Morrow County Court that the State take over as a state secondary highway the county road which extends southerly from Paterson Ferry Road to a connection with US Highway 30: The Engineer's report on this matter was considered earlier in the day so the Commission ordered the item deleted from the list of unfinished business.

8 Proposal of Multnomah County that the State and County share in the cost of constructing a ramp at the east end of the Ross Island Bridge: The Engineer submitted his report on this matter earlier in the day when a cooperative project was authorized. The Commission ordered the item removed from the list of unfinished business.

A request was considered from the Snellstrom Lumber Company, Eugene, for permission to truck-haul logs over a short section of the Elkton-Sutherlin Secondary Highway and an approximate one-mile section of the Umpqua Highway westerly from the town of Elkton on Sundays for a period of one month. The Engineer advised the Company owns and operates a plywood mill about one mile west of Elkton and due to the fact that a county bridge over which they haul logs is being redecked, they are prevented from hauling over this bridge except on Saturday afternoons and Sundays. The Company, he said, has requested permission to haul on four consecutive Sundays, ending March 21, 1954, in order to keep the mill supplied with logs. He recommended that a special permit be granted for this purpose. The Commission approved the recommendation.

The Commission gave attention to a request submitted by the County Court of Columbia County for permission to connect a county road, known as Lindburg Road, to the new route of US 30 east of Clatskanie. The Engineer explained that the present county road parallels the new highway for a distance of about two miles before an actual connection is made; also that this two-mile section of county road is very narrow and has sharp curves and steep grades. School buses, he said, operate over the road, and the County desires a direct connection so traffic won't have to travel over two miles of poor county road. He also said that the County has agreed to construct and maintain the approximate 400-foot section if the access is granted. He recommended approvel of the request. The Commission approved the recommendation.

Consideration was given to adoption of a proposed one-way street couplet for state highway traffic in the City of Klamath Falls. The Engineer stated that a one-way street plan for Klamath Falls has been under study for some time and according to the setup, southbound traffic will use Main Street, which is the present route of US 97, and northbound traffic will cut over between First and Second Streets in the southern part of the City to Klamath Avenue which is one block east of Main Street, thence north to Broad Street and a connection with Esplanade at Spring Street. The City, he stated, plans to build a truck route which will leave The Dalles-California Highway at Second and Klamath Streets, thence easterly to Plum at Fourth, north on Plum to Oak, and thence via Spring Street to Esplanade. He added that the City intends to ask the voters to approve a bond issue to finance construction of the truck route, and in event the bond issue is approved, the State will be asked to construct the one-way couplet so that the whole plan can be put into effect simultaneously. He exhibited a map showing the routes and advised that the estimated cost to construct the couplet with necessary connections at the north and south ends is $185,000. He also commented that a delegation from Klamath Falls will be present on the following day to discuss the matter in person. Chairman Chandler recalled that the Commission previously agreed to construct the one-way street couplet at an estimated cost of $100,000, but no commitment was made for the extra amount. The Commission deferred action in this matter pending discussion with the delegation on the following day. (The delegation was informed by Chairman Chandler that the Commission will construct the one-way street couplet next year if the City will build the proposed truck route at its own cost and expense.)

The Commission gave attention to a request from Mrs. Claire Douglas, Director, Siskiyou District of Garden Clubs, for permission to erect bluebird houses on the right of way of the Pacific Highway between Central Point and Oakland. The Engineer advised that investigation reveals that about 20 of the same type birdhouses already have been erected between Central Point and Siskiyou Summit; however, all were placed beyond the limits of the highway right of way. It was his opinion that it would be bad practice to allow the birdhouses on the highway right of way because of the precedent that would be established. He recommended that the request be denied. The Commission accepted the recommendation and ordered that Mrs. Douglas be informed that the Commission feels that it will be to the best interests of the State if the birdhouses are placed entirely off the highway right of way.

Mr. W. C. Williams, Deputy State Highway Engineer reported that the U. S. Army Engineers, in connection with construction of McNary Dam, wish to acquire a small parcel of state highway land in that vicinity. The tract, he said, is an old stockpile site which lies between the highway and the railroad about two miles east of Cold Springs Junction and contains 1.26 acres which is too small for that purpose. He recommended that it be deeded to the Army Engineers for a consideration of $25 which they have offered to pay for it. The Commission approved the transfer as recommended.

The Commission discussed with the Engineer matters to be presented by the delegations on the following day but took no action on them.

Chairman Chandler reported a request from residents of Gaylord, Coos County, for improvement of three sharp curves on the Powers Secondary Highway

at Gaylord. He said that they are interested in flattening the curves so equipment 60 feet long can be operated over the road. He mentioned that these people will cooperate by furnishing equipment and he gave as his feeling that the offer has merit. The Engineer advised that the matter is now being investigated. He suggested that an agreement be prepared outlining the conditions under which the work will be done and the amount of work, so there will be no misunderstanding. He requested authority to proceed with the work when the people concerned have signed the agreement. The Commission approved the request.

The Engineer reported receipt of a resolution from Clatsop County Grange favoring a bridge across the Columbia River in the vicinity of Astoria. It was considered by the Commission, but no action was taken on it.

The Commission discussed and upon favorable recommendation by the Engineer approved an agreement with Malheur County providing for abandonment of the old route of the Vale-Cairo Junction Section of the Central Oregon Highway when the reconstructed highway has been completed. The Engineer pointed out that the agreement provides that the County shall assume certain obligations with respect to the old section when the new section is opened to travel.

Chairman Chandler mentioned a request previously submitted by the Sunset Memorial Park of Coos Bay for permission to fill in and landscape the low ground between the highway and the east boundary of their cemetery on the Oregon Coast Highway south of Coos Bay. He gave as his understanding that the project involves removal of a few trees from the right of way, the elimination of a high bank adjoining their exit road, and installation of certain drainage facilities. The Engineer was instructed to have the Landscape Engineer contact Ellen Rudnass in Coos Bay concerning details and report the findings.

Inquiry was made by Chairman Chandler as to why the rock production projects when advertised for bidding seldom agreed in quantity and location with the projects shown in the program. The Engineer explained that the rock production jobs are formulated in the field, in some instances a year ahead of contracting, and that due to unforeseen weather conditions and other causes, it is sometimes necessary to make changes. It has been the practice, he stated, to give the Division Engineer leeway in location and priority on these jobs with strict instructions to stay within the total amount allocated for his division. The Commission approved the report.

The Right of Way Engineer requested authority to purchase a small parcel of land from a Mr. Goodman along the Vale-Cairo Section of the Central Oregon Highway. The property, he said, contains 0.003 acre and is valued at $25. The Commission approved the request.

The Chief Counsel rendered a status report on the Commission's condemnation case against the Eagle Lumber Company, Portland, to acquire land that is needed as right of way for the T. H. Banfield Expressway near 42d Avenue. He said that the company has requested that all of the property that is being sought by the Commission under this case not be exclusively occupied

for highway purposes, but rather that a retaining wall be constructed by the State so as to make available to the company for passage and other use, a portion of the area being sought beneath the highway structure at this point. He recommended approval of the request. The Commission adopted the recommendation, and ordered reappraisal of the property because of the changed use and possible reduction in the area of the property being taken, and reservation unto the defendants the right to use a portion of the property together with the St ate. The Commission also authorized the filing of an amended complaint incorporating such changes if an amicable settlement of the matter cannot be reached otherwise.

The Engineer reported on the complaint of Mrs. Kathryn Moore concerning access to her restaurant business on US 99 at Wolf Creek, Josephine County. He said that the fence rails to which Mrs. Moore objected have been removed from the posts in front of her place and additional posts installed in order to prevent cars from being driven through this closed entrance; however, the posts do not keep pedestrians from walking through, and it has now been found that people park their cars on the shoulders of the highway which creates a traffic hazard. To remedy such condition, he recommended that parking be prohibited on highway shoulders in this area. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission signed the following agreements and other papers:

"Lease and Sale of Road Materials" with John H. Priday covering leasing of material on Wasco County Line-Madras Section of The Dalles-California Highway in Jefferson County.

"Indentures of Access" for changes of access points for the following:

1. Turner property on Newport-Toledo Section of Corvallis-Newport Highway in Lincoln County.

2. William Blunt, Jr. property on Medford-County Farm Section of Pacific Highway in Jackson County.

"Transmission Line Easement" with Bonneville Power Administration across state quarry on Oregon-Washington Highway in Umatilla County.

"Bargain and Sale Deed" re transfer of 0.55 acre on Ochoco Highway in Crook County to State Board of Forestry for use as District Ranger Headquarters.

"Agreement" with Schnitzer and Wolf Company for rental of State property on Clay-Columbia Street Interchange, West Portland Expressway, Multnomah County.

"Waiver and Release of Access Restrictions" to correct deed from Rose Garrett, et al, to the State for right of way for Myrtle Point Section of Coos Bay-Roseburg Highway to eliminate access restrictions.

"Agreement" with Southern Pacific Company and City of Oswego re installation of traffic signals at crossing of tracks of Southern Pacific Company in City of Oswego.

"Contract Agreement" with Albert J. Hutson covering removal of 25 trees located on both sides of right of way of Hood River Secondary Highway.

"Agreement" with City of Prineville covering installation of steel poles to replace existing wooden poles supporting the traffic signals at intersection of 3d and Main Streets in Prineville.

"Indenture" clarifying the effect of a slope easement which State owns over certain property in Newport.

"Bargain and Sale Deed" to John W. Weisz for parcel of land lying in Sections 14 and 23, Township 5 South, Range 2 West, W. M., Marion County, containing 66.5 acres.

"Agreement" with City of Nyssa covering Special City Allotment project in Nyssa.

"Agreement" with City of Vale covering construction project within the City of Vale.

"Finance and Maintenance Agreements" with Grant County covering the Rush Creek-Granite Creek Section FAS project No. S-155(1) FAS 556.

"Agreement" with City of Burns covering the Special City Allotment project on Foley Drive in Burns.

"Contract" with B. H Mann covering moving bid to move Southern Pacific Depot on Calapooya Creek-Sutherlin Section of Elkton-Sutherlin Highway in Douglas County.

"Agreement" with MacWilkins, Cole & Weber covering extension of existing agreement for publicity service.

"Throughway Agreement" with Douglas County covering the Shady-Booth Ranch Unit of the Shady-Canyonville Section of the Pacific Highway as a throughway

"Option for Purchase of Land" with the U. S. Government for property located in Township 5 N, Range 30 East, W. M., Umatilla County. McNary Lock and Dam Project.

"Bargain & Sale Deed" to John Charge for parcel of land lying in Section 4, Township 7 South, Range 3 West, W. M., Marion County.

"Abandonment Agreement" with Malheur County covering the Vale-Cairo Junction Section of the Central Oregon Highway.

"Lease" from Pacific County, State of Washington, for 2 parcels of land lying in Section 24, Township 9 North of Range 10 West, W. M., Pacific County, State of Washington. 99-year lease.

"Lease & Permit" granted to Carl F. Brentano, Pacific County, State of Washington, for a parcel of land lying in Section 24, Township 9 North, Range 10

West, W M., Pacific County, State of Washington.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Blodgett Rock Production Project on the Corvallis-Newport and Eddyville-Blodgett Highways in Benton and Lincoln Counties: The Commission elects to accept the bid of Jed Wilson, Seaside, in the sum of $39,600.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Canyonville-Tiller Rock Production Project on the Tiller-Trail Highway in Douglas County: The Commission elects to accept the bid of Vernie Jarl, Gresham, in the sum of $31,590.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and furnishing crushed material in stockpiles on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County: The Commission elects to accept the bid of D & H Construction Company and M. H. Hasler Construction Company of Sacramento, California, in the sum of $1,359,784.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of four reinforced concrete deck girder structures on Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County: The low bidder, Columbia Empire Constructors, Inc., and P. S. Lord, Mechanical Contractors, Portland, was awarded the contract at their bid price of $61,860.00.

"Construction of the Coast Fork Willamette River Bridge, North Crossing, on the new alignment of the Pacific Highway in Lane County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $149,390.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving the Vale Cairo Section of the Central Oregon Highway in Malheur County and paving First Street in Nyssa in Malheur County: The Commission elects to accept the low combination bid of Warren Northwest, Inc., in the sum of $498,792.50 on the Vale-Cairo Section and $15,400.00 for the Nyssa Paving Project, and the State Highway Engineer is directed to award the contracts to said bidder as soon as necessary right of way is acquired on the Vale-Cairo Section and approval of the Bureau of Public Roads is received, and when the City of Nyssa approves the city project and deposits with the Commission the sum of $2,625.00.

"Grant County Line-Lancaster Rock Production on the John Day Highway in the vicinity of Ironside, Brogan, and Jamieson in Malheur and Baker Counties: The contract

has been awarded to E. H. Itschner Company, Molalla, the low bidder, at their bid price of $64,976.00.

"Construction of the 60th Avenue Overcrossing of the T. H. Banfield Expressway in Portland, Multnomah County: Birkemeier and Saremal, Portland, the low bidder, has been awarded the contract at their bid price of $86,515.00.

"Roadside improvement project on west approaches to the bridges in West Salem, Polk County: The Commission awarded the contract to the low bidder, Sprague-McDowell Company, Seattle, Washington, at their bid price of $16,142.20.

"Deschutes River-Fulton Canyon Fencing Project on the Columbia River Highway in Sherman County: The low bidder, Colorado Fuel and Iron Corporation, Portland, was awarded the contract at their bid price of $2,783.59.

"Meacham Rock Production Project on the Old Oregon Trail in Umatilla and Union Counties: Arthur Simonsen, Baker, the low bidder, was awarded the contract at his bid price of $32,910.00.

"Dufur-Tygh Valley Rock Production Project on The Dalles-California Highway south from Dufur in Wasco County: The low bidder, C. C. Meisel, McMinnville, has been awarded the contract at his bid price of $29,280.00."

The Commission had under discussion the advisability of continuing construction of the new Columbia River Highway (US 30) easterly from the end of the improvement presently under way, near Chenoweth Creek, to The Dalles for which the sum of $665,000 has been provided in the current construction budget. It was the considered opinion of the Commission that this project is secondary in importance to reconstruction of US 30 between Kamela and Hilgard in Union County. Accordingly the Commission revised the program to provide for construction of the Kamela-Hilgard project in lieu of the other, which will be considered for a future program. The funds budgeted for the Chenoweth Creek-The Dalles project were ordered transferred to the Kamela-Hilgard project.

The meeting adjourned at 4:15 p.m. to reconvene at 9:00 a.m. on the following day in the same room.

Portland, Oregon
February 25, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner McIver was excused from attending this meeting.

Bids as follows for highway construction were opened and read aloud by the Secretary at the conclusion of which he announced that the award of contracts would be made by the Commission at 3:00 p.m. in the same room:

CURRY COUNTY
LONE RANCH CREEK-CALIFORNIA STATE LINE ROCK PRODUCTION

Brookings Red-E-Mix Concrete Company, Brookings	$22,015.00
Peter Kiewit Sons' Company, Longview, Washington	30,430.00
Calkins Crushing Company, Oceanlake	32,725.00
F. L. Somers, Klamath Falls	34,850.00

CURRY COUNTY
ROCKY POINT-BRUSH CREEK SECTION STRUCTURES

Tom Lillebo, Reedsport	$137,824.00
Valley Construction Company, Portland	145,720.00
Larson Construction Company, Astoria *	149,270.00
Peter Kiewit Sons' Company, Longview, Washington	161,100.00
Babler Brothers, Inc., Portland	166,760.00

* Bidder will accept only one project.

DOUGLAS COUNTY
SOUTH UMPQUA RIVER BRIDGE

Donald M. Drake Company, Portland	$475,365.00
Valley Construction Company, Portland	485,800.00
Lee Hoffman, Beaverton	486,030.00
Tom Lillebo, Reedsport	492,190.00
Guy F. Atkinson Company, Portland	494,450.00
Peter Kiewit Sons' Company, Longview, Washington	498,325.00
Hamilton & Thoms, Eugene	498,900.00
General Construction Company, Portland	518,575.00
Carl M. Halvorson, Inc., Portland	526,650.00

RITTER ROAD IN GRANT COUNTY
RUSH CREEK-GRANITE CREEK SECTION GRADING

K. C. Dack, Milton-Freewater	$55,963.50
Rex C. Ayers Construction Company and Shirley G. Stone Company, Portland	58,086.00
F. O. Laws, Salem	59,087.00
J. M. Arenz, Portland	60,981.00
O & K Construction Company, Gresham	65,565.00
J. W. Briggs, Bend	66,025.00
John A. Logan, Portland	66,844.70
A. H. Saxton & Son, Corvallis	66,862.00
Alton McBride, Long Creek	69,769.00
F. L. Somers, Klamath Falls	70,000.00
M. L. O'Neil & Son, Eugene	70,564.00
Inland Construction Company, Milwaukie	72,419.00
G. T. Walker, Butte Falls	74,445.70
Martin Kincheloe, Myrtle Point	79,877.50
Baker, Davis & Buel, Hillsboro	81,972.20
Durbin Brothers, Eugene	85,336.00
S. W. Groesbeck, Eugene	91,040.00
Steelman-Duff, Inc., Portland	99,696.00
J. Bacaloff Company, Portland	109,981.00

GRANT COUNTY
CANYON CITY-SENECA ROCK PRODUCTION PROJECT

E. H. Itschner Company, Molalla	$29,205.00
C. C. Meisel, McMinnville	32,373.00
H. J. and H. W. Miller, Baker	32,967.00
Arthur Simonsen, Baker	33,575.00
Vernie Jarl, Gresham	34,650.00
F. H. McEwen, Eugene	35,640.00
Richard Beshey, Parma, Idaho	37,040.00
J. C. Compton Company, McMinnville	42,075.00

CENTRAL OREGON HIGHWAY, HARNEY COUNTY
SAGE HEN HILL-HINES SECTION

J. C. Compton Company, McMinnville	$540,339.50
Rogers Construction Company, Portland	581,633.50
J. W. Briggs, Bend	604,104.00
Parker-Schram Company, Portland	619,743.00
White Brothers Company, Walla Walla, Washington *	663,102.00
F. L. Somers, Klamath Falls	663,802.00
Peter Kiewit Sons' Company, Longview, Washington	668,971.50
Babler Brothers, Inc., Portland	675,887.00
J. N. Conley, Portland	687,256.00
Natt McDougall Company, Portland	719,580.00

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Sage Hen Hill-Hines Section (cont.)

McNutt Brothers, Eugene	$740,321.50

* Bidder will accept project only in combination with Burns Paving Project.

HARNEY COUNTY
BURNS PAVING PROJECT

J. C. Compton Company, McMinnville *	$11,812.50
Parker-Schram Company, Portland *	13,651.50
Peter Kiewit Sons' Company, Longview, Washington *	13,922.00
Rogers Construction Company, Portland *	13,970.00
Babler Brothers, Inc., Portland *	13,970.00
F. L. Somers, Klamath Falls *	14,000.00
J. W. Briggs, Bend *	14,882.50
Natt McDougall Company, Portland *	14,882.50
White Brothers Company, Walla Walla, Washington *	14,882.50
Russell Olson Construction Co., Inc., Pendleton	17,345.00
Coast Blacktop Paving Company, Bend	19,372.50
McNutt Brothers, Eugene	19,637.50
H. J. & H. W. Miller, Baker	22,460.00

* Bidder will accept this project only in combination with the Sage Hen Hill-Hines Project.

JACKSON COUNTY
TRAIL-CASCADE GORGE AERIAL PHOTOGRAPHY

Henry R. Staats, Portland	$21,895.00
Kendall B. Wood, Portland	21,902.00
Aerial Mapping Company, Portland	22,721.13
Pafford, Jones & White, Hollywood, California	27,431.00

PACIFIC HIGHWAY, LANE COUNTY
SIX STRUCTURES ON GOSHEN-COAST FORK WILLAMETTE RIVER UNIT

P. S. Lord Mechanical Contractors & Columbia Empire Constructors, Inc., Portland	$119,137.50
Central Heating Company, Oreg. Ltd., Eugene	119,838.00
Larson Construction Company, Astoria *	121,230.00
Wall-Bartram and Sandford, Junction City	124,282.00
R. H. Jones, Hillsboro	127,910.00
Tom Lillebo, Reedsport	128,714.00
Glen Snook, Eugene	131,498.00
Valley Construction Company, Portland	133,540.00
Hamilton & Thoms, Eugene	135,446.00
Smith-Phillips Company, Portland	136,052.00

Six Structures on Goshen-Coast Fork Willamette River Unit (cont.)

W. H. Shields Construction Company, Eugene	$137,026.00
Natt McDougall Company, Portland	137,874.00
Schrader Construction Company, Portland	142,980.00
Orlando C. Bennard, Portland	158,510.00

* Bidder will accept only one project.

MARION COUNTY
SUMMER STREET PAVING PROJECT IN SALEM

Warren Northwest, Inc., Portland	$ 9,200.00
Central Paving Company, Independence	11,125.00

MORROW COUNTY
HARDMAN ROCK PRODUCTION PROJECT

Arthur Simonsen, Baker	$28,444.00
C. C. Meisel, McMinnville	29,154.00
E. H. Itschner Company, Molalla	29,832.00
Rogers Construction Company, Portland	32,205.00
Vernie Jarl, Gresham	33,660.00
F. H. McEwen, Eugene	37,290.00
John A. Logan, Portland	39,550.00
McNutt Brothers, Eugene	51,980.00

MULTNOMAH COUNTY
REMODELING FRED MEYER WAREHOUSE

Ferguson-Cassady Company, Portland	$44,489.00
C. M. Corkum Company, Portland	46,290.00
Schrader Construction Company, Portland	49,950.00
Thompson & Georgeson, Inc., Portland	52,930.00
O. B. Blakely Construction Company, Portland	57,293.00
Parker-Johnson Company, Portland	58,450.00
James & Yost, Inc., Portland	59,800.00
Cherveny Construction Company, Portland	60,943.00
A. D. Ford & Son	63,850.50
Gene H. Settergren General Contractors, Portland	68,749.00
Chas. R. Schmiedeskamp, Portland	74,057.00
Waale Camplan Company, Portland	78,096.00

WASCO AND SHERMAN COUNTIES
SHANIKO ROCK PRODUCTION PROJECT

C. C. Meisel, McMinnville	$27,960.00

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Shaniko Rock Production Project (cont.)

Barney B. Helser, Moro	$28,320.00
M. C. Lininger & Sons, Medford	28,860.00
Vernie Jarl, Gresham	30,480.00
Rogers Construction Company, Portland	31,050.00
E. H. Itschner Company, Molalla	32,040.00
J. N. Conley, Portland	32,340.00
P. B. Doherty & Son, Portland	33,600.00
F. H. McEwen, Eugene	34,050.00
Cinder Hill Company, Redmond	35,160.00
F. L. Somers, Klamath Falls	46,200.00
McNutt Brothers, Eugene	49,800.00

The County Court of Harney County represented by Hon. C. W. Craddock, County Judge, and T. E. Jenkins and Lee Williams, County Commissioners, appeared before the Commission to request improvement of the Frenchglen Secondary Highway, particularly the section known as Wrights Point. Judge Craddock pointed out that the sharp curves on this section prohibit the use of large trucking equipment which now are required to detour through the Diamond area in order to reach Burns which requires extra travel distance of about 30 miles. He also requested improvement of a twelve-mile section of US 395 north of Burns, extending southerly from the Forest Boundary to the junction of US 395 with US 20. This section, he stated, was constructed many years ago and has now become badly deformed and is unsuited for present day traffic. The County, he said, is desirous of having the work done north of Burns, but improvement of the Wrights Point Section is their main objective. The Court was advised by Chairman Chandler that consideration will be given to these projects when the construction program for next year is prepared, and in the meantime an engineering investigation will be made of both jobs.

Mr. A. W. Moltke, Vice President of the Pilot Rock Lumber Company, Pendleton, came before the Commission and requested use of seven and one-half acres of state highway property on the north side of US 395 opposite the Company's logging camp on the North Fork of the John Day River, near its confluence with Camas Creek south of Ukiah. He recalled that the property was acquired by the State from the Pilot Rock Lumber Company in 1944, but the Company now needs it in connection with the expansion of its plant because it has acquired sufficient timber to assure a perpetual operation. He mentioned that it would be necessary to fall a maximum of 14 or 15 trees to accommodate their use, and he pointed out that a power company already has cut some 12 or 14 trees without permission. He mentioned that the Company has 550 people employed at this place. Commissioner Reynolds inquired how soon the Company would need the property, to which Mr. Moltke replied that it might be two years or possibly ten years. Commissioner Reynolds then remarked that the Commission might allow use of the property for a short time on a temporary basis, but not for ten years. He pointed out the hazards of people crossing the highway and inquired if one point of access would be sufficient. Mr. Moltke replied that he thought it would. Chairman Chandler concluded the interview by stating that the Commission would study the matter and give him an answer at a later date. The Parks Superintendent was instructed to investigate

the cutting of trees by the power company.

A delegation representing the Tillamook County Chamber of Commerce came before the Commission and requested an economic survey to determine the feasibility of rerouting the Oregon Coast Highway over Cascade Head south of Neskowin. The following persons were present: Charles Ross, Chairman, H. Fryer and Earl Sweet, members of the Roads and Highways Committee, Verne Tinnerstett, Manager, and Carl Bencheidt, member, Tillamook Chamber of Commerce; Arthur Waud, Manager, Oregon Coast Association; and Otto Effenberger, County Judge. Mr. Charles Ross, who acted as spokesman, declared that the existing route is circuitous, narrow and extremely crooked and that the new route would save about five miles in distance between common points. Chairman Chandler advised that an economic survey will be made to determine the feasibility of the route and that the Chamber of Commerce will be informed when the Commission has acted on the Engineer's report. The Engineer was thereupon instructed to make the analysis.

A delegation from Wallowa County, consisting of Hon. Dean B. Erwin, County Judge, Messrs. Harry Wade and V. A. Searles, Enterprise, and Mr. Ralph Watson, Joseph, was present and asked the Commission to extend the Joseph-Wallowa Lake State Secondary Highway about 1.08 miles in Wallowa Lake Park. Mr. Watson read aloud and presented a petition signed by sixty-three people of this area urging such extension from the end of the present secondary highway to the power plant and improvement of the same to state secondary highway standards. Mr. Watson also pointed out that there are a considerable number of dwellings on this section of road and that some people live there the year round. Judge Erwin stated that it is difficult for the County to maintain this piece of road. He proposed that if the State will add the section to the state secondary system, the County will take over the Flora-Spur Section on the Enterprise-Lewiston Highway, 2.9 miles in length. Chairman Chandler commented that the proposition looked feasible, but the Commission wishes to have a little more time to study it and will act today. Following departure of the group, discussion of the matter was resumed. The Parks Superintendent recommended the exchange of highways so far as the Wallowa Lake Park interests are concerned. The Engineer stated that it will cost about $20,000 to improve the new section of roadway with an oil mat surfacing. The Chief Counsel pointed out that the Enterprise-Lewiston Highway is a primary highway so removal of the Flora Spur from that system must be by action of the Legislature. However, it is within the authority of the Commission to enter into an agreement with the County Court for County maintenance of the Flora Spur pending such legislative action. As a result of discussion, the Commission approved the exchange of roads upon motion by Commissioner Reynolds, subject to the condition that the County shall acquire necessary right of way. The arrangement is to be covered by written agreement between the County and the State to the effect that the County is to maintain the Flora Spur until the legislature passes on the matter of eliminating this section from the State Highway system. The Commission also indicated that improvement of the new section of road in the park should be undertaken as soon as possible, if funds can be found in the parks budget. The Parks Superintendent was instructed to negotiate with the power company for acquisition of some of its land that is considered

necessary as an enlargement to the park. The Engineer was instructed to prepare an estimate of cost to improve the road in the park using a medium-type oil surfacing (0-11) on the assumption that the improvement of this road will be undertaken this year.

A delegation from the town of Willamina came before the Commission to urge construction of curbs and full-width pavement on the main street through their town, route of the Salmon River Highway. The following people made up the group: William Dashney, McMinnville, City Attorney; and H. A. Parrott, Donald Mitchell, and Allen C. Louden, all members of the Willamina Chamber of Commerce. Mr. Dashney explained that the city has plans to pave other city streets under the Bancroft Act, and they feel that the State should provide similar improvement on the highway where there are no curbs and surface water is carried in open ditches. The improvement is needed, he said, to attract and retain industry. He added that the city will put in sidewalks and that it is not asking the State to widen the bridge in the southwest part of the town. Chairman Chandler explained that the Commission has no information as to the cost of the project. He also pointed out that it is planned, sometime in the future, to rebuild the highway on a location that will bypass the city of Willamina so there is a question as to whether improving the present route is justified. He concluded the discussion by stating that an engineering study will be made to secure data on the cost of the project but no statement can be made now whether or not the work would be done. The Engineer was thereupon instructed to make such study and report his findings.

A group representing the North Tillamook County Chamber of Commerce came before the Commission to urge construction of a cutoff highway extending southwesterly from the Sunset Highway at or near Elsie, to a connection with the Necanicum Highway in the vicinity of Mohler. The following persons were present: K. J. Dickey, President, Wheeler; Jim Kelley, Secretary, Rockaway, Lee Mead Nehalem, and John Schibel, Neahkahnie, members; Roy Wimber, President, Nehalem Bay Salmon Association, Nehalem; Eleanor Wimber, Secretary, Nehalem Improvement Club, Nehalem; and Earl Huffman, Manager of the Cooperative in Mohler. Mr. Kelley headed the group. He recalled that in 1948 they asked the Commission to construct this cutoff, and he urged the Commission to authorize a survey at this time. Mr. Mead further stated that their group has been working for this cutoff for 25 years and that they were given to understand that an adequate connection would be provided when the Wolf Creek route was constructed. He pointed out that the proposed cutoff is partly constructed south of Elsie and that completion of the project would shorten the distance to Nehalem Bay by about nine miles. Mr. Huffman mentioned that the road would be a great accommodation to farmers in the vicinity of Nehalem Bay in the transportation of hay for their stock. Mr. Schibel recalled that one of the former governors of the State favored the proposed connection, and he gave as his feeling that Highway US 101 would be relieved of a lot of traffic were it provided. Chairman Chandler informed the group that their request would be given consideration.

Following departure of the group, the Engineer advised that from information at hand, it appears that it will cost about $1,600,000 to construct this 13-mile section. He further stated that the benefit quotient is very low, and in his estimation the project is not a very feasible one for construction at the present time.

The Right of Way Engineer requested authority to advertise for sale by the auction method a 4.3 acre-tract acquired from a Mr. McWilliams near the Columbia Gorge Hotel on the Viento-Hood River Section of the Columbia River Highway in Hood River County. This property, he stated, is outside the standard width right of way and is not needed for highway purposes. He recommended that it be sold for not less than $1,000. The Commission approved the sale as recommended by adopting the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave consideration to the sale of timber located on property acquired from George E. Cavey for use as right of way in connection with improvement of the Comstock Section of the Pacific Highway in Douglas County. Mr. C. W. Parker, Property Manager, who was present, explained that the timber is located in the northeast quarter of the southwest quarter and in the southeast quarter of the northwest quarter of Section 16, Township 21 South, Range 4 West, W. M., and that the timber has been appraised by competent and experienced appraisers who place on it a value of $4,100. He further stated that he has received an offer to purchase this timber which, he said, is of no value for State Highway purposes, and he requested authority to advertise it for sale by the auction method at a price not less than the appraised value. The Commission unanimously approved the request by adoption of the attached resolution relative thereto, marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Mr. Parker also brought to the Commission's attention the request of the Coos-Curry Pioneer and Historical Association to acquire a small parcel of property which lies between the old location of the Oregon Coast Highway and the revised location at a place known as Coaledo, Coos County. He recalled that the Commission previously authorized the conveyance of this property to the Association in some manner and subject to certain restrictions. He suggested, in view of the value of the property for commercial purposes, that the conveyance be by easement agreement rather than by deed so in the event the Association does not use the property for the purpose intended, it cannot sell it to someone else who might use it commercially. The Commission concurred in the viewpoint of Mr. Parker, and thereupon authorized him to negotiate the transaction with the officers of the Association on that basis.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

A group representing the Hood River Chamber of Commerce appeared before the Commission to request help in construction of an access road to a ski area at the end of Cooper Spur Road, and also for an improved entrance from the Columbia River Highway into the City of Hood River. The following people formed the group: Roy Webster, President; George Adams, Charles Jackson, R. Waldo Arens, and R. E. Steel, Manager, all members of the Hood River Chamber of Commerce. Mr. Steel, who acted as spokesman, introduced the members of the delegation and explained briefly what they have in mind. He gave as their feeling that they are justified in asking for help in constructing an access

road to the ski area. Mr. Arens explained details, advising that the spur road from Cooper Spur is not graveled, and if the State will build about 3/4 mile of road, the County will maintain it, and the Forest Service will construct a parking space. He estimated the cost to construct the road at about $4,000. Chairman Chandler pointed out that the Cooper Spur is a county road and that the State's cooperation to date has been limited to snow removal which, he said, is as far as the State can go. He explained further that where ski areas are adjacent to state highways, the State can assist in plowing snow to keep the road open and in providing parking space, but it cannot spend highway money to construct a road that is not on the state highway system. His statement was confirmed by the Chief Counsel.

Mr. Webster then brought up the matter of improving the west entrance of the Columbia River Highway into the City of Hood River. He asked for elimination of the right angle access and for reconstruction at an easy angle. The businessmen of Hood River and the City Engineer, he stated, have examined the situation and feel that construction of a more adequate entrance is feasible and desirable. Mr. Adams emphasized the point that tourists drive by, missing the entrance completely, and then inquire "Where is the City of Hood River?" Chairman Chandler advised that the matter will be studied by the Engineer to determine what, if anything, can be done to improve existing conditions and that the Chamber of Commerce will be informed when the Commission has reached a decision in the matter.

Hon. Paul Landry, Mayor of Klamath Falls, and Messrs. Greer Drew and Casper Moty, members of the Klamath Falls Crosstown Traffic Committee, appeared before the Commission regarding a one-way street couplet for state highway traffic in Klamath Falls. Mayor Landry stated that although the City would like to see the State construct a truck route, the City has made plans to take care of that feature by the sale of bonds, and now is asking for State aid on construction of the one-way street couplet. Chairman Chandler pointed out that the original plan for construction of the couplet involved an expenditure of only $100,000, whereas the present plan is estimated to cost $185,000. The Commission, he stated, is favorable to construction of the couplet only if the City builds the truck route. Mayor Landry commented that they wish to coordinate their plans, if possible, with construction of a viaduct on south 6th Street for which he understood money is available in 1955. Chairman Chandler stated that the necessary funds for the viaduct have been provided in the 1955 program, and if the Commission can find the $185,000 for construction of the one-way couplet, it will be built provided the City builds the truck route. Mayor Landry then inquired about the west side by-pass. The Engineer stated that the survey for this by-pass is not yet complete. Chairman Chandler remarked that the Commission doesn't know when it can build the west side by-pass because it depends on an appropriation of Federal funds by the Congress. He recalled that the Commission agreed to adopt a route and acquire the right of way for such by-pass but made no commitment as to when the work would be performed. In conclusion, he again stated that the Commission will construct the one-way couplet next year if the City meets its obligation with respect to the truck route.

Mr. W. L. Archer, Tualatin, and Mr. Howard Ellman and Mr. Paul McFarland, Sherwood, came before the Commission regarding access to the Portland-Salem Expressway at Norwood Crossing north of Wilsonville. Mr. Archer stated that removal of the access at the Norwood Crossing will require that about 200 families of

their community drive about two miles extra distance and pass through the congestion in the town of Tualatin in order to get on the Expressway. He also protested the location of a roadside picnic area in the vicinity, it being his feeling that nearby residents will be forced to lock their homes to prevent thievery and vandalism by patrons of the roadside area. He inquired as to why access to the park area is allowed while no access is permitted at the Norwood Crossing. He declared that original plans as presented to them showed access at grade at Norwood Crossing and that promises were made to them on that basis when right of way was acquired. He presented two petitions in support of this request. Mr. Ellman stated that he is of the opinion that promises made for access at Norwood Road have not been kept, and that to provide such access will not cost the State any money. Mr. McFarland also stated that access was promised when the land for the highway was purchased. It was his feeling that right of access to the highway is as important as access to the nearby park area. Chairman Chandler advised that the highway was planned as it is being constructed on a freeway basis, and that in the interests of safety, it is necessary to limit the number of accesses as much as possible which is the plan the Commission is following throughout on highways of this type. He pointed out that the people of the Norwood vicinity still have the same roads they have always had and that only one interchange has been provided in the Portland-Salem Expressway south of the Willamette River, other than those at Wilsonville and Salem, and that one is at Woodburn. He also said that he knows of no promise by the Commission that access to the highway would be permitted at Norwood Road. He concluded the discussion by stating that the Commission will get the facts from the Engineer, including a review of the situation at all points between Portland and Salem, and will then decide. The Engineer was thereupon instructed to render such a report.

The Chief Counsel presented for the Commission's consideration a form of lease agreement with Pacific County, State of Washington, covering use of the Astoria-Megler Ferry landing on the Washington side of the Columbia River. He recalled that the Commission previously agreed to pay the County the sum of $15,000 for the use of the property and that the lease provides for such payment and for rental of the property for a term of 99 years with an option to renew the lease for an additional 99 years without the payment of additional consideration. He also presented a request from Mr. Carl F. Brentano of Pacific County, Washington, who is the occupant of a portion of the property, to lease such portion, together with a form of lease agreement which provides that Mr. Brentano may use a certain area for a period of 10 years after January 1, 1954, for the sum of $25 per year, and an additional payment of $40 per year permits connection to the State's water pipe line and use of a certain amount of water therefrom. The Chief Counsel recommended approval of both agreements. The Commission approved the recommendation and thereupon signed the agreements.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 3:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Lone Ranch Creek-California State Line Rock Production Project on the Oregon

Coast Highway near Brookings in Curry County: The low bidder, Brookings Red-E-Mix Concrete Company, Brookings, has been awarded the contract at their bid price of $22,015.00.

"Construction of four concrete structures on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County: The low bidder, Tom Lillebo, Reedsport, has been awarded the contract at his bid price of $137,824.00.

"Construction of South Umpqua River Bridge (North Crossing) on the Pacific Highway in Douglas County: The low bidder, Donald M. Drake Company, Portland, has been awarded the contract at his bid price of $475,365.00.

"Grading 2.79 mile on the Rush Creek-Granite Creek Section of the Ritter Road about 12.7 miles north of the town of Long Creek in Grant County: The Commission elects to accept the bid of K. C. Dack in the sum of $55,963.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Grant County is received and the sum of $12,6[illegible].00 is deposited by the County.

"Canyon City-Seneca Rock Production Project on the John Day-Burns Highway south from Canyon City in Grant County: The contract has been awarded to E. H. Itschner Company, Molalla, the low bidder, at their bid price of $29,205.00.

"Grading 12.23 miles and paving 13.28 miles on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County: The Commission elects to accept the bid of J. C. Compton Company in the sum of $540,339.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving 0.68 mile in Burns (Foley Drive) in Harney County: The Commission elects to accept the bid of J. C. Compton in the sum of $11,812.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Trail-Cascade Gorge Aerial Photography and Topographic Mapping Project on the Crater Lake Highway in Jackson County: The Commission has awarded the contract to Henry R. Staats, Portland, the low bidder, at his bid price of $21,895.00.

"Construction of six structures on Goshen-Coast Fork Willamette River Unit on the Pacific Highway in Lane County. The Commission has awarded the contract to the low bidder, P. S. Lord Mechanical Contractors & Columbia Empire Constructors, Inc., Portland, at their bid price of $119,137.50.

"Paving 0.45 mile on the Fairgrounds Road-Market Street Unit, Summer Street Paving Project in Salem in Marion County: The contract has been awarded to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $9,200.00.

"Hardman Rock Production Project on the Wasco-Heppner and Heppner-Spray Highways near Hardman and Heppner in Morrow County: The Commission has

awarded the contract to the low bidder, Arthur Simonsen, Baker at his bid price of $28,444.00.

"Remodeling Fred Meyer Warehouse on the T. H. Banfield Expressway, Portland in Multnomah County: The Commission awarded the contract to Ferguson-Cassady Company, Portland, the low bidder, at their bid price of $44,489.00.

"Shaniko Rock Production Project on the Sherman Highway north and south of Shaniko in Wasco and Sherman Counties: The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at his bid price of $27,960.00."

There being no further business, the meeting adjourned at 3:15 p.m.

State Highway Engineer

Chairman

Secretary

Commissioner

February 25, 1954

EXHIBITS "A" through "M"

Minutes of

February 24 and 25, 1954

EXHIBIT "A"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT 3-T. H. BANFIELD EXPRESSWAY

16727 Sisters of Charity of Providence (Johnson)
Right of Way
Option expires August 2. 1954

20,705 sq. ft. at $0.60-	$12,352.50
Allowance to reset sprinkler system	300.00

Amount to be paid owners-chrg to Right of Way $12,652.50

THINGS TO BE DONE BY THE STATE

Remove fence and replace same on R/W line.
Access controlled-none allowed

EXHIBIT "A" (cont)

UNIT 4- T. H. BANFIELD EXPRESSWAY

20623 Parelius, Rex B. (Mayhew)
Service Road
Option expires August 7, 1954

8082 sq. ft. at $0.16	$ 1,293.12
Amount to be paid owners-chrg to Right of Way	$ 1,293.12

Takes all-

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY

19365 Walkowsky. Myrtle and Lennard J. (Smith)
Right of Way
Option expires July 8. 1954

27,106 sq. ft. at $0.10	$ 2,710.60
House: 1,208 sq. ft. at $9.80	11,838.40
Garage: 440 sq. ft. at $2.50	1,100.00
Chicken House	100.00
117 feet rockery and terrace at $3	351.00
Amount to be paid owners-chrg to Right of Way	$16,100.00

Grantor to vacate or rent within 5 days after receiving full settlement.

Takes all-

CITY LIMITS-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY

20991 Dielschneider, Ray E. and Maryanne Virginia (Smith)
Right of Way
Option expires July 15, 1954

7800 sq. ft. at $0.15¼+	$ 1,197.40
House: 1046 sq. ft. at $5.60	5,857.60
Amount to be paid owners-chrg to Right of Way	$ 7,055.00

Grantors to rent or vacate within 5 days after receiving full settlement.

Takes all-

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY (cont)

21096 Connolly, Frances S. (Smith)
Right of Way
Option expires July 18, 1954

2875 sq. ft. at $0.15	$ 431.25
Damages to house due to closeness of line	2,710.00
Allowance on 1953-54 taxes	10.00

Amount to be paid owners-chrg to Right of Way $ 3,151.25

Access controlled-none allowed except to Pasadena Drive

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19703 Russell, Robert D. and Ada Evelyn (Smith)
Right of Way
Option expires June 14, 1954

3.40 acres at $1,000	$ 3,400.00
1.0 acre at $1,500	1,500.00
House: 768 sq. ft. at $6	4,608.00
Water system	1,000.00
Barn: 2576 sq. ft. at $1.25	3,220.00
Onion house: 1380 sq. ft. at $2	2,760.00
2 garages	600.00
Chicken house & shed	162.00

Amount to be paid owners-chrg to Right of Way $17,250.00

Grantors to vacate or rent within 5 days after receiving full settlement.

Takes all-

19741 Butler, Gladys C. (Smith)
Right of Way
Option expires July 31, 1954

4.803 acres at $500	$ 2,401.50
House: 1,056 sq. ft. at $3.50	3,696.00

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19741 Butler, Gladys C. (cont)

Chicken house: 1000 sq. ft. at $0.50	$ 500.00
24 fruit trees at $7	168.00
Spring (2000 gal. storage)	1,000.00
Well	325.00

Amount to be paid owner-chrg to Right of Way $8,090.50

Grantor to vacate or rent within 5 days after receipt of payment.

Takes all-

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY

21530 Kiggins, Everett and Elsie (Johnson)
Right of Way
Option expires August 2, 1954

4.85 acres at $50	$ 242.50
Allowance for timber	163.00
200 rods fence at $4	800.00

Amount to be paid owners-chrg to Right of Way $1,205.50

Access not controlled-

21525 Miller, William F. and Doris K. (Johnson)
Right of Way
Option expires August 1, 1954

1.61 acres at $50	$ 80.50
36 rods fence at $3.50	126.00
Damage due to loss of creek	500.00

Amount to be paid owners-chrg to Right of Way $ 706.50

Access not controlled-

EXHIBIT "A" (cont)

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY
(cont)

21529 Gant, Delbert and Vernita (Johnson)
Right of Way
Option expires August 2, 1954

4.80 acres at $50	$ 240.00	
Allowance for timber	110.00	
140 rods fence at $4	560.00	
Amount to be paid owners-chrg to Right of Way		$ 910.00

Grantor may remove down timber before
April 15, 1954.

Access not controlled-

21527 Swanson, A. G. and Beulah A. (Johnson)
Right of Way
Option expires August 3, 1954

2.11 acres at $50	$ 105.50	
Timber allowance	110.00	
Amount to be paid owners-chrg to Right of Way		$ 215.50

Access not controlled-

21512 Miettunen, Larry W. and Jean E. (Johnson)
Right of Way
Option expires August 7, 1954

0.13 acre, lump sum	$ 100.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access not controlled-

21516 Tucker, William H. and Theda B. (Johnson)
Right of Way
Option expires August 9, 1954

2.76 acres at $200	$ 552.00	
0.70 acre at $50	35.00	
215 rods fence at $4	860.00	
Crop loss	552.00	
Severance damage	600.00	
Amount to be paid owners-chrg to Right of Way		$ 2,599.00

Access not controlled-

EXHIBIT "A" (cont)

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY
(cont)

21524 Babcock, Clarence and Rose M. (Johnson)
Right of Way
Option expires August 1, 1954

1.53 acres at $50	$ 76.50	
42 rods fence at $4	168.00	
Amount to be paid owners-chrg to Right of Way		$ 244.50

Access not controlled-

21537 Wooster, Harold E. and Mabel (Johnson)
Right of Way
Option expires July 28, 1954

0.32 acre at $1,000	$ 320.00	
Lawn and 2 cedar trees	120.00	
Orchard and berries	240.00	
Allowance to move 20 rods fence	70.00	
Damages: Loss of orchard, loss of yard, raising of grade	500.00	
Amount to be paid owners-chrg to Right of Way		$ 1,250.00

Grantor may remove small trees and shrubs before April 1, 1954.

Access not controlled-

21528 Skulason Finance Company (Johnson)
Right of Way
Option expires August 4, 1954

5.12 acres at $50	$ 256.00	
Timber allowance	418.90	
140 rods fence at $4	560.00	
Amount to be paid owners-chrg to Right of Way		$ 1,234.90

Access not controlled-

EXHIBIT "A" (cont)

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY (cont)

21534 Stormer, Oral M. and Gladys (Johnson)
Right of Way
Option expires July 26, 1954

0.53 acre and move 40 rods fence, lump sum $ 225.00

Amount to be paid owners-chrg to Right of Way $ 225.00

Grantor to move fence by April 1, 1954

THINGS TO BE DONE BY THE STATE

If driveways at Sta. 1736+50 and 1737+90 disturbed the State is to replace and gravel said driveways.

Access not controlled-

21536 Turner, Earl C. and Elfred S. (Johnson)
Right of Way
Option expires July 27, 1954

0.38 acre, lump sum $ 420.00
Allowance to move 20 rods fence 90.00

Amount to be paid owners-chrg to Right of Way $ 510.00

Grantor to move fence by April 1, 1954.

THINGS TO BE DONE BY THE STATE

Construct driveway entrance at Sta. 2+60, South side.

Access not controlled-

21531 Hager, Frederick et al (Johnson)
Right of Way
Option expires August 3, 1954

3.29 acres at $50 $ 164.50
Timber, lump sum 430.00

Amount to be paid owners-chrg to Right of Way $ 594.50

Access not controlled-

EXHIBIT "A" (cont)

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY (cont)

21535 Pickering, Chandler B. and Anna M. (Johnson)
Right of Way
Option expires August 12, 1954

7405 sq. ft. at $0.08	$ 592.40
House: 1126 sq. ft. at $5.50	6,193.00
Allowance for lawn and shrubs	215.00

Amount to be paid owners-chrg to Right of Way $ 7,000.40

Access not controlled-

21520 Gillette, Robert F. and Emily Jane (Johnson)
Right of Way
Option expires August 4, 1954

0.69 acre at $200	$ 138.00
1.43 acres at $100	143.00
2.95 acres at $40	118.00
220 rods fence at $4	880.00

Amount to be paid owners-chrg to Right of Way $ 1,279.00

THINGS TO BE DONE BY THE STATE

Provide 72" stock pass at Sta. 1600+20. Farm crossing at Sta. 1599+25 and 1606+00.

Access not controlled

21523 Sullivan, Gene W. and Violet L. (Johnson)
Right of Way
Option expires August 7, 1954

1 acre at $100	$ 100.00
6.45 acres at $50	322.50
Timber allowance	66.00
185 rods fence at $4	740.00

Amount to be paid owners-chrg to Right of Way $ 1,228.50

Grantor may remove down timber by April 15, 1954.

THINGS TO BE DONE BY THE STATE

Provide 72" stock underpass at Sta. 1625+50.

Access not controlled-

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY (cont)

21532 Campbell, Elsie E. and Samuel Lester (Johnson)
Right of Way
Option expires August 7, 1954

6.42 acres at $100	$ 642.00
Timber	260.00
Fish ponds	3,000.00
Dam and Flume	590.00
Chicken house and pump house	900.00
Move wheel and pump	500.00
Remove foot bridge	140.00
144 rods fence at $4	576.00
Damages to remainder	2,400.00

Amount to be paid owners-chrg to Right of Way $ 9,008.00

Grantor has right to remove water wheel, pump, foot bridge, chicken fence and cane berry plants before April 15, 1954, and may pump water from spring at Sta. 1713+50.

THINGS TO BE DONE BY THE STATE

Install 4" pipe through roadbed at Sta. 1712+40. Smooth over property where pond is removed. Construct driveway entrance on West side at Sta. 1708+00.

Access not controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST HELENS SECTION-COLUMBIA RIVER HIGHWAY

21389 Ross, Robert A. and Dorothy R. (Grant)
Right of Way
Option expires July 13, 1954

16,988 sq. ft. at $0.07+ $ 1,200.00

Amount to be paid owners-chrg to Right of Way $ 1,200.00

THINGS TO BE DONE BY THE STATE
Access at Sta. 563+50, South, for residential use, and at Sta. 564+50, South, for residential and farm use.

Access controlled-

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

Z1327 Phelps, Claude E. and Leona A. (Grant)
Right of Way
Option expires July 14, 1954

3484 sq. ft. at $0.15+	$ 532.00
House: 600 sq. ft. at $6	3,600.00
Garage and laundry room: 456 sq. ft. at $3	1,368.00

Amount to be paid owners-chrg to Right of Way $ 5,500.00

Takes all-

Z1378 McCallum, Verrne Raymond and Madeline Joyce (Grant)
Right of Way
Option expires August 7, 1954

2613 sq. ft. at $0.22+	$ 600.00
Allowance to rebuild septic tank drain field	150.00

Amount to be paid owners-chrg to Right of Way $ 750.00

Grantor to grant easement to rebuild driveway, if necessary.

THINGS TO BE DONE BY THE STATE

Access on West side at Sta. 510+10 for residential use.

Access controlled-

Z1321 Lex, Maude et al (Grant)
Right of Way
Option expires July 14, 1954

21,780 sq. ft. at $0.08	$ 1,742.40
2613.60 sq. ft. at $0.15	392.04
Cafe: 1,512 sq. ft. at $4	6,048.00
House: 553 sq. ft. at $5	2,765.00
Garage: 280 sq. ft. at $2	560.00
Garage: 320 sq. ft., lump sum	92.56

Amount to be paid owner-chrg to Right of Way $11,200.00
Amount to be paid Austin Agency-chrg to Right of Way 400.00

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21321 Lex, Maude et al (cont)

Grantor to remove personal equipment by April 1, 1954 and may have possession rent free until April 1, 1954.

THINGS TO BE DONE BY THE STATE

Unrestricted access at Sta. 469+70 and 471+80, West.

Access controlled-

21310 Kyle, Sophia K. (Grant)
Right of Way
Option expires July 19, 1954

48,350 sq. ft. at $0.04	$ 1,934.00
House: 614 sq. ft. at $3	1,842.00
Allowance to move flower stand and garage	224.00
Amount to be paid owner-chrg to Right of Way	$ 4,000.00

Grantor to move flower stand, and garage by April 1, 1954. Remove flower beds by June 15, 1954.

THINGS TO BE DONE BY THE STATE

Access at Sta. 342+30, West, for farm and residential use.
Access at Sta. 340+30 and 346+30, both West, both for residential use.

Access controlled-

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

20920 Bonneville Power Company (Mayhew)
Moving power line structure

Total cost to move power line	$ 6,629.68
Previously approved estimate (8-6-53) (Paid)	5,273.00
Amount to be paid owners-chrg to Right of Way	$ 1,356.68

23074

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

20852 Stafek, John J. and Nellie I. (Porter)
Right of Way
Option expires August 8, 1954

66 acres at $197-	$13,000.00
House, barn, chicken house, garage, lump sum	4,000.00
Amount to be paid owners-chrg to Right of Way	$17,000.00

Takes all-

SALEM-LANCASTER ROAD UNIT-SALEM-STOUT CREEK SECTION NORTH SANTIAM HIGHWAY

20923 Anderson, John E. and Edith M. (Witt)
Right of Way
Option expires August 3, 1954

0.09 acre, lump sum	$ 160.00
10 rods fence at $4	40.00
Amount to be paid owners-chrg to Right of Way	$ 200.00

Access controlled-none allowed

NEWPORT-TOLEDO SECTION-CORVALLIS-NEWPORT HIGHWAY

21304 Turner, Nola K. (Foss) (Byrum)
Slope Easement
Option expires July 1, 1954

0.60 acre	$ 10.00
Amount to be paid owner-chrg to Right of Way	$ 10.00

Access controlled-none allowed
(Access controlled by previous acquisition)

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY

21628 Schaffer, Charles H. and Harvey A. (Landon)
Right of Way
Option expires August 10, 1954

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY (cont)

21628 Schaffer, Charles H. and Harvey A. (cont)

1.93 acres at $200	$	386.00
263 rods fence at $3.50		920.50
Allowance to move 3 power poles		45.00
Amount to be paid owners-chrg to Right of Way		$ 1,351.50

THINGS TO BE DONE BY THE STATE

Construct road approach, East side, at Sta. 86+00 and re-construct all existing road approaches. Re-establish water pipe at Sta. 88+50, if disturbed.

Access not controlled-

21630 Wheeler, Reece V. and Agnes F. (Landon)
Right of Way
Option expires August 8, 1954

0.11 acre at $200	$	22.00
32 rods fence at $3.50		112.00
Amount to be paid owners-chrg to Right of Way		$ 134.00

Access not controlled-

21626 Olson, Retta S. (Landon)
Right of Way and Stockpile Site
Option expires August 9, 1954

2.87 acres at $200	$	574.00
43 rods fence at $2		86.00
43 rods fence at $1		43.00
Amount to be paid owners-chrg to Right of Way		$ 277.00
Stockpile Site		426.00
GRAND TOTAL		$ 703.00

THINGS TO BE DONE BY THE STATE
Construct road approach on East side opposite Sta. 67+90.
Construct R/W fence on East side between Sta. 67+80 and 69+50.

Access not controlled-

EXHIBIT "A" (cont)

PLEASANT HILL-DEXTER SECTION-WILLAMETTE HIGHWAY

21657 Butler, Eugene D. and May (Black)
Gravel Pit
Option expires August 3, 1954

3.76 acres at $400	$1,504.00
Amount to be paid owners-chrg to Gravel Pit	$1,504.00

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21488 Williams, Alon Lee and Freida J. (Holt)
Right of Way
Option expires August 7, 1954

2.23 acres at $350	$ 780.50
Amount to be paid owners-chrg to Right of Way	$ 780.50

Takes all-

21496 Wood, Charles E. and Madeline S. (Holt)
Right of Way
Option expires August 4, 1954

.55 acre business site	$2,000.00
2.67 acres at $300	800.00
Store and living quarters: 1012 sq. ft. at $6-	6,000.00
Rest room: 90 sq. ft. at $5	450.00
Cabin: 512 sq. ft. at $3-	1,500.00
2 pumps, tanks, canopy, equipment	1,000.00
2 cabins, rest room, woodshed-barn	810.00
Garage: 960 sq. ft. at $1.50	1,440.00
Amount to be paid owners-chrg to Right of Way	$14,000.00

Grantor to vacate by April 1, 1954

Takes all-

EXHIBIT "A" (cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN -DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21489 Williams, Lee and Hermine E. (Holt)
Right of Way
Option expires August 8, 1954

.37 acres, lump sum	$ 150.00	
Amount to be paid owners-chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE

Construct either gate or cattle guard where approach enters R/W. Connect approach to frontage road.

Access controlled-none allowed except to frontage road

21494 Johnson, Andrew Marion and Rachel Bianche (Holt)
Right of Way
Option expires April 5, 1954

.5 acres, lump sum	$ 750.00	
5.45 acres at $400	2,180.00	
Barn: 840 sq. ft.	120.00	
Garage: 280 sq. ft.	300.00	
House: 910 sq. ft. at $4.88+	4,450.00	
Well	300.00	
TOTAL		$ 8,100.00
Less water heater and kitchen sink retained by owner		100.00
Amount to be paid owners-chrg to Right of Way		$ 8,000.00

Grantor to vacate 30 days from date of acceptance.

Takes all-

21486 Hull, Albert A. and Juliet E. (Holt)
Right of Way
Option expires July 25, 1954

6.71 acres at $400-	$ 2,650.00	
Damage due to irregular shape	350.00	
Amount to be paid owners-chrg to Right of Way		$ 3,000.00

Access controlled-none allowed

EXHIBIT "A" (cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21420 Stewart, LaSells D. and Jessie H. (Black)
Right of Way
Option expires July 26, 1954

8000 sq. ft., lump sum	$ 390.00
190 feet fence, lump sum	60.00

Amount to be paid owners-chrg to Right of Way $ 450.00

Also a strip of land 25 feet wide parallel to the West r/w line.

Access controlled-none allowed

21231 Johnston, R. H. and Caroline C. (Holt)
Right of Way
Option expires July 26, 1954

.38 acres, lump sum	$ 1,000.00
60 ft. well	300.00
Garage and chicken house	200.00
Allowance to move house from R/W	2,000.00

Amount to be paid owners-chrg to Right of Way $ 3,500.00

Grantor to clear improvements from premises within 30 days from date of acceptance.

Takes all- (Confirmation of phone approval by Chandler 2-9-54)

21498 Short, Joseph T. (Holt)
Right of Way
Option expires August 3, 1954

4.86 acres at $515- $ 2,500.00

Amount to be paid owner-chrg to Right of Way $ 2,500.00

THINGS TO BE DONE BY THE STATE

Construct 16' approach to frontage road at Sta. 1048+50, South.

Access controlled-none allowed except to frontage road

EXHIBIT "A" (cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21492 McDole, Harry and Louise R. (Holt)
Right of Way
Option expires August 3, 1954

.44 acre, lump sum	$ 100.00
Amount to be paid owners-chrg to Right of Way	$ 100.00

Access controlled-none allowed

21499 Brachvogel, A. H. and Martha G. (Holt)
Right of Way
Option expires July 19, 1954

3.65 acres at $1,500	$ 5,475.00
2 motel units with carports	6,750.00
House: 1055 sq. ft.	9,000.00
Pumphouse, well & pump	450.00
Neon sign	150.00
Damages	175.00
Amount to be paid owners-chrg to Right of Way	$22,000.00

THINGS TO BE DONE BY THE STATE

Construct 16' approach to frontage road at Sta. 1051+00, South. Grantor to vacate within 30 days from date of acceptance.

Access controlled-none allowed except to frontage road

21457 Andrews, Henry H. (Harrington)
Right of Way
Option expires July 24, 1954

2 lots, lump sum	$ 650.00
House: 360 sq. ft. at $4.50	1,620.00
Storage shed: 200 sq. ft. at $1	200.00
Shed	50.00
Outbuildings	20.00
Excavated well	100.00
Amount to be paid owners-chrg to Right of Way	$ 2,640.00

Grantor to vacate by March 1, 1954.
Takes all- (Confirmation of phone approval by Chandler 2-9-54)

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21452 Bales, Charles E. and Florence (Harrington)
Right of Way
Option expires July 20, 1954

0.14 acre, lump sum	$ 250.00
Amount to be paid owners-chrg to Right of Way	$ 250.00

Takes all-

21446 Cline, Benjamine R. et al (Black)
Right of Way
Option expires March 8, 1954

0.25 acre, lump sum	$ 1,000.00
House: 846 sq. ft. at $7+	6,048.00
Garage: 290 sq. ft. at $3	870.00
Septic tank and yard improvements	582.00
Amount to be paid owners-chrg to Right of Way	$ 8,500.00

Grantor to vacate by March 1, 1954, if payment is made in full.

Takes all- (Confirmation of phone approval by Chandler 2-9-54)

21435 Harris, Mary E. (Black)
Right of Way
Option expires April 19, 1954

2 acres at $1,500	$ 3,000.00
House and attached garage, lump sum	510.00
Irrigation Well	390.00
Domestic well, pump and pump house	300.00
Amount to be paid owners-chrg to Right of Way	$ 4,200.00

Grantor may use house until April 1, 1954, and reserve possession of one irrigation pump.

Takes all- (Confirmation of phone approval by Chandler 2-9-54)

EXHIBIT "A" (cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN -DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21424 Boslaugh, Ralph B. and Bernice E. (Black)
Right of Way
Option expires July 12, 1954

0.22 acre, lump sum	$ 1,042.00	
House: 764 sq. ft. at $5.50	4,202.00	
Attached Garage: 374 sq. ft. at $2	748.00	
Amount to be paid owners-chrg to Right of Way		$ 5,992.00

Grantor to give possession not later than March 1, 1954.

Takes all- (Confirmation of phone approval by Chandler 2-9-54)

21449 Youngblood, Herbert and Clyda (Black)
Right of Way
Option expires July 26, 1954

1.33 acres at $3,000.+	$ 4,000.00	
Amount to be paid owners-chrg to Right of Way		$ 4,000.00

Takes all-

21432 Graber, Gottfried (Black)
Right of Way
Option expires July 27, 1954

2800 sq. ft. at $0.06	$ 168.00	
Damage due to odd shape	82.00	
Amount to be paid owners-chrg to Right of Way		$ 250.00

Access controlled-none allowed

21437 Jones, Frank C. and Deuie L. (Black)
Right of Way
Option expires July 28, 1954

0.08 acre, lump sum	$ 80.00	
Damage due to odd shape	20.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access controlled-none allowed

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21462 Stephens, Roy B. and Emma (Harrington)
Right of Way
Option expires August 2, 1954

0.85 acre, lump sum	$ 450.00	
Damage due to odd shape	150.00	
Amount to be paid owners-chrg to Right of Way		$ 600.00

THINGS TO BE DONE BY THE STATE

Move Grantors fence.

Access controlled-none allowed

21455 Allen, Donnel J. and Donna N. (Harrington)
Right of Way
Option expires July 21, 1954

0.33 acre, lump sum	$ 650.00	
Amount to be paid owners-chrg to Right of Way		$ 650.00

Takes all-

21495 Levings, Paul A. and Lora G. (Holt)
Right of Way
Option expires July 21, 1954

.5 acre, lump sum	$ 750.00	
2.16 acres at $350-	750.00	
House: 2800 sq. ft.	6,000.00	
Shed: 640 sq. ft.	300.00	
Amount to be paid owners-chrg to Right of Way		$ 7,800.00

Grantor to vacate within 30 days from date of acceptance.

THINGS TO BE DONE BY THE STATE

Construct 16' approach to frontage road at Sta. 1039+40, South.

Access controlled-none allowed except to frontage road

EXHIBIT "A" (cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT GOSHEN-DIVIDE SECTION
PACIFIC HIGHWAY (cont)

21480 Bumpus, William N. and Bernice E. (Gemmell)
Right of Way
Option expires July 20, 1954

0.14 acre, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

State to fence right of way.

Access controlled-none allowed

21411 Tonole, Pete (Harrington)
Right of Way
Option expires July 6, 1954

871 sq. ft., lump sum	$ 150.00	
Encroachment damage and loss of trees	1,850.00	
Amount to be paid owners-chrg to Right of Way		$ 2,000.00

THINGS TO BE DONE BY THE STATE

Reconstruct grantor's approach.

Access controlled-none allowed

21483 Yearous, Roscoe and Nora E. (Holt)
Right of Way
Option expires July 20, 1954

8.53 acres at $350+	$ 3,000.00	
Amount to be paid owners-chrg to Right of Way		$ 3,000.00

Access controlled-none allowed

21434 Perry, G. O. and Thesta Mae (Black)
Right of Way
Option expires July 22, 1954

0.23 acre at $1.200	$ 276.00	
Damage due to odd shape	74.00	
Amount to be paid owners-chrg to Right of Way		$ 350.00

Access controlled-none allowed

EXHIBIT "A" (cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21433 Keesaman, Dallas C. and Sarah I. (Black)
Right of Way
Option expires July 22, 1954

0.02 acre, lump sum	$ 150.00
Amount to be paid owners-chrg to Right of Way	$ 150.00

Access controlled-none allowed

21431 Chestnut, Margaret M. (Black)
Right of Way
Option expires July 20, 1954

4.89 acres at $1,200	$ 5,868.00
Damage due to odd shape	500.00
Amount to be paid owner-chrg to Right of Way	$ 6,368.00

THINGS TO BE DONE BY THE STATE

Preserve water line at Sta. 773+83 and place 6" pipe under roadway.

Access controlled-none allowed

21428 Wells, John and Airsteen (Black)
Right of Way
Option expires July 21, 1954

0.33 acre at $3,000+	$ 1,000.00
Damage due to odd shape	1,000.00
Amount to be paid owners-chrg to Right of Way	$ 2,000.00

Access controlled-none allowed

21419 Cann, James R. and Mildred L. (Black)
Right of Way
Option expires July 18, 1954

0.702 acre, lump sum	$ 1,435.00
House: 729 sq. ft. at $3	2,187.00
Garage: 378 sq. ft. at $1	378.00
Amount to be paid owners-chrg to Right of Way	$ 4,000.00

Grantor to have use of house until May 1, 1954

Takes all-

EXHIBIT "A" (cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21427 Monte, Lester M. and Dorothy E. (Black)
Right of Way
Option expires July 27, 1954

10 lots at $337.50-	$ 3,337.00
3 cabins: 1474 sq. ft. at $4	5,896.00
4 garages: 1260 sq. ft. at $1.50	1,890.00
House: 970 sq. ft. at $6	5,820.00
Yard improvements. lump sum	157.00

Amount to be paid owners-chrg to Right of Way $17,100.00
Vacate cabins by March 1, 1954 and house by April 1, 1954.

Takes all-

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

21618 Murray, Paul H. and Alice C. (Gemmell)
Access control
Option expires July 24, 1954

Allowance for damages due to road construction $ 5,000.00

Amount to be paid owners-chrg to Right of Way $ 5,000.00

Access controlled-none allowed

21617 Shepherd, T. H. and Florence R. (Gemmell)
Access control
Option expires August 10, 1954

Restriction of access to 10 acre tract $ 500.00

Amount to be paid owners-chrg to Right of Way $ 500.00

Access controlled-none allowed

EXHIBIT "A" (cont)

SHADY-BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

(Gemmell)

21557 Graves, Harold H. and Esther M.
Right of Way
Option expires August 9, 1954

2.0 acres at $60	$ 120.00	
9.65 acres at $200	1,930.00	
Goat house	150.00	
Cow barn	550.00	
Hen house	350.00	
Amount to be paid owners-chrg to Right of Way		$ 3,100.00

Access controlled-none allowed

(Gemmell)

21558 Sinsley, John F. and Theda Mae
Right of Way
Option expires August 9, 1954

0.01 acre, lump sum	$ 25.00	
Amount to be paid owners-chrg to Right of Way		$ 25.00

Access controlled-none allowed

FRANKPORT-EUCHRE CREEK SECTION-PACIFIC HIGHWAY

(Stuntz)

21088 Barrington, Kenneth C. and Marie C.
Right of Way
Option expires July 27, 1954

1.75 acres at $350	$ 612.50	
Severance damage	387.50	
Amount to be paid owners-chrg to Right of Way		$ 1,000.00

THINGS TO BE DONE BY THE STATE

Seed cut banks along East side of highway.

Access controlled-none allowed

Previously approved--January 21, 1954

1.43 acres	$ 500.00	
Total	500.00	

Access controlled-none allowed

EXHIBIT "A" (cont)

FRANKPORT-EUCHRE CREEK SECTION-PACIFIC HIGHWAY (cont)

21148 Barrington, Donald E. and JoAnn L. (Stuntz)
Right of Way
Option expires July 27, 1954

7.07 acres at $353.60+	$ 2,500.00
Amount to be paid owners-chrg to Right of Way	$ 2,500.00

THINGS TO BE DONE BY THE STATE

Seed cut banks along East side of highway.

Access controlled-none allowed

Previously approved--January 21, 1954

4.9 acres	$ 1,500.00
Total	1,500.00

Access controlled-none allowed

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY

21549 Shepherd, L. A. and Pearle (Stuntz)
Right of Way
Option expires August 3, 1954

2.93 acres at $1,200+	$ 3,600.00
2 wells	1,000.00
Chicken house	400.00
Damage due to closeness of R/W line, loss of water and access to beach	3,500.00
Amount to be paid owners-chrg to Right of Way	$ 8,500.00

THINGS TO BE DONE BY THE STATE

Place conduit under highway and place therein septic tank outlet line to the ocean.

Access controlled-none allowed

Previously approved--January 21, 1954

3.5 acres at $1,000	$ 3,500.00
Allow. to deepen well and new pump	500.00

EXHIBIT "A" (cont)

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY (cont)

21549 Shepherd, L. A. and Pearle (cont)

Chicken pen and yard	$ 150.00
Allow. to const. 2 septic tanks and latterals	350.00
Severance Damage	4,000.00
GRAND TOTAL	$ 8,500.00

(Obligations)
Place pipe or culvert at Sta. 945+00 to thread drainage tiles into sandy area.

WASCO COUNTY LINE-MADRAS SECTION-THE DALLES-CALIFORNIA HIGHWAY

15242 Priday, John H. (Cozad)
Gravel Pit lease
Lease signed January 1, 1954

Five year least of 9+ acres, lump sum $ 100.00

Amount to be paid owner-chrg to Gravel Site $ 100.00

Grantor may remove gravel for domestic use.

1323 Kennedy, Chester M. and Eleanor (DeSouza)
Stockpile lease

10 year extension of stockpile site lease (owners consented January 19, 1954) $ 20.00

Amount to be paid owners-chrg to Stockpile Site $ 20.00

KLAMATH FALLS-KENO SECTION-GREEN SPRINGS HIGHWAY

19983 Kerns, Claude (Cozad)
Stockpile and haul road
Option expires May 4, 1954

1.33 acres, stockpile site	$ 1.00
7.7 acres, Easement for haul road	Gratis

Amount to be paid owners-chrg to Gravel Site $ 1.00

KLAMATH FALLS-KENO SECTION-GREEN SPRINGS HIGHWAY (cont)

19983 Kerns, Claude (cont)

Grantors to continue use of land and maintain gate across easement.

THINGS TO BE DONE BY THE STATE

Surface haul road, 12 ft. wide. Stockpile 1000 yards of cinders on Grantors land. Install and maintain cattle guard where easement intersects existing fence at West line. Install and maintain pipe for irrigation and/or drainage at following places: (1) Where easement crosses Johnson & Lilly ditch; (2) At Keno Irrigation District pumphouse; (3) Where easement crosses Keno Irrigation District ditch; (4) at cattle guard to be installed. Keep road oiled where it passes house. State will Not interfere with use of pump, pipeline, irrigation ditch and road.

Convey to the optionors above that portion of land being the Westerly half of Lot 4, S. 4, Twp. 40 S., R. 8 E. W.M., Klamath County, (which is now being acquired from G. F. Sevits) as an exchange part of the settlement, upon the grounds and for the reason that the said property in the opinion of the commission is no longer needed, required or useful for highway purposes.

Access not controlled-

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY

(Cozad)

21602 Larson, Sam
Right of Way
Option expires August 8, 1954

19.37 acres at $10	$ 193.70	
Allowance to re-establish 36 rods fence at $3	108.00	
Amount to be paid owners-chrg to Right of Way		$ 301.70

Grantor to re-establish fence and sign.

THINGS TO BE DONE BY THE STATE

Access on South side at Sta. 1350 and 1358 for residential, stockraising and farming activity.

Access controlled-

EXHIBIT "A" (cont)

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY (cont)

21609 Brown, George and Gladys (Cozad)
Right of Way
Option expires August 8, 1954

2 acres at $100	$	200.00
2+ acres at $10		20.00
Allowance to rebuild 242 rods fence at $3		726.00
Allowance to rebuild stock guard		200.00
Amount to be paid owners-chrg to Right of Way		$ 1,146.00

THINGS TO BE DONE BY THE STATE

Access on North & South sides at Sta. 1515+50 and on South side at Sta. 1529 and 1511 for camp cabins, residential, stockraising and farming activity.

Access controlled-

21601 Jenkins, Belle (Cozad)
Right of Way
Option expires July 27, 1954

2.50 acres at $100	$	250.00
4.95 acres at $50-		247.00
6.64 acres at $10-		66.00
Allowance to rebuild 378 rods fence at $3		1,134.00
Amount to be paid owners-chrg to Right of Way		$ 1,697.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1311, North for operation of farm and stockraising activity and residential use.

Access controlled-

21600 Hart, Cecil and Muriel (Cozad)
Right of Way
Option expires August 7, 1954

11.2 acres at $10	$	112.00
303 rods fence at $3		909.00

EXHIBIT "A" (cont)

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY (cont)

21600 Hart, Cecil and Muriel (cont)

Amount to be paid owners-chrg to Right of Way $ 1,021.00

THINGS TO BE DONE BY THE STATE

Access on West side at Sta. 1301+50 for farming, stockraising and residential purposes.

Access controlled-

DAYVILLE-MT. VERNON SECTION-JOHN DAY HIGHWAY

21100 McKern, Leora (Cozad)
Right of Way
Option expires August 22, 1954

2.29 acres at $500	$ 1,145.00
Allowance to remove and rebuild 303 rods fence at $3	909.00
Allowance to remove and rebuild stock guard	250.00

Amount to be paid owner-chrg to Right of Way $ 2,304.00

THINGS TO BE DONE BY THE STATE

Re-establish all farm and residential access points at Sta. 1387+15, 1370 and 1400.

Access not controlled-

21682 Page, Charlie L. and Fay P. (Brainerd)
Gravel Pit
Option expires July 24, 1954

13.17 acres at $500	$ 6,585.00
107 rods fence at $2.50	267.50

Amount to be paid owners-chrg to Gravel Site $ 6,852.50

(Confirmation of phone approval by Reynolds and McIver 2-1-54)

EXHIBIT "A" (cont)

LAWEN-CRANE SECTION-BURNS-CRANE HIGHWAY

12448 McCready, Mary J. (Heirs) (Saling)
Right of Way
Deed signed July 3, 1953

2.95 acres, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access not controlled-

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

21192 Fleetwood, James E. and Lillian (Gemmell)
Right of Way
Option expires August 9, 1954

11.17 acres ± at $100	$ 1,117.00	
Amount to be paid owners-chrg to Right of Way		$ 1,117.00

Access controlled-none allowed

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY

21533 Bartholomew, Fred C. and Rose L. (Johnson)
Right of Way
Option expires August 10, 1954

3.84 acres at $50	$ 192.00	
896 sq. ft. at $5.77+	5,176.00	
Garage: 448 sq. ft. at $2	896.00	
Amount to be paid owners-chrg to Right of Way		$ 6,264.00

Takes all-

21513 Fugle, John L. and Agnes E. (Johnson)
Right of Way
Option expires August 8, 1954

0.12 acre, lump sum	$ 100.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access not controlled

EXHIBIT "A" (cont)

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY

21518 Henderson, Claude E. and Grace E. (Johnson)
Right of Way
Option expires August 10, 1954

1.38 acres at $200	$	276.00
Crop loss		175.00
45 rods fence at $4		180.00
Damage due to odd shape and loss of barn lot		600.00

Amount to be paid owners-chrg to Right of Way $ 1,231.00

THINGS TO BE DONE BY THE STATE

Replace pipe line with new pipe of same size. Re-connect barn driveway.

Access not controlled-

TILLER-DEAD HORSE CREEK SECTION-TILLER-TRAIL HIGHWAY

20859 O & C Land (Porter)
Right of Way Timber

23 M. B. F. at $11.80/M (East High Way)	$271.40
19 M. B. F. at $11.80/M (West Highway)	$224.20

Amount to be paid owners-chrg to Right of Way $ 495.60

21519 Shibley, Everett and Margaret (Johnson)
Right of Way
Option expires August 10, 1954

0.05 acre at $400	$	20.00
0.9 acre at $150		135.00
Timber		40.00
2 sheds, lump sum		240.00
50 rods fence at $4		200.00
Severance damage		600.00

Amount to be paid owners-chrg to Right of Way $ 1,235.00

THINGS TO BE DONE BY THE STATE
Install a 2" pipe through fill at Sta. 1594+00.

Access not controlled-

VALE-CAIRO SECTION-CENTRAL OREGON HIGHWAY

21116 Grigg Brothers and Butler (Brainerd)
Right of Way
Option expires July 27, 1954

12,670 sq. ft. at $0.05	$ 633.50	
Amount to be paid owners-chrg to Right of Way		$ 633.50

Access controlled-none allowed

20234 Buerman, John R. and Eva (Brainerd)
Materials Lease
Lease signed February 11, 1954

5.10 acres	$ 1.00	
Amount to be paid owners-chrg to Gravel Pit		$ 1.00

THINGS TO BE DONE BY THE STATE

Smooth up property. Re-establish fence and roads.

21120 Sevey, Harry Andrew and Dona M. (Brainerd)
Right of Way
Option expires August 3, 1954

14,100 sq. ft. at $0.10	$ 1,410.00	
House: 1072 sq. ft. at $7	7,504.00	
Garage: 360 sq. ft. at $0.50	180.00	
Well, lump sum	400.00	
Gas Tank: 550 gal., lump sum	150.00	
Lawn: 4600 sq. ft. at $0.05	230.00	
19 rods fence at $4	76.00	
Shade trees, shrubs and flowers, lump sum	50.00	
Amount to be paid owners-chrg to Right of Way		$10,000.00

Takes all-

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21465 Arne, Clair et al (Harrington)
Right of Way
Option expires August 9, 1954

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21465 Arne, Clair et al (cont)

0.17 acre, lump sum $ 150.00

Amount to be paid owners-chrg to Right of Way $ 150.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed

21450 Cottage Grove Union High School Dist. #14J (Harrington)
Right of Way
Option expires August 9, 1954

8276 sq. ft., lump sum $ 575.00

Amount to be paid owners-chrg to Right of Way $ 575.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed

21412 Hutchison, Roy E. and Orpha M. (Harrington)
Right of Way
Option expires August 10, 1954

19,600 sq. ft. at $0.05	$	980.00
Brooder house-chicken house-shed: 1350 sq. ft.		270.00
Allowance to relocate and construct drive to E. Main		500.00
Severance damages and odd shape		750.00

Amount to be paid owners-chrg to Right of Way $ 2,500.00

Access controlled-none allowed

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21738 Stephens, Roy B. et al (Harrington)
Right of Way
Option expires August 8, 1954

0.02 acre, lump sum	$ 50.00
Amount to be paid owners-chrg to Right of Way	$ 50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed

21458 Arne, Glen S. and Helen A. (Harrington)
Right of Way
Option expires August 8, 1954

6 lots at $375	$ 2,250.00
Allowance to clear and excavate for homesite	250.00
Amount to be paid owners-chrg to Right of Way	$ 2,500.00

Takes all-

21702 Browns, Allen M. and Julia M. (Black)
Right of Way
Option expires August 17, 1954

8,250 sq. ft. at $0.07	$ 584.50
House: 896 sq. ft. at $5.50	4,928.00
Utility: 154 sq. ft. at $1	154.00
Septic tank and yard improvements, lump sum	300.00
Amount to be paid owners-chrg to Right of Way	$ 5,966.50

Grantor to give possession as soon as payment is received.

Takes all-

EXHIBIT "A" (cont)

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY

(Johnson)

21517 Perry, Donald F. et al
Right of Way
Option expires August 14, 1954

3.90 acres at $200	$ 780.00
1.46 acres at $60	87.60
3.9 acres at $150	585.00
300 rods fence at $4	1,200.00
Severance damage	200.00

Amount to be paid owners-chrg to Right of Way $ 2,852.60

THINGS TO BE DONE BY THE STATE

Construct farm crossing at Sta. 1580+20.

Access not controlled-

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY

(Landon)

21629 Truesdale, Ira C. and Ella Maud
Right of Way and Easement for Ditch
Option expires August 16, 1954

1.17 acres at $200	$ 234.00
0.12 acre at $200 (easement)	24.00
119 rods fence at $3.50	416.50

Amount to be paid owners-chrg to Right of Way $ 674.50

Access not controlled-

(Landon)

21627 Shelley, Frank and Mabel
Right of Way
Option expires August 8, 1954

1.49 acres at $200	$ 298.00
100 rods fence at $3.50	350.00
20 x 50 (easement for channel change)	Gratis

Amount to be paid owners-chrg to Right of Way $ 648.00

Grantor may remove trees before April 1, 1954

EXHIBIT "A" (cont)

JASPER BRIDGE-PLEASANT HILL SECTION -SPRINGFIELD-CRESWELL

21627 Shelley, Frank and Mabel (cont)

THINGS TO BE DONE BY THE STATE

Construct box culvert at Sta. 69+62 to be used as cattle pass.

Access not controlled-

(Landon)

21639 Foote, Hanna M. et al
Right of Way
Option expires August 17, 1954

0.13 acre at $200	$ 26.00	
20 rods fence at $3.50	70.00	
Amount to be paid owners-chrg to Right of Way		$ 96.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach on East Side at Sta. 128+67.

Access not controlled-

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY

(Cozad)

17797 McUne, Hal R. and Linden
Right of Way
Option expires August 16, 1954

7 acres at $100	$ 700.00	
1.53 acres at $10	15.30	
Allowance for bridge in driveway	250.00	
Allowance to remove and rebuild 337+ rods fence at $3	1,012.00	
Amount to be paid owners-chrg to Right of Way		$ 1,977.30

THINGS TO BE DONE BY THE STATE

Access on South side at Sta. 1161 for operation of stockraising and residential activity.

Access controlled-

EXHIBIT "A" (cont)

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY (cont)

(Cozad)

21743 McUne, Hal and Linden
Right of Way
Option expires August 16, 1954

6.78 acres + at $100	$ 678.00	
Allowance to re-establish 250+ rods fence at $3	752.00	
Amount to be paid owners-chrg to Right of Way		$ 1,430.00

THINGS TO BE DONE BY THE STATE

Access on South side at Sta. 1216 for stockraising, farming and residential activity.

Access controlled-

(Cozad)

17795 Brown, George and Gladys
Right of Way
Option expires August 14, 1954

11.57 acres + at $10	$ 115.70	
Allowance to rebuild 402 rods fence at $3	1,206.00	
Amount to be paid owners-chrg to Right of Way		$ 1,321.70

Grantor to remove signs.

THINGS TO BE DONE BY THE STATE

Access on North side at Sta. 1141, 1118 and 1081+50 for farm, livestock and residential activity.

Access controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

(Mayhew)

21366 Alcoa Mining Company
Right of Way
Bargain and Sale Deed to come

0.11 acre, lump sum	$ 180.00	
Amount to be paid owners-chrg to Right of Way		$ 180.00

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21366 Alcoa Mining Company (cont)

THINGS TO BE DONE BY THE STATE

Access at Sta. 503+00, North and South sides for residential use.

Access controlled-

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19689 Weston, Helen C. et al (Smith)
Right of Way
August 15, 1954

1.206 acres at $1,200	$ 1,447.20	
Amount to be paid owners-chrg to Right of Way		$ 1,447.20

THINGS TO BE DONE BY THE STATE

Grade approach into property provided permission is given. Access at Sta. 272+40 on East side for farm and residential use. Construct 2 16' approaches. Access at Sta. 274+55, East side for farm and residential use.

Access controlled-

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

21112 Kinnick, Clifford R. et al (Brainerd)
Right of Way
Option expires August 3, 1954

12,000 sq. ft. at $0.08	$ 960.00	
House: 894 sq. ft. at $4	3,576.00	
Porch: 123 sq. ft. at $0.50	61.50	
Shoe shop: 404 sq. ft. at $2.50	1,010.00	
Irrigation well with pump, lump sum	100.00	
Chicken house, lump sum	100.00	
14 shade trees at $25	350.00	
6300 sq. ft. lawn at $0.05	315.00	
Fruit trees and shrubs, lump sum	27.50	
Amount to be paid owners-chrg to Right of Way		$ 6,500.00

Takes all-

EXHIBIT "A" (cont)

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY

(Landon)

21638 Jameson, Amanda L.
Right of Way
Option expires August 17, 1954

0.61 acre at $200	$ 122.00	
1 walnut tree	10.00	
Amount to be paid owners-chrg to Right of Way		$ 132.00

THINGS TO BE DONE BY THE STATE

Construct road approach on West side at Sta. 131+30, on East side at Sta. 130+30 and reconstruct approach on West side at Sta. 130+30. Construct fence on both sides.

Access not controlled-

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

(Black)

21422 Peabody, Lester H. et al
Right of Way
Option expires August 15, 1954

0.41 acre, lump sum	$ 1,350.00	
Amount to be paid owners-chrg to Right of Way		$ 1,350.00

Takes all-

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY

(Cozad)

21608 Corcoran, Donald W. and Bobbie M.
Right of Way and Quarry Site
Option expires August 17, 1954

11.2 acre at $10	$ 112.00	
13.9 acre at $50 (Quarry)	695.00	
Allowance to remove and re-build 322 rods fence at $3	966.00	
Amount to be paid owners-chrg to Right of Way		$ 1,078.00
Quarry Site		695.00
GRAND TOTAL		$ 1,773.00

EXHIBIT "A" (cont)

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY (cont)

21608 Corcoran, Donald W. and Bobbie M. (cont)

Grantor to arrange for removal of signs.

THINGS TO BE DONE BY THE STATE

Install 72" pipe for stock underpass at Sta. 1508. Access North and South sides at Sta. 1508 for driving livestock across highway.

Access controlled-

(Cozad)

21610 Martin, Wm. J. et al
Right of Way
Option expires August 15, 1954

2.18 acres at $200 $ 436.00

Amount to be paid owners-chrg to Right of Way $ 436.00

THINGS TO BE DONE BY THE STATE

Access on East side at Sta. 1570, 1565 and 1559+50 for farm, stockraising and residential activity.

Access controlled-

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY

(Stuntz)

21548 Taylor, William and Jacqueline
Right of Way
Option expires August 2, 1954

2.48 acres at $1,000+ $ 2,500.00
Severance damages and proximity of r/w line to house 3,500.00

Amount to be paid owners-chrg to Right of Way $ 6,000.00

Grantor will move septic tank drainage field. Grantor may retain all shrubs, trees, plants, chicken house and fence if removed within 30 days from date of option acceptance.

Access controlled-none allowed

EXHIBIT "A" (cont)

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY (cont)

21547 Brooks, Chas M. and Zada (Stuntz)
Right of Way
Option expires August 2, 1954

2.55 acres at $1,000	$ 2,550.00
Damage due to loss of access	450.00

Amount to be paid owners-chrg to Right of Way $ 3,000.00

Access controlled-none allowed

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY

21604 Corcoran, Donald W. and Bobbie M. (Cozad)
Right of Way
Option expires August 17, 1954

3 acres at $100	$ 300.00
17.28 acres at $10	172.80
Allowance to remove and rebuild 767 rods fence at $3	2,301.00
Allowance to re-establish stock guard	200.00

Amount to be paid owners-chrg to Right of Way $ 2,973.80

Grantor to arrange to move signs.

THINGS TO BE DONE BY THE STATE

Access on North side at Sta. 1457, 1471, 1531 and 1563 and on the South side at Sta. 1537 and 1555 for stockraising, farming and residential purposes.

Access controlled-

21603 Harney Valley Farms (Cozad)
Right of Way and Quarry Site
Option expires August 17, 1954

25.04 acres at $10	$ 250.40
5 acres at $50 (Quarry)	250.00

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY (cont)

21603 Harney Valley Farms (cont)

Amount to be paid owners-chrg to Right of Way	$	250.40
Quarry Site		250.00
GRAND TOTAL	$	500.40

THINGS TO BE DONE BY THE STATE

Access on South side at Sta. 1462 for livestock activity. Construct stockguard at Sta. 1463, South side, if Grantor fences R/W.

Access controlled-

21614 Fay, John P. (Cozad)
Right of Way
Option expires August 17, 1954

1.5 acres at $200	$	300.00
Damage for access control		150.00
Amount to be paid owner-chrg to Right of Way	$	450.00

Grantor to arrange removal of signs.

THINGS TO BE DONE BY THE STATE

Access on West side at Sta. 1604, 1607+50 and 1611 for farm, stockraising and future residential purposes.

Access controlled-

21598 Farm Development Company (Cozad)
Right of Way
Option expires August 16, 1954

3.8 acres at $10	$	38.00
Allowance to re-establish 82 rods fence at $3		246.00
Amount to be paid owners-chrg to Right of Way		$284.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1252 on South side for operation of farming, stockraising and residential activity.

Access controlled-

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY (cont)

17796 State Land Board (Chidsey)
Right of Way

3.52 acres at $10	$ 35.20
Amount to be paid owners-chrg to Right of Way	$ 35.20

THINGS TO BE DONE BY THE STATE

Access on North side at Sta. 1149+30 for residential, farm and stockraising activity.

Access controlled-

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21438 Woodard, Carlton and Joy (Black)
Right of Way
Option expires August 19, 1954

1.54 acres at $1,700	$ 2,618.00
Well: 60' deep at $4	240.00
Timber: on basis of Hwy Dept cruise	28.00
Amount to be paid owners-chrg to Right of Way	$ 2,886.00

Access controlled-none allowed

21460 Woodard, Ambrose L. and Ida S. (Harrington)
Right of Way
Option expires August 16, 1954

1 acre, lump sum	$ 100.00
6 lots (46,174 sq. ft.)	1,500.00
House: 1320 sq. ft. at $5	6,600.00
2 garages: 950 sq. ft. at $1	950.00
Well, pump house, pump and tank, lump sum	350.00
Amount to be paid owners-chrg to Right of Way	$ 9,500.00

Grantor to vacate within 30 days from date of approval.

THINGS TO BE DONE BY THE STATE

Reconstruct approach opposite Sta. 805+25.

Access controlled-none allowed

2311 (1).

EXHIBIT "A" (cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21472 Guilliams, Alice (Gemmell)
Right of Way
Option expires August 16, 1954

2.64 acres at $500+	$ 1,325.00	
Amount to be paid owners-chrg to Right of Way		$ 1,325.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed

21234 Reed, Opal M. Haymes (Holt)
Right of Way
Option expires August 16, 1954

1.09 acres, lump sum	$ 1,000.00	
Damage due to reduction in area	750.00	
Amount to be paid owners-chrg to Right of Way		$ 1,750.00

Access controlled-none allowed

21477 Caldwell, Cecil E. and Ruth S. (Gemmell)
Right of Way
Option expires August 16, 1954

0.37 acres, lump sum	$ 200.00	
Amount to be paid owners-chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21436 Hansen, Warren H. and Louise (Black)
Right of Way
Option expires August 16, 1954

2.93 acres at $1,600	$ 4,688.00
Timber-based on Hwy Dept cruise	307.00
Amount to be paid owners-chrg to Right of Way	$ 4,995.00

THINGS TO BE DONE BY THE STATE

Supply material and construct 18" carrier for future water main under hwy at Sta. 785. Supply material and construct 10" concrete tongue and groove sewer line under hwy at Sta. 785.

Access controlled-none allowed

21407 Tonole, Joe and Elizabeth (Harrington)
Right of Way
Option expires August 16, 1954

28,750 sq. ft. at $0.08	$ 2,300.00
House: 988 sq. ft. at $3.50	3,458.00
Rental Unit: 260 sq. ft. at $2.50	650.00
Garage: 200 sq. ft. at $0.50	100.00
Pump house and well	432.00
Comb'n woodshed and shop: 1,000 sq. ft. at $0.25	250.00
Fruit house: 60 sq. ft. at $2.50	150.00
Barn, Out house, Smoke house and Shed	160.00
Amount to be paid owners-chrg to Right of Way	$ 7,500.00

Grantor to vacate within 30 days from date of approval.

Takes all-

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21703 Eastman, Clair W. et al (Black)
Right of Way
Option expires August 19, 1954

0.19 acre, lump sum	$ 325.00
House: 735 sq. ft. at $5	3,675.00
Amount to be paid owners-chrg to Right of Way	$ 4,000.00

Grantor to give possession by April 1, 1954.

Access controlled-none allowed

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

21676 McDonald, Claude C. and Vera (Brainerd)
Gravel Pit
Option expires August 17, 1954

1.2 acres, lump sum	$ 150.00
Amount to be paid owners-chrg to Gravel Site	$ 150.00

21678 Goodell, Ethel (Brainerd)
Gravel Pit and Haul Road
Option expires August 18, 1954

6.5 acres at $300	$ 1,950.00
1.25 acres at $200	250.00
34.04 acres at $90+	3,080.00
Damages	720.00
Amount to be paid owner-chrg to Gravel Site	$ 6,000.00

THINGS TO BE DONE BY THE STATE

Fence gravel pit if grantor desires.

21679 Hainline, Orien R. and Bernice G. (Brainerd)
Haul Road
Option expires August 18, 1954

0.52 acre, lump sum	$ 25.00
Amount to be paid owners-chrg to Haul Road	$ 25.00

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY (cont)

21679 Hainline, Orien R. and Bernice G. (cont)

THINGS TO BE DONE BY THE STATE

Construct cattle guards on West and South property line. 2 cattle guards at $400 Estimate	$	800.00
GRAND TOTAL (Estimate)-chrg to Haul Road		825.00

Access not controlled-

21680 Jarvis, Ronald Lee and Wanda (Brainerd)
Haul Road
Option expires August 17, 1954

0.26 acre, lump sum	$ 25.00	
Amount to be paid owners-chrg to Haul Road		$ 25.00

THINGS TO BE DONE BY THE STATE

Install cattle guard at haul road junction with Co. Road. Estimated cost	$	400.00
GRAND TOTAL (Estimate) chrg to Haul Road	$	425.00

Access not controlled-

20239 Nofziger, Samuel Amos and Susan E. (Brainerd)
Right of Way
Option expires March 3, 1954

0.46 acre at $1000	$ 460.00	
85 rods fence at $2	170.00	
Allowance to re-establish 680' water ditch	500.00	
Allowance for culvert pipe and 2 cement bulkheads	200.00	
Allowance for shrubs	50.00	
Allowance to re-establish irrigation ditches	20.00	
Amount to be paid owners-chrg to Right of Way		$ 1,400.00

Grantor to re-establish water ditch between Sta. 376+00 and 382+80.

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY (cont)

20239 Nofziger, Samuel Amos and Susan E. (cont)

THINGS TO BE DONE BY THE STATE

Access on South side at Sta. 383+90 (45') and 386+10 (25') for farming, stockraising and private residential activity. Dump gravel at base of fill between Sta. 376+00 and 382+80 on South side to prevent erosion. Grantor has right to dump waste water into borrow pit from field between Sta. 384+90 and 388+65 on South side to cross hwy in culvert at Sta. 394+00.

Access controlled-

DUFUR-TYGH VALLEY SECTION-THE DALLES-CALIFORNIA HIGHWAY

(Cozad)

21695 Hillgen, Hugh J.
Quarry Site
Option expires August 22, 1954

22.69 acres at $50	$ 1,134.50	
Amount to be paid owners-chrg to Quarry Site		$ 1,134.50
State to fence-Estimate cost		150.00
GRAND TOTAL (Estimate) chrg to Quarry Site		$ 1,284.50

TROUTDALE-BRIDAL VEIL SECTION -COLUMBIA RIVER HIGHWAY

(Johnson)

21346 Luscher, Fritz
Park Exchange
Option expires August 15, 1954

6.25 acres	$ 1.00	
Amount to be paid owners-chrg to Park Site		$ 1.00

Grantor to maintain water lines on above property.

Convey to the optionor above that portion of land beginning at the Northeast corner of S. 29, T. 1 N., R. 5 E., W.M., thence Westerly a distance of 322 feet along the Northerly line of said S. 29; thence South to the Union Pacific Railroad R/W a distance of 1650 feet; thence Easterly along the Northerly line of the Union Pacific Railroad a distance of 327 feet; thence Northerly to the point of beginning, a distance of 1580 feet, as an exchange part of

EXHIBIT "A" (cont)

TROUTDALE-BRIDAL VEIL SECTION-COLUMBIA RIVER HIGHWAY (cont)

21346 Luscher, Fritz (cont)

the settlement, upon the grounds and for the reason that the said property in the opinion of the commission is no longer needed, required or useful for highway purposes.

Access controlled-

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

21677 Carter, Robert L. et al (Brainerd)
Gravel Pit
Option expires August 18, 1954

6 acres at $200	$ 1,200.00
10 acres + at $105+	1,050.00
93 rods fence at $2.50	232.50
Amount to be paid owners-chrg to Gravel Site	$ 2,482.50

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY

21545 Bettis, Oliver W. et al (Stuntz)
Right of Way
Option expires August 2, 1954

3.32 acres at $1,000	$ 3,320.00
Damage due to loss of beach frontage	1,000.00
Amount to be paid owners-chrg to Right of Way	$ 4,320.00

Access controlled-none allowed

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21235 Hansen, Warren H. and Louise (Holt)
Right of Way
Option expires August 16, 1954

1.41 acres at $1,000	$ 1,410.00
Well	90.00
Encroachment damage	600.00
Amount to be paid owners-chrg to Right of Way	$ 2,100.00

Access controlled-none allowed

EXHIBIT "A" (cont)

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY

21613 Edward Hines Lumber Company (Cozad)
Right of Way
Option expires August 15, 1954

6.3 acres at $100	$ 630.00
Amount to be paid owners-chrg to Right of Way	$ 630.00

THINGS TO BE DONE BY THE STATE

Protect hot spring on East side at Sta. 1578. Oil haul road on each side of Sta. 1602+50 to R/W line. Access at Sta. 1620+80 and 1617+30, West side (30' wide) Sta. 1615+75 and 1608+45 on East side (35' wide) Sta. 1612+45 on East side (70' wide) Sta. 1606+90 and 1602+50 East side (40' wide) and Sta. 1602+50 on West side (40' wide) and Sta. 1572 on East side (40' wide) for major saw mill activity. Sta. 1572+70 on West side (40' wide) for swimming pool activity.

Access controlled-

21746 Farm Development Company (Cozad)
Right of Way
Option expires August 16, 1954

61.16 acres at $10	$ 611.60
800 rods fence at $3	2,400.00
Severance damage	190.00
Destruction of 2 reservoirs at $400	800.00
Amount to be paid owners-chrg to Right of Way	$ 4,001.60

THINGS TO BE DONE BY THE STATE

Provide 18" pipe across roadway at Sta. 1202. Access on North and South sides at Sta. 1221 and on South side at Sta. 1206, 1141 and 1079 for livestock, farming and residential activity.

Access controlled-

EXHIBIT "A" (cont)

SHADY BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21570 Bounds, Edmund V. and Pauline M. (Gemmell)
Right of Way and Easement
Option expires August 7, 1954

1.0 acre walnuts at $750	$ 750.00
6.0 acres at $300	1,800.00
19.32 acres at $50-	963.00
Severance damage plus loss of spring, bridge and water	2,190.00
Amount to be paid owners-chrg to Right of Way	$ 5,703.00

THINGS TO BE DONE BY THE STATE

Fence R/W to hold sheep and cattle. On West R/W fence between Sta. 3120 and Sta. 3135 to hold sheep, cattle and poultry. Install two 12" pipes at Sta. 3122+00 and at Sta. 3130+50. Construct approach to South R/W line at Sta. 14+00.

Access controlled-none allowed

EXHIBIT "B"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of a parcel of land in Tillamook County, Oregon described as follows:

All of the down and marked trees (aluminum paint stripes) in Section 14, Township 6 South, Range 9 West, Willamette Meridian on the Southerly side of the Highway between Engineer's stations 521 and 558. These trees are classed as hazard trees. All of the marked windfalls and snags on the Southerly side of the Highway between Engineer's center line stations 489 and 495, in Section 12, Township 6 South, Range 9 West, Willamette Meridian. All of the marked windfalls and snags between Engineer's stations 511 and 561 on the Southerly side of the highway in Sections 13 and 14, Township 6 South, Range 9 West, Willamette Meridian. All of the marked windfalls and snags opposite Engineer's stations 495 and 500 on the North side of the Highway (Doyle Slide Area) in Sections 11 and 12, Township 6 South, Range 9 West, Willamette Meridian. All of the marked windfalls and snags on the North side of the Highway, opposite station 510, in Sections 11, 12, 13 and 14, Township 6 South, Range 9 West, Willamette Meridian. All of the marked windfalls and snags on the North side of the Highway at stations 523 and 542, in Section 14, Township 6 South, Range 9 West, Willamette Meridian. All of the marked windfalls and snags on the North side of the Highway on Harris Road, in Section 14, Township 6 South, Range 9 West, Willamette Meridian. All of the marked windfalls and snags on the North side of the Highway opposite Engineer's station 549 Section 14, Township 6 South, Range 9 West, Willamette Meridian. All of the marked windfalls and snags on the North side of the highway, at Stations 552 and 558, Section 14, Township 6 South, Range 9 West, Willamette Meridian. The reserve area has now been marked and tagged "Reserve Area No Cutting".

Attached to and made a part of this instrument is a map showing the locations from which the logs may be loaded by 0 . No other loading areas are to be permitted without special permission from the Superintendent of Parks. The roadways leading into these areas are marked by double hatched lines.

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

WHEREAS, the said timber has been appraised by competent and experienced appraisers and the final value found and estimated to be the

EXHIBIT "B" (cont)

sum of $25,000.00, and the Commission is desirous of selling and disposing of the said timber at a price not less than the appraised amount

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Highway Commission be and he hereby is, authorized and instructed to advertise the said timber for sale in accordance with the terms and provisions of ORS 237.060 Et. Seq.

BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 102 shall be entered in the minutes and records of the Commission as of the 24th day of February, 1954.

23111

EXHIBIT "C"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes; and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

COUNTY AND SECTION	FILE NUMBER	PURPOSE	HIGHWAY
BENTON			
Burnt Woods-Blodgett	21726	quarry	Corvallis-Newp
	21727	haul road	
	21728	haul road	
Lincoln County Line-Gellatly Creek	21551	quarry	Corvallis-Newp
	21552	quarry	
DOUGLAS			
Thomas Creek-Tiller	21594	quarry	Tiller-Trail
WASCO			
Dufur-Tygh Valley	21695	quarry	The Dalles-California

EXHIBIT "C" (cont)

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this Miscellaneous Resolution No. 103 shall be entered in the minutes and records of the Commission as of February 24, 1954, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

EXHIBIT "D"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of lands in the City of Bend, Deschutes County, Oregon described as follows:

Parcel 1

A parcel of land lying in the Southeast quarter of the Northwest quarter of Section 32, Township 17 South, Range 12 East, Willamette Meridian, Deschutes County, Oregon.

The said parcel being described as follows: Beginning at the Southeast corner of the Northwest quarter of the Northeast quarter of said Section 32; thence South 89° 57' 41" West 138.52 feet; thence North 51° 26' 30" West 170.56 feet to the Easterly line of Wall Street; thence along the Easterly line of Wall Street North 38° 33' 30" East 130 feet; thence North 89° 57' 41" East 189.72 feet; thence South 0° 14' 22" East 208 feet to the point of beginning.

Parcel 2

Lots 8, 9, 10 and 11, Block 2 in North Addition to the City of Bend, Deschutes County, Oregon.

The parcels of land to which these descriptions apply contain 1.65 acres.

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

WHEREAS, the said property has been appraised by competent and experienced appraisers and the final value found and estimated to be the sum of $35,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Highway Commission, be and he hereby is, authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 237.060 Et. Seq.

BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 104 shall be entered in the minutes and records of the Commission as of the 24th day of February , 1954.

EXHIBIT "E"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3741, with McNutt Brothers, for construction of bridges, grading and paving on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, completed December 4, 1953.

"Contract No. 3744, with C. R. O'Neil for grading and paving on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County, completed January 9, 1954.

"Contract No. 3771, with The Central Heating Company, Oreg. Ltd. and F. L. Somers for grading and paving on the Rock Point-Blackwell Hill Section of the Pacific Highway in Jackson County, completed September 30, 1953.

"Contract No. 3830, with Wold Brothers for construction of Humbug Mountain Park Facilities on the Oregon Coast Highway in Curry County, completed February 11, 1954.

"Contract No. 3841, with E. C. Swaggart Company, for furnishing crushed materials in stockpiles on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties, completed December 8, 1953.

"Contract No. 3916, with R. H. Sussex for furnishing crushed cinders in stockpiles on the La Grande-Baker Section of the Old Oregon Trail Highway in Union and Baker Counties, completed November 25, 1953.

"Contract No. 3936, with N. A. Toole Construction Company for furnishing crushed materials in stockpiles on the Silver Lake-Valley Falls Section of the Fremont and Lakeview-Burns Highways in Lake County, completed October 30, 1953.

"Contract No. 4030, with Babler Brothers, Inc., for grading and topping on the Powell Butte Junction-Deschutes County Line Section of the Powell Butte County Road in Crook County, completed February 12, 1954.

"Contract No. 4047, with The Colorado Fuel & Iron Corporation for fence construction on the Clear Lake Fencing Project on the Oregon Coast Highway in Douglas County, completed February 11, 1954."

23121

EXHIBIT "E" (cont)

THEREFORE BE IT RESOLVED that the work covered by State highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 31 shall be entered in the minutes and records of the Commission as of the 24th day of February, 1954.

EXHIBIT "F-1"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Joseph $2,042.74

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of February, 1954.

EXHIBIT "F-2

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Grass Valley	$ 527.81
Richland	595.48

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of February, 1954.

EXHIBIT "F-3"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Athena	$2,486.49
Bonanza	858.67
Grass Valley	646.49
Jefferson	2,108.55
Joseph	2,208.00
Mitchell	1,375.86
Gold Beach.....	2,244.47

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of February, 1954.

43121

EXHIBIT "F-4"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Amity	$ 1,940.73
Arlington	1,981.16
Athena	2,165.99
Barlow	216.60
Boardman	346.56
Falls City	2,463.45
Gervais	1,319.81
Grass Valley	563.16
Halfway	901.05
Joseph	1,923.40
Juntura	309.01
Lexington	684.45
Riddle	1,830.98
Sumpter	421.65
Waldport	1,989.82
Weston	1,960.94

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

EXHIBIT "F-4" (cont)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of February, 1954.

EXHIBIT "F-5"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1954 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Arlington	$2,412.03
Bay City	2,675.73
Butte Falls	1,307.98
Canyonville	3,027.34
Culver	1,058.34
DeLake	2,264.35
Eagle Point	2,134.26
Lexington	833.31
Lostine	625.86
Mitchell	1,459.17
Sublimity	1,290.40
Waterloo	632.89
Yamhill	1,895.17

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper of-

EXHIBIT "F-5" (cont)

ficer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of February, 1954.

EXHIBIT "G-1"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway. OREGON COAST HIGHWAY

Highway number 9 Route number US 101

Location of Termini				Established Speed	
M.P.	272.27 (0.19 mile west of the west city limits of Coquille)	to M.P.	272.46(west city limits of Coquille)	40	M.P.H.

EXHIBIT "G-1" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 137 be entered in the minutes and records of the Commission as of the 24th day of February, 1954.

EXHIBIT "G-2"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: HOOD RIVER STATE SECONDARY HIGHWAY

Highway number 281 Route number

Location of Termini			Established Speed
M. P. 1.66 (Martin's Country Market, south of the city limits of Hood River)	to M. P.	3.42 (0.29 mile south of Rockford Road)	40 M. P. H.

EXHIBIT "G-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 138 be entered in the minutes and records of the Commission as of the 24th day of February, 1954.

EXHIBIT "G-3"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: COLUMBIA RIVER HIGHWAY

Highway number 2 Route number US 730

Between M. P. 183.42 (0.34 mile west of the Ordnance Depot Road) and M. P. 184.35 (0.20 mile east of Houghton School in the community of Irrigon) 40 MILES PER HOUR

EXCEPT THAT BETWEEN

M. P. 183.80 (just west of Houghton School) and M. P. 184.00 (just east of Houghton School) the established maximum speed shall be 20 MILES PER HOUR during school recess or while children are going to or leaving school during opening or closing hours.

EXHIBIT "G-3" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 139 be entered in the minutes and records of the Commission as of the 24th day of February, 1954.

43134

EXHIBIT "H-1"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY

Highway number 1 Route number US 99

Location of Termini	Established Speed
M.P. 141.80 (0.14 mile north of Delight Valley Road) and M.P. 142.50 (0.32 mile south of Delight Valley Road)	45 MILES PER HOUR;
EXCEPT THAT BETWEEN	
M.P. 142.05 (north of Lane County School District No. 26 at Saginaw) and M.P. 142.28 (south of Lane County School District No. 26)	the established maximum speed shall be 20 MILES PER HOUR during school recess or while children are going to or leaving school during opening or closing hours.

EXHIBIT "H-1" - (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 140 be entered in the minutes and records of the Commission as of the 24th day of February, 1954.

EXHIBIT "H-2"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: TUALATIN VALLEY HIGHWAY

Highway number 29 Route number ORE 6

Location of Termini		Established Speed
M. P. 0.00 (Junction with Sunset Highway)	to M. P. 1.25 (east city limits of West Slope)	45 MPH
M. P. 1.25 (east city limits of West Slope)	to M. P. 1.67 (just west of junction with Sunset Road)	35 MPH
M. P. 1.67 (just west of junction with Sunset Road)	to M. P. 2.84 (0.20 mile west of Ellis Avenue)	45 MPH
M. P. 2.84 (0.20 mile west of Ellis Avenue)	to M. P. 3.18 (east city limits of Beaverton)	35 MPH

EXHIBIT "H-2" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 141 be entered in the minutes and records of the Commission as of the 24th day of February, 1954.

EXHIBIT "I"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Warner Station Section of the Powers Secondary Highway in Coos County and in connection therewith to prepare a map showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Warner Station Section of the Powers Secondary Highway, beginning at Highway Engineer's Station 2+00, approximately 1/2 mile east of Warner Station, and extending in a westerly direction to Highway Engineer's Station 36+63.98, immediately east of Warner Station, together with the map, which for identification purposes bears Map File No. 7B-26-4 and the date of January, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of necessary rights of way pursuant to the normal and approved method.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 24th day of February, 1954, as Resolution Adopting Survey No. 99.

EXHIBIT "J-1"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire a quarry site and a stock pile site, and to construct and maintain a haul road, and for such purposes and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, the Highway Commission by certain resolutions made and entered in its records on the 16th day of July, 1951, the 19th day of February, 1952, and the 8th day of April, 1953, declared the necessity and need for the acquisition of a parcel of real property for right of way purposes, for the proper relocation, construction, improvement, and maintenance of the Hood River-Mosier Section of the Columbia River Highway, and, in connection therewith, the construction and maintenance of a connecting or approach road between the relocated Columbia River Highway and the existing Columbia River Highway, and a parcel of real property for a quarry site, for use in connection with the proper construction and maintenance of highways of the state highway system, and authorized the acquisition of said parcels of real property in the manner provided by law, and it is now the opinion of the Commission that the said real property is no longer necessary for the purposes set forth in the said resolutions, but is necessary for the acquisition of a quarry site and a stock pile site and for the construction and maintenance of a haul road, and it is, therefore, the opinion of the Commission that the said resolutions of July 16, 1951, February 19, 1952, and April 8, 1953, should be revised to conform with the present needs of the Highway Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby declare that the said resolutions made and entered in its records of July 16, 1951, February 19, 1952, and April 8, 1953, declaring the necessity for the acquisition of two parcels of real property, be, and the samehereby are, amended by this resolution.

(cont.)

EXHIBIT "J-1" (cont.)

2. The Commission does hereby find and declare that there is needed and required, for the acquisition of a quarry site and a stock pile site and for the construction and maintenance of a haul road, for use in connection with the proper construction and maintenance of highways of the state highway system, the following described real property in fee simple, to wit:

L 1767
Owner: James C. Fulton, et ux

A parcel of land lying in the South half ($S\frac{1}{2}$) of Section 2, Township 2 North, Range 11 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning at the South quarter ($S\frac{1}{4}$) corner of said Section 2; thence North 87° 39' East 1719.97 feet along the South line of said Section 2; thence North 11° 25' West 1154.48 feet; thence North 72° 34' West 201.3 feet; thence North 18° 44' 25" East 705.43 feet; thence North 50° 35' 20" East 194 feet; thence South 60° 39' 30" East 400 feet to the Westerly line of the Frank Ginger property; thence along said property line North 0° 55' 30" East 280 feet; thence along a right of way line parallel to and 100 feet distant Southerly from the Union Pacific Railroad center line North 73° 22' West 210.51 feet to the Southerly right of way line of the Columbia River Highway; thence along said Southerly right of way line South 79° 53' 30" West 167.68 feet to the Easterly line of that tract of land being sold to Louis Owens under unrecorded contract, which tract is hereinafter described; thence Southerly along the Easterly line of said Owens tract to the intersection of said Easterly line of said Owens tract with the Easterly line of a tract conveyed by Marietta Harlan to Christian A. Hage by deed recorded in Book 54, Page 567, of Wasco County Deed Records; thence Southerly along the Easterly line of said Hage tract to the Southeast corner thereof, said corner being the Northeast corner of a tract conveyed by Marietta Harlan to J. Strein by deed recorded in Book 57, Page 158, of Wasco County Deed Records; thence Southerly and Westerly along the Easterly line of said Strein tract to the South quarter ($S\frac{1}{4}$) corner of said Section 2, the point of beginning.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 20.84 acres.

The description of the tract hereinbefore mentioned as being sold to Louis Owens under unrecorded contract is as follows: Beginning at the Northwest corner of the Charles and Opal Head property as described in Book 110, Page 25, Wasco County Deed Records; thence

(cont.)

Easterly along the North line of said Charles Head and Opal Head property approximately 250 feet to an iron pipe; thence Southwesterly along the lower bank of an abandoned railroad roadbed approximately 1,000 feet to an iron pipe; thence Westerly approximately 30 feet to the West line of said Charles and Opal Head property; thence Northerly along the West line of said Charles and Opal Head property to the point of beginning, containing 3.5 acres, more or less.

3. That the highway facilities for which the above described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon, by and through its State Highway Commission.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 484.

EXHIBIT "J-2"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sylvan Section of the Sunset Highway; and

WHEREAS, the said Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission by certain resolutions made and entered in its records on the 24th day of November, 1952, and on the 25th day of June, 1953, declared the necessity for the acquisition of a parcel of land described therein for right of way purposes, for the widening, improvement and maintenance of the Sylvan Section of the Sunset Highway, and the control of access to and from the said highway, and authorized the acquisition of the said parcel of real property and the said control of access in the manner provided by law, and it is now the determination of the Highway Commission that the language used for the said control of access should be changed in the manner provided herein, and it is, therefore, the determination of the Highway Commission that the said resolutions of November 24, 1952, and June 25, 1953, should be revised to conform with this change; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and

(cont.)

from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Highway Commission does hereby declare that the resolutions made and entered in its records on November 24, 1952, and June 25, 1953, hereinabove referred to, be, and they hereby are, amended by this resolution.

2. The Commission does hereby find and declare that there is needed and required for right of way purposes, for the proposed widening, improvement and maintenance of the Sylvan Section of the Sunset Highway as a throughway, the following described real property in fee simple, to wit:

L 1982 (R 15882)
Owner: Faun E. Helmcke

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of Section 6, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: That tract of land known as Tax Lot 120 which was conveyed by that certain deed to Elmer R. Helmcke and Faun E. Helmcke, recorded in Book 1087, Page 203 of Multnomah County Records of Deeds, the said parcel being described as follows:

Commencing at the Southwest corner of said Section 6, thence North 0° 15' West along the section line 1225.62 feet; thence North 89° 45' East 508.20 feet; thence North 0° 15' West 229.47 feet; thence North 79° 14' East 6.50 feet; thence South 11° 57' East along the Easterly line of Tract No. 1 of said property 200 feet to the true point of beginning of the land herein to be described; thence continuing South 11° 57' East along the Easterly line of said Tract No. 1, 22.45 feet to the Northerly side of County Road No. 1138; thence Westerly tracing the Northerly side of said County Road on a 2905 foot radius curve to the left (the long chord of which bears South 71° 35' 14" West) 16.40 feet to the Southwest corner of said Tract No. 1; thence North 11° 57' West 17.65 feet along the Westerly line of said Tract No. 1; thence North 55° 50' 12" East, 17.56 feet to the point of beginning.

The parcel of land to which this description applies contains 0.01 acre.

3. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the Sylvan Section of the Sunset Highway and all of the contiguous real property of the owner remaining after the appropriation of the real property hereinabove described; provided, however, that there shall be reserved unto the owner of

(cont.)

the said remaining land, her heirs and assigns, for service of the said remaining land, so long as no use is made thereof other than as hereinafter specified, a right of access to the Sunset Highway of a width not to exceed 16.4 feet on the north side of the said Sunset Highway opposite Highway Engineer's center line Station 169+52 for private residential use and for the operation of a nursery business on the defendant's remaining land only.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access herein reserved to and from the aforesaid highway that are on or adjacent to any such frontage road shall cease, but the owner, her heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected by means of an interchange to the main traveled portion of the said Sunset Highway at a point which is not a greater distance than approximately 1500 feet East of Highway Engineer's center line Station 169+52 and at a point not a greater distance than approximately 600 feet West of said Highway Engineer's center line Station 169+52.

That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons in interest of said real property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then the Legal and Right of Way Department is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

7. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 485.

EXHIBIT "J-3"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 24th day of September, 1953, by resolution declared the necessity for the acquisition of certain real property owned by W. M. Hubbs, et ux, File No. R 21058, situated in Section 36, Township 33 South, Range 15 West, W. M., Curry County, Oregon, for right of way purposes, for the relocation, construction, improvement and maintenance of the Rocky Point-Brush Creek Section of the Oregon Coast Highway; and

WHEREAS, said resolution declared the necessity that there shall be no rights of access between the right of way of the said relocated Oregon Coast Highway and the remaining land of the said W. M. Hubbs, et ux, and between the relocated Oregon Coast Highway and any segment or segments of the existing Oregon Coast Highway adjacent to the owners' remaining real property which may hereafter be abandoned, except for two rights of access to the said relocated Oregon Coast Highway; and

WHEREAS, the said Highway Commission, after further investigating the necessity for the control of access from said remaining land to the said relocated Oregon Coast Highway, has found that it will be to the best interests of the State and the owners to change the location of the said points of access to the said relocated Oregon Coast Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. That the access control language in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 24th day of September, 1953, pertaining to the property owned by W. M. Hubbs, et ux, File No. R 21058, as set forth on pages 5 and 6 of Exhibit A of said resolution, be and the same hereby is amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the real property hereinabove described, and between the relocated Oregon Coast Highway and any segment or segments of the existing Oregon Coast Highway adjacent to the owners' remaining real property which may hereafter be abandoned, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, only so long as no use is made thereof other than as hereinafter specified, the following:

(cont.)

a. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 368+60, for the production and transportation to market of farm products of the owners' remaining land, for the development, harvesting and transportation to market of forest products, and for private residential use only.

b. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 372+15, for the production and transportation to market of farm products of the owners' remaining land, for the development, harvesting and transportation to market of forest products, and for private residential use only.

2. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 486.

EXHIBIT "J-4"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State Highway Commission by resolution on the 24th day of September, 1953, and an amendment thereto, on the 10th day of December, 1953, declared the necessity for the acquisition of certain real property owned by Searcy E. Binford, et al, File No. R 21055, situated in Section 36, Township 33 South, Range 15 West, W. M., Curry County, Oregon, for right of way purposes, for the relocation, construction, improvement and maintenance of the Rocky Point-Brush Creek Section of the Oregon Coast Highway as a throughway; and

WHEREAS, the said resolution and amendment thereto declared the necessity that there shall be no rights of access between the right of way of the said relocated Oregon Coast Highway and the remaining land of the said Searcy E. Binford, et al, and between the right of way of any segments of the present existing Oregon Coast Highway which adjoin the owners' remaining land and which may become abandoned and the relocated Oregon Coast Highway, except for three rights of access to the said relocated highway; and

WHEREAS, the said Highway Commission after further investigating the necessity for the control of access from said remaining land to the said relocated Oregon Coast Highway and between the right of way of any segments of the present existing Oregon Coast Highway which adjoin the owners' remaining land and which may become abandoned and the relocated Oregon Coast Highway, has found that it will be to the best interests of the State and the owners of the said remaining land to change the access control language in the said resolution and amendment thereto;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. That the access control language in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 24th day of September, 1953, and the amendment thereto, made and entered in full in the minutes and records of the Commission on the 10th day of December, 1953, pertaining to that property owned by Searcy E. Binford, et al, be and the same hereby is amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the relocated Oregon Coast Highway and all of the owners' contiguous real property which abuts thereon remaining after the appropriation of the real property hereinabove described, and between the right of way of any segments of the present existing Oregon Coast Highway which adjoin the owners'

(cont.)

remaining land and which may become abandoned and the relocated Oregon Coast Highway, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, only so long as no use is made thereof other than as hereinafter specified, the following:

a. A right of access to the relocated Oregon Coast Highway of a width not to exceed 30 feet on the West side of the said relocated highway, opposite Highway Engineer's center line Station 386+75, for all purposes.

b. A right of access to the relocated Oregon Coast Highway of a width not to exceed 30 feet on the West side of the said relocated highway, opposite Highway Engineer's center line Station 388+80, for all purposes.

c. A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 388+15, for the production and transportation to market of farm products of the owner's remaining land, for the development, harvesting and transportation to market of forest products, and for private residential use only.

2. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 487.

EXHIBIT "J-5"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interest of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "J-5" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highway of the state highway system, and the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and the said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Goshen-Divide Section of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such

(cont.)

stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 488.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 488, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-6"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Shady Point-Booth Ranch Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "J-6" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 489.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 489, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-7"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Sage Hen Hill-Hines Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

(cont.)

EXHIBIT "J-7" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Sage Hen Hill-Hines Section of the Central Oregon Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Central Oregon Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to the said real property on the attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Sage Hen Hill-Hines Section of the Central Oregon Highway, and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 490.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 490, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-8"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon. as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of anexisting state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Vale-Cairo Junction Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

(cont.)

EXHIBIT "J-8" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Vale-Cairo Junction Section of the Central Oregon Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Central Oregon Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted on the attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintainance of the said Vale-Cairo Junction Section of the Central Oregon Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolu-

tion No. 491.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 491, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-9"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture or road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway, and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway o section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even thoug said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "J-9" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway as a throughway; certain interest in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway and the highway facilities for which the said parcel of real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit of action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 492.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission Salem, being Resolution No. 492, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-10"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits, storage sites; stock pile sites; or for the acquisition or manufacture or road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

(cont.)

EXHIBIT "J-10" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway as a throughway, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, and the specific use to be made thereof, or which in the best interests of the St ate and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner, and the Commission's respective file number and the said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway, and the highway facilities for which the said parcel of property is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954 as Condemnation Resolution No. 493.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attac hed

to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 493, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-11"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Highway Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of state highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the said Commission plans and proposes to acquire certain roadbuilding materials;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, and the specific use to be made thereof are more particularly described in the attached list, marked Exhibit A, under the name of the record owner, and the Commission respective file number and said Exhibit A is by this reference hereby adopted and made a made a part hereof as completely and fully as though set forth herein in full. *

2. That the highway facilities for which the said parcel of property is required and is being taken is necessary in the public interest, and the same have been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to

(cont.)

agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 494.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 494, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-12"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Tualatin River-Middleton Section of the Pacific Highway West; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein full. *

2. That it is necessary that there shall be no rights of access of any n between the right of way of the said Tualatin River-Middleton Section of

the Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 495.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 495, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-13"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sylvan Section of the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "J-13" (cont.)

1. The Commission does hereby find and declare that it is necessary to acquire, in connection with the widening, improvement and maintenance of the Sylvan Section of the Sunset Highway as a throughway, all rights of access to, from and between the said Sunset Highway and the real property described as follows, to wit:

R 20694
George H. Raab, et al

Commencing at the Southwest corner of Section 6, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, thence North 0° 14' 20" West on the West line of said Section 6, 665 feet to a point in the Northernly boundary line of S. W. Raab Road No. 1138 E (formerly Old Canyon Road) for a point of beginning of the tract to be described, running thence North along the West line of said Section 6, 219.59 feet to the Southern boundary line of S. W. Canyon Road No. 1138 (State Highway), thence Northeasterly along the Southernly boundary line of S. W. Canyon Road No. 1138, a distance of 242.7 feet to the Northwest corner of that certain tract of land conveyed to George A. Raab and Anna Raab by deed recorded April 16, 1928, in Book 1143 on Page 136, Deed Records of Multnomah County, Oregon, thence South 8° 40' East 151.88 feet to the Northernly boundary line of S. W. Raab Road No. 1138 E, thence Southwest along the Northernly boundary line of S. W. Raab Road 1138 E to the point of beginning, containing one and one-tenth acres, more or less.

Except that portion heretofore conveyed by George Harold Raab and Eleanor Raab to George Aloysius Raab and Anna Rose Raab, by deed recorded in Volume 1414, Page 528, Deed Records of Multnomah County, Oregon, more particularly described as follows, to wit:

A lot, tract, piece or parcel of land situated in the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SS\frac{1}{4}$) of Section 6, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, as shown on the attached plat and designated as Lot 2, Subdivision of part of "Raab Tract", and as surveyed by Jean Ewen, registered professional engineer, Oregon June 17, 1950, and as more particularly described as follows:

Beginning at the Northwest corner of said Lot 2, a point on the Southerly right of way boundary of Oregon State Highway No. 6, marked by a inch galvanized iron pipe, 10 inches above ground, from which point the Southwest corner of said Section 6 bears South 58° 21' 15" West and South 0° 14' 20" East 884.33 feet distant; thence along the Southerly right of way boundary of said State Highway No. 6, North 58° 21' 15" East a distance of 127.70 feet to a 1" galvanized iron pipe 10 inches above ground; thence South 8° 40' East a distance of 146.00 feet to a point at the intersection with the Northerly right of way boundary of

(cont.)

Multnomah County's "Raab Road" No. 1138-E, and 20 feet distant perpendicularly to the center line thereof; thence along said Northerly right of way boundary South 41° 53' 30" West, a distance of 59.69 feet to an iron pipe; thence North 82° 39' 30" West a distance of 92.21 feet to an iron pipe; thence North 0° 09' 30" East 110.00 feet to the point of beginning; containing an area of 12,937.58 square feet, or 0.4118 acre, more or less.

2. That the highway facility for which the said rights of access are required and are being taken has been planned, designed and located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking of said rights of access, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said rights of access.

4. That upon the trial of any suit or action instituted to acquire the said rights of access, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 24th day of February, 1954, as Condemnation Resolution No. 496.

EXHIBIT "K"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the Pacific Highway (US 99) is one of the major state primary highways and is likewise a Federal Aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, field investigation discloses that the parking of vehicles on the shoulders of this highway in front of an establishment known as "Moores Motor Lodge and Cafe", located on the east side of the Pacific Highway just south of the community of Wolf Creek, in Josephine County, has resulted in creating a hazard to the traveling public; and

WHEREAS, the parking of said vehicles at the location hereinabove designated on said Pacific Highway creates a hazard not only to through traffic, but also to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of the highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles on either shoulder of the Pacific Highway (US 99) between M. P. 254. 74 (Engineer's Station 700+00) to M. P. 254. 82 (Engineer's Station 704+00) directly in front of "Moores Motor Lodge and Cafe", creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That this Commission does hereby find and declare that the parking of vehicles on either side of the right of way of said highway does not provide the degree of safety and convenience, which in the opinion of the Commission, should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs should be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the owner of "Moores Motor Lodge and Cafe" and a like copy to the Superintendent of State Police for his information.

6. That this No Parking Resolution No. 111 be entered in the minutes and records of the State Highway Commission as of the 24th day of February, 1954.

EXHIBIT "L"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of a parcel of land in the Northwest quarter of the Southwest quarter, Section 26, Township 3 North, Range 10 East, Willamette Meridian, Hood River County, Oregon, described as follows:

> A parcel of land lying in the Northwest quarter of the Southwest quarter of Section 26, Township 3 North, Range 10 East, Willamette Meridian, Hood River County, Oregon, and being a portion of the following described property:
>
> That tract of land which was conveyed by that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 45, Page 578 of Hood River County Record of Deeds.
>
> The said parcel being that portion of said property lying Northerly of a line which is parallel to and 100 feet Northerly of the center line of the Columbia River Highway as said center line is described in said State of Oregon Deed.
>
> The parcel of land to which this description applies contains 4.25 acres, more less.

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

WHEREAS, the said property has been appraised by competent and experienced appraisers and the final value found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Highway Commission, be and he hereby is, authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 237.060 et. seq.

BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 105 shall be entered in the Minutes and records of the Commission as of the 25th day of February, 1954.

EXHIBIT "M"

Minutes of February 24 and 25, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of a parcel of land in Douglas County, Oregon described as follows:

> All of the down and standing timber in the Northeast quarter of the Southwest quarter and in the Southeast quarter of the Northwest quarter of Section 16, Township 21 South, Range 4 West, Willamette Meridian in Douglas County, except the seed block on the Westerly side. The reserve area boundary is marked with Engineer's targets stamped "Reserve Area No Cutting". This reserved area is shown on the accompanying map shaded in red. The area from which the timber may be removed is shown in blue. The roadway that may be used for access to the highway is shown in double hatched lines. *

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

WHEREAS, the said timber has been appraised by competent and experienced appraisers and the final value found and estimated to be the sum of $4100.00, and the Commission is desirous of selling and disposing of the said timber at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Highway Commission be and he hereby is, authorized and instructed to advertise the said timber for sale in accordance with the terms and provisions of ORS 237.060 Et. Seq.

BE IT FURTHERRESOLVED that this Miscellaneous Resolution No. 106 shall be entered in the minutes and records of the Commission as of the 25th day of February, 1954.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 106, under the heading, "Miscellaneous Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 37

PART I

PART I

OF

VOLUME XXXIX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1954

TO

MAY 31, 1954

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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		BONDS. Auditor's Bond and Depositor's Forgery Bond. Proposed changes discussed and referred to Commissioner Reynolds.
23200		LEAVE OF ABSENCE. Chief Counsel granted leave to participate in US Army Field Training, August 15-29, 1954.
		LEGAL DEPARTMENT: Attorneys Earl Preston, Ernest Lundeen, and Thomas J. Reeder, resigned. Robert Holland to be hired.
		CURRY COUNTY. Oregon Coast Hwy. Euchre Creek-Wedderburn Section. Action deferred on acquisition of Carmichael property.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		CURRY COUNTY. Oregon Coast Hwy. Euchre Creek-Wedderburn Section. Purchase of Carmichael property approved.
		COURT CASES. Chief Counsel presented report on: Steinbock vs State of Oregon
23201		Ivan J. Frantz vs Maud E. Eaton and State of Oregon.
		MARION COUNTY. Salem. Center Street Bridge. Settlement of Seeley claim for $3,000 approved.
		LANE COUNTY. Pacific Hwy. Goshen-Divide Section. 0.014 acre of land deeded to Clark.
		LAWSUITS. Counsel authorized to institute legal proceedings for settlement of a number of cases.
23202		LEGISLATIVE MATTERS. Bill for elimination of Federal documentary tax stamps on deeds. Letters to Oregon delegation approved.
		FRANK I. TOWLE to Quilcene, Washington, April 22-23, 1954, for information needed in the Coos Bay oyster bed cases.
		WILLIAM H. HASKIN and ROBERT L. BYRUM to Spokane, Washington, May 21-22, 1954, for meeting of American Institute of Real Estate Appraisers.
		MARION COUNTY. Pacific Hwy. East. Salem By-pass Section. Holly Hill Tracts. Request of Mrs. Edmundson for vacation approved.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
23203		WASHINGTON COUNTY. Tualatin Valley Hwy. Gales Creek Section. Flooding condition due to dikes. Injunction proceedings authorized.
		UMATILLA and UNION COUNTIES. Load Limits. Weston-Elgin Hwy. MP 8.0 to MP 37.90.
23204		WASHINGTON COUNTY. Beaverton-Aurora Secdy. Hwy. Beaverton. Designation of Hall Street as hwy. route. Engineer to investigate.

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23204	Apr. 1	UMATILLA COUNTY. Old Oregon Trail. Emigrant State Park entrance. Grade separation structure considered. Action deferred.
		EMPLOYEES. Maintenance Division. Oregon State Employees Association requests 40-hour week. Engineer to work out details.
		GRANT COUNTY. John Day Hwy. Dayville. Request for hwy. improvement through city denied.
23205		WASHINGTON COUNTY. Tualatin Valley Hwy. Gaston. Cottonwood-Oak Street Section. Request for curb construction in city denied.
		SIGNALS. Installation on following projects approved:
		Jackson County. Pacific Hwy. Medford. Central Avenue and Edwards Street and one-way couplet.
		Linn County. Pacific Hwy. East. Albany. Queen Avenue.
		Clackamas County. Pacific Hwy. East. Canby. SP RR Crossing.
23206		Multnomah County. Mt. Hood Hwy. Portland. SE 136th Avenue. Signal denied. No parking approved. See EXHIBIT "D".
		Multnomah County. Portland. NE 82nd Ave.-Wasco Ave. Jct.
		Marion County. North Santiam Secdy. Hwy. Aumsville. 11th Street.
		Benton County. Pacific Hwy. West. Corvallis. 4th-Harrison Streets and 9th-Harrison Streets. Parking restrictions approved.
23207		MULTNOMAH COUNTY. Columbia River Hwy. Dodson Overpass. Payment of $7,426.29 to UP RR Company approved.
		CLATSOP COUNTY. Oregon Coast Hwy. Tolovana Park. Installation of luminaire units on traffic interchange approved.
23208		SURVEYS approved. See EXHIBIT "J":
		Wasco and Jefferson Counties. The Dalles-California Hwy. Sherman Jct.-Willowdale Section.
		Klamath County. The Dalles-California Hwy. Willamette Jct.-Diamond Lake Jct. Section.
		Douglas County. Pacific Hwy. Booth Ranch-Myrtle Creek Section.
		CROOK COUNTY. FAS Hwy. #554. Request for oil mat surfacing of road from FAS funds approved.
		COOS COUNTY. "Seven Devils" Hwy. Route. County Court requests construction. Reconnaissance survey under way.
		COOS COUNTY. Cape Arago Secdy. Hwy. Elimination of bad curve. Engineer to investigate and report.
		LAKE COUNTY. Fremont Hwy. Lakeview. New Pine Creek Section. Request for footpath construction denied.
23209		TILLAMOOK COUNTY. Tillamook. Oregon Coast Hwy. Drainage problem. Improvements approved on cooperative basis.
		YAMHILL COUNTY. Market Road #21 (FAS Hwy.). Complaint re Baker Creek and Panther Creek Bridges. Standard design used.
		UMATILLA COUNTY. Hermiston Secdy. Hwy. Hinkle Station Underpass. Reconstruction to be in next program.

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23209	Apr. 1	LINN COUNTY. Pacific Hwy. East. Tangent-Shedd Section. Transfer of funds to rebuild 4 bridges approved.
		HARNEY COUNTY. Central Oregon Hwy. Saga Hen Hill-Riley Store Section. Fencing included in contract on this section.
		FENCING HWY. RIGHTS OF WAY. Engineer to prepare statewide report on construction of fences.
23210		YAMHILL COUNTY. Location survey authorized for Dayton and McMinnville By-passes.
		BAKER COUNTY. County Judge Lloyd Rea's request for: Haines-Anthony Secdy. Hwy. improvement denied. Baker-Homestead Hwy. Black Bridge-Richland Section. Survey authorized.
		TILLAMOOK COUNTY. Wilson River Hwy. Tillamook. 1st Street. Request for construction of new approach to hwy. denied.
		LANE COUNTY. Springfield. South "A" Street Route. Increase in Contract #4024 for signals approved.
		EXTENSIONS OF TIME to complete contracts granted.
23212		CONTRACTS completed and accepted. See EXHIBIT "F".
		STATE TAX STREET FUNDS. Plans approved. See EXHIBITS "G-1" through "G-5".
23213		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. St. Paul. Flashing beacon and parking restrictions approved.
		DOUGLAS COUNTY. Pacific Hwy. Anlauf-Yoncalla Section. Improvement of old route deferred pending completion of new hwy. route.
		MULTNOMAH COUNTY. Pacific Hwy. East (McLoughlin Blvd.). Ochoco Avenue-Avenue "A" Section. Additional expenditure approved.
23214		DOUGLAS COUNTY. Umpqua Hwy. Reedsport east. Transfer of funds allowing earlier construction approved.
		COOS COUNTY. Oregon Coast Hwy. Coos-Douglas County Line Slide Area. Agreement with BPR to drill test holes approved.
		SPEED ZONES:
		Malheur County. Old Oregon Trail. Nyssa. See EXHIBIT "H-1".
		Josephine County. Redwood Hwy. Kerby. See EXHIBIT "H-2".
23215		Tillamook County. Wilson River Hwy. Tillamook east. See EXHIBIT "H-3".
		Washington County. Wilson River Hwy. Forest Grove west. See EXHIBIT "H-4".
		Lake County. Klamath Falls-Lakeview Hwy. Lakeview west. See EXHIBIT "H-5".
		Douglas County. Oregon Coast Hwy. Winchester Bay. See EXHIBIT "H-6".
		Coos County. Oregon Coast Hwy. Riverton. See EXHIBIT "H-7".
23216		Klamath County. Klamath Falls-Lakeview Hwy. Klamath Falls. See EXHIBIT "H-8".
		Benton County. Albany-Corvallis Hwy. Corvallis. Fairplay School. Reduced speed zone denied.
		Marion County. North Santiam Secdy. Hwy. Detroit and Big Cliff Dams. Speed zones rescinded. See EXHIBIT "H-9".

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23216	Apr. 1	TRAVEL INFORMATION DEPARTMENT. Name of John I. Sell proposed to fill vacancy. Referred to Advisory Committee.
		TOURIST PROMOTION. Oregon Motor Court Association. Mr. Bolt's request for financial assistance denied.
23217		DOUGLAS COUNTY. Winchester Bay north. Ocean beach. Request from Board of Aeronautics for landing area denied.
		TILLAMOOK COUNTY. Cape Lookout State Park Section. Request from Board of Aeronautics for landing area denied.
		R. H. BALDOCK AND GEORGE HESTER to Phoenix, Arizona, April 26-27, 1954, for meeting on Hwy. Policy Problems.
		OSCAR WHITE AND RAY WEBBER to Moscow, Idaho, April 13-14,1954, for Tri-State Soils Conference at University of Idaho.
		W. W. STIFFLER to Washington, D.C., May 4-6, 1954, for President's Conference on Occupational Safety.
		R. H. BALDOCK, W. C. WILLIAMS, LESTER FARNUM, AND CARL REED to Idaho for inspection of Idaho Test Road.
		W. F. LIESKE to California, April 5-10, 1954, to confer with California State Radio Engineer and inspect equipment.
		US HIGHWAY ROUTES. Request for certain changes in the numbering of several US Hwy. Routes approved.
23218		LOG HAULING. Lane County. Alsea-Deadwood Secdy. Hwy. Special permit issued to Karlen-Davis Company.
		MARION COUNTY. Pacific Hwy. East. Aurora. Erection of text board honoring Dr. Wilhelm Keil approved.
		BENTON COUNTY. Camp Adair. Erection of text board to commemorate infantry divisions trained at the camp approved.
23219		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for May 11-12, 1954 and June 23-24, 1954.
		DESCHUTES COUNTY. Bend. New Hwy. Office Building and Shops. Dedication date set.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo-Newport Section. Dedication date set.
		WASCO COUNTY. Columbia River Hwy. The Dalles west. Dedication date set.
		UNFINISHED BUSINESS MATTERS discussed:
		Union and Umatilla Counties. Ukiah-Hilgard Secdy. Hwy. Designation as secdy. and FAS Hwy. approved. See EXHIBIT "I".
		Umatilla County. Pendleton-John Day Hwy. Ukiah south. Lumber Company requests use of park property. No action.
23220		Lincoln County. Oregon Coast Hwy. Rocky Creek Section. Damage complaints to property by falling rocks. Claims denied.
		Hospital and Medical Contracts:
		OSEA's request for payroll deductions on their OPS contract denied.
		NHA new contract approved.
		Coos County. Oregon Coast Hwy. Coos Bay south. Request of Sunset Memorial Park Assn. for improvements approved.

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23221	Apr. 1	Harney County: Frenchglen Secdy. Hwy. Wrights Point. Request from County Court for improvement denied. John Day-Burns Hwy. Burns north. Improvement deferred until it can be financed with Forest Funds. Tillamook County. Oregon Coast Hwy. Neskowin south via Cascade Head. Relocation to be considered in next program. Wallowa County. Exchange of roads: See EXHIBIT "K". Enterprise-Lewiston Hwy. (Flora Spur Section) to County. Joseph-Wallowa Lake Secdy. Hwy. extension (in Park) to State.
23222		Yamhill County. Salmon River Hwy. Willamina By-pass Section. Survey authorized. Hood River County. Columbia River Hwy. Hood River entrance. Improvement plan and direction signs approved. Clackamas County. Portland-Salem Expressway. Norwood Crossing. Request for access to hwy. denied. FOREST HIGHWAY PROGRAM. Bureau of Public Roads and US Forest Service officials to meet with Commission May 12, 1954.
23223		UNFINISHED BUSINESS. All items dated February 25 deleted. WHEELER COUNTY. Ochoco Hwy. Jones Ranch-Mitchell Section. Abandonment resolution adopted. See EXHIBIT "E". UMATILLA COUNTY. McNary Lock and Dam. Supplemental agreement with US Army Engineers re repairs of US395 and US730 approved. DELEGATIONS' PROBLEMS discussed. CONTRACTS. Award of contracts publicly announced.
23225		BAKER COUNTY. Baker-Unity Hwy. Unity Reservoir. Request for parking lot and restrooms. Engineer to investigate. UNION COUNTY. Elgin. Drinking fountain to be repaired.
23226		BOND. Public Employee's Faithful Performance Blanket Bond. Offer of Peerless Casualty Company accepted.
23227		MEETING ADJOURNED at 5:00 p.m. to reconvene on following day.
23233	Apr. 2	BIDS received on construction projects. CROOK COUNTY. Ochoco Hwy. Prineville west. Construction of passing lane to be investigated by Engineer. LINCOLN COUNTY. Oregon Coast Hwy. Depoe Bay-Miner Creek Section. Damage to property at Miroco Beach from falling rocks. MARION COUNTY. Champoeg State Park. Transfer of historical items to DAR Building deferred. WASHINGTON COUNTY. Beaverton-Aurora Secdy. Hwy. Beaverton. Request for rerouting hwy. on Hall Street to be investigated.
23234		MARION COUNTY. Pacific Hwy. East. Salem north. Crowley property. Access point change approved. CLATSOP COUNTY. Astoria-Megler Ferry. Hull and Machinery Insurance. Advertising for bids authorized. Commissioner Reynolds to handle. WASHINGTON COUNTY. Portland-Salem Expressway. Norwood Road. Delegation urges construction of interchange. Action deferred.
23235		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m. US HWY. 20 ASSOCIATION requests improvements: Lincoln County. Corvallis-Newport Hwy. Pioneer Mt. Section. Construction urged. Newport-Toledo Section. Dedication date set.

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23235	Apr. 2	Linn and Benton Counties. Albany-Corvallis Hwy. Albany-Corvallis Section. Construction of high water road.
		Linn County. Santiam Hwy. Lebanon-Sodaville Jct. Section. Widening and straightening.
		CLATSOP COUNTY. Astoria. Proposed Columbia River Toll Bridge. Delegation presents plans for 4-way agreement. Approved
23237		conditionally.
23238		TILLAMOOK COUNTY. Oregon Coast Hwy. Neskowin south via Cascade Head. Delegation urges hwy. relocation. Action deferred.
		DOUGLAS COUNTY. North Umpqua Road. Rock Creek-Steamboat Section. Improvement urged.
		LEGAL MATTERS. Chief Counsel authorized to use local counsel in jury trials throughout the State.
23239		CONTRACTS. Award of contracts publicly announced.
23241		AGREEMENTS AND OTHER PAPERS signed.
23244		EXHIBIT "A". Real property acquisition
23300		EXHIBIT "B". Acquisition of real property. No authority granted.
23301		EXHIBIT "C". Sale of land. Viento-Hood River Section
23303		EXHIBIT "D". No Parking. S.E. 136th Ave. Portland
23305		EXHIBIT "E". Abandonment. Jones Ranch-Mitchell Section. Ochoco Hwy.
23308		EXHIBIT "F". Contracts completed and accepted.
23310		EXHIBIT "G-1" through "G-5". State Tax Street Funds.
23316		EXHIBIT "H-1". Speed Limit. Nyssa. Old Oregon Trail.
23318		EXHIBIT "H-2". Speed Limit. Kerby. Redwood Hwy.
23320		EXHIBIT "H-3". Speed Limit. Tillamook. Wilson River Hwy.
23322		EXHIBIT "H-4". Speed Limit. Forest Grove. Wilson River Hwy.
23324		EXHIBIT "H-5". Speed Limit. Lakeview. Klamath Falls Hwy.
23326		EXHIBIT "H-6". Speed Limit. Winchester Bay. Oregon Coast Hwy.
23328		EXHIBIT "H-7". Speed Limit. Riverton. Oregon Coast Hwy.
23330		EXHIBIT "H-8". Speed Limit. Klamath Falls. Klamath Falls-Lakeview Hwy.
23332		EXHIBIT "H-9". Speed Limit. Detroit and Big Cliff Dam. North Santiam Hwy.
23334		EXHIBIT "I". Secdy. Hwy. Designation. Ukiah-Hilgard Secdy. Hwy.
23336		EXHIBIT "J". Surveys approved.
23338		EXHIBIT "K". Exchange of Roads. Flora Spur Section. Enterprise-Lewiston Hwy.
23339		EXHIBITS "L-1" through "L-7". Condemnations.
23356	May 11	BIDS received on construction projects.
23362		MINUTES approved for February 24-25, 1954, and April 1-2, 1954, with corrections.
		PARKS SUPT. reports on following matters:
		Van Duzer Corridor. Salmon River Hwy. Timber sale to Henry Logging Company, Dallas, Oregon.
		Umatilla County. Pendleton-John Day Hwy. Encroachment on parks property by Columbia Power Coop. Damages sought.
		Silver Creek Falls Park. Marion County. Encroachment by loggers. Mr. Gibbey to pay $756.

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23363	May 11	Carpenterville-Brookings Wayside Areas. Curry County. Encroachment by P.M. Logging Company. Payment of $220.
		Tubb Springs Park area north. Jackson County. Encroachment on state property. Parties not known.
		Wallowa Lake State Park. Wallowa County. Property for park: Proposed purchase of Harris property denied. Acquisition on lease basis from Power Company deferred.
23364		Curry County. Oregon Coast Hwy. Wedderburn north. Acquisition of area for park purposes deferred.
		Swimming in areas without supervision discussed. Action deferred.
		Hat Rock Park Road. Umatilla County. Oiling approved. Richard C. Dunlap, Parks Planner, to Pullman, Washington, June 21, 1954.
23365		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MULTNOMAH COUNTY. T. H. Banfield Expressway. Plate glass and fire insurance approved for Howard Cooper buildings. Excess property to be put up for sale.
		MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		CLACKAMAS COUNTY. Pacific Hwy. East. Milwaukie. Ochoco Avenue. Liquor Control Commission road cost.
		REAL PROPERTY. Acquisition of property for which no previous authority had been granted. See EXHIBIT "B".
23366		SALE OF MISCELLANEOUS PROPERTIES report accepted.
		DESCHUTES COUNTY. Lapine. McCabe property. Access problem discussed. Action deferred.
		ACCESS POINT changes approved:
23367		Curry County. Oregon Coast Hwy. Rinehart Creek-Frankport Section. Chenoweth property.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Wilson property.
		Coos County. Oregon Coast Hwy. Hauser-North Bend Section. Thomas property.
		Polk County. Pacific Hwy. West. Orr Corner-Monmouth Section. Wait property.
		Polk County. Pacific Hwy. West. Orr Corner-Monmouth Section. Kellogg property.
		Polk County. Pacific Hwy. West. Orr Corner-Monmouth Section. Boyer property.
		Coos County. Oregon Coast Hwy. Forest Boundary-Hauser Section. McDonald property.
		CLATSOP COUNTY. Astoria. McClure's Addition. Lots 1 and 2. Lots to be advertised for sale. See EXHIBIT "C".
		WASCO COUNTY. The Dalles. Laughlin's Addition. Block 21. Lot 8. Sale of land to Mr. Muler approved.
		BENTON COUNTY. Alsea Hwy. Scotts Creek Section. Sale of 0.16 acre of r/w to Mr. Turley approved.
		KLAMATH COUNTY. Keno. Klamath County School District. Sale of 2.18 acres to School District approved.

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23368	May 11	DESCHUTES COUNTY. The Dalles-California Hwy. Terrebonne. Access to Koehler property granted.
		MALHEUR COUNTY. Central Oregon Hwy. Vale-Cairo Section. Payment to Mr. Mallett for construction of irrigation ditch approved.
		WALLOWA COUNTY. Little Sheep Creek Secdy. Hwy. Payment to Mr. Payne and the Bains for irrigation ditch approved.
		MULTNOMAH COUNTY. West Portland Expressway. Clay-Columbia Street interchange. Property negotiations authorized.
		COOS COUNTY. Oregon Coast Hwy. McCullough Bridge. Sale of property to Central Lincoln PUD approved.
23369		LANE COUNTY. McKenzie Hwy. Springfield Section. Parcel of land deeded to Pierce to clear encroachment.
		CLACKAMAS COUNTY. Pacific Hwy. East. New Era. Sale of 0.13 acre of land to Mr. Zimmerman approved
		KLAMATH COUNTY. The Dalles-California Hwy. Willamette Jct.-Walker Road Unit. US Forest Service to be paid for timber.
		LANE COUNTY. Pacific Hwy. Goshen-Divide Section. Powell property to be deeded back to owner.
		MULTNOMAH COUNTY. Banfield Expressway. Statement to be prepared showing acquisition of r/w.
		CONDEMNATION CASES. Authority granted. See EXHIBIT "M-1" through "M-8".
23371		SURVEY APPROVED. See EXHIBIT "K-2". Marion County. US 99E. Salem By-pass - Jefferson Jct. Section.
23372		COURT CASES TRIED. Counsel's report approved.
		COURT CASES settled. Counsel's report approved.
23373		CONDEMNATION CASES. Offers for property approved.
23377		EMPLOYEES. Legal Department. Employment of Mr. Holland and Mr.Hampton approved.
		LEGISLATIVE MATTERS. Proposed legislation for the 1955 legislative session discussed.
		MARION COUNTY. Salem. Center Street Bridge. Damage claims. Counsel's report re claims accepted.
		LINCOLN COUNTY. Oregon Coast Hwy. Newport. Quitclaim Deed to Safeway Stores for slope easement approved.
23378		LEGAL PROCEEDINGS. Counsel's recommendation to start suits in 4 cases approved.
		PERMITS. Oversize and Overweight Venicles. Revision in endorsement for applicants' insurance approved. Revocation of policy to require indemnity coverage approved. See EXHIBIT "L".
23379		WASHINGTON COUNTY. Wilson River Hwy. Washburn-North Plains Section. Payment of $100 to Mr. Rieben for damages approved.
		WALLOWA COUNTY. Wallowa Lake Hwy. Lostine River Bridge Section. Heskett damage claim against Hwy. Commission.
		JACKSON COUNTY. Pacific Hwy. Medford-County Farm Section. Payment of insurance premium to Irrigation District.
		JACKSON COUNTY. Pacific Hwy. Medford-County Farm Section. Annexation within Medford approved.

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23379	May 11	BENTON COUNTY. Pacific Hwy. West. Corvallis north. Annexation of hwy. property in city approved.
		CURRY COUNTY. Oregon Coast Hwy. Rock Point-Frankport Section. Counsel explained status of r/w acquisition.
23380		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
23381		RECALSSIFICATION of following hwys. to Group I approved: Malheur County. Nyssa-Adrian Secdy. Hwy. Tillamook and Lincoln Counties. Oregon Coast Hwy. Hebo-Otis Jct. Section. Douglas County. Elkton-Sutherlin Secdy. Hwy. Polk County. Dallas-Coast Secdy. Hwy.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo. Construction of footpath approved.
		TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Improvements to be considered in next construction program.
23382		SECONDARY HWY. FUNDS. Paving and oil surfacing principal use.
		USED EQUIPMENT and SCRAP MATERIALS. Sale approved.
		CLACKAMAS COUNTY. Oregon City. 5th at Water Street. Request to purchase tract of land for filling station denied.
		GILLIAM, WHEELER, and GRANT COUNTIES. John Day Hwy. Dayville Jct. -Condon Section. Requested improvement to be considered.
		GILLIAM and SHERMAN COUNTIES. Wasco-Heppner Secdy. Hwy. Condon-Wasco Section. Requested improvement to be considered.
		UNFINISHED BUSINESS MATTERS discussed: Coos County. Oregon Coast Hwy. Seven Devils Route. Engineer's report not ready.
		Coos County. Cape Arago Secdy. Hwy. Rocky Point. Improvement of curve approved.
		Coos County. Coos Bay-Roseburg Hwy. Myrtle Point. Spruce Street Bridge. Elimination of curve approved.
		Harney County. Central Oregon Hwy. Sage Hen Hill-Riley Store Section. Engineer's report not ready.
		Baker County. Baker-Unity Hwy. Unity Reservoir. Site does not conform to standards for roadside picnic areas.
23383		Crook County. Ochoco Hwy. Prineville west. Request for climbing lane denied.
23384		Lincoln County. Oregon Coast Hwy. Miroco Beach. Damage claims of Hodges and Kaptur denied.
		Washington County. Beaverton. Hall Street. Designation as secdy. hwy. Investigation not complete.
		Washington County. Portland-Salem Expressway. Norwood Crossing. Request for access. Survey to be made. Request for immediate traffic count denied.
		LOAD LIMITS: Jackson and Douglas Counties. West Diamond Lake Secdy. Hwy. Douglas County. Crater Lake North Secdy. Hwy.
		SURVEYS ADOPTED. See EXHIBITS "K-1" and "K-2". Washington and Multnomah Counties. Beaverton-Hillsdale Hwy. Beaverton-Multnomah County Line Section.
		Lincoln County. Corvallis-Newport Hwy. Depot Slough Section.
23385		Malheur County. Old Oregon Trail. Olds Ferry-Ontario Section.

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23385	May 11	GRANT COUNTY. Pendleton-John Day Hwy.-John Day Hwy. connection. Request for economic study approved.
		CROOK COUNTY. Prineville. Elm Street. Request for truck by-pass route. Reconnaissance study authorized.
		LINN COUNTY. Mill City-Mehama Secdy. Hwy. Lyons. Mari-Linn School. Patrol and crosswalks recommended. Footpath denied.
		COOS COUNTY. Riverton area. Coquille River. Request for survey to locate bridge authorized at County's expense.
		MARION COUNTY. Salem north. Beardsley Road. Oiling of road approved.
		CROOK COUNTY. Paulina Secdy. Hwy. Paulina. Request for oiling denied.
23386		MORROW and WHEELER COUNTIES. Heppner-Spray Secdy. Hwy. Rock Creek-Spray Jct. Section. Request for completion of hwy. denied.
		LANE COUNTY. Siuslaw Hwy. Florence east. Raising the hwy. grade approved.
		COOS COUNTY. Oregon Coast Hwy. Hauser-Coos Bay Section. Oiling hwy. shoulders approved.
		WASHO TEST ROAD PROJECT. Malad City, Idaho. Additional authorization of $1,000 approved.
23387		KLAMATH COUNTY. Klamath Basin. Chamber of Commerce' letter requesting construction projects in next program filed.
		KLAMATH COUNTY. Klamath Lake Secdy. Hwy. Lakeshore Drive area. Request for relocation and rerouting filed.
		EQUIPMENT. Expenditure of $5,000 to purchase equipment to measure moisture and density of soil approved.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Kelso County Road Jct. Elimination of traffic hazard approved.
		MARION COUNTY. North Santiam Secdy. Hwy. Mehama. Santiam River Bridge. Request for pedestrian walk on bridge denied.
23388		COLUMBIA COUNTY. Columbia River Hwy. Rainier. 2nd St.-6th St. Section. Request for improvements denied.
		HOOD RIVER COUNTY. Requests as follows: Hood River interchange. Construction of tourist information building denied. Columbia River Hwy. Hood River approach. Sign and lighting approved. Pavement widening denied.
		STATE TAX STREET FUNDS. Plans approved. See EXHIBITS "D-1" through "D-5".
23389		HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks Fire Station. Request for traffic signal denied.
		WASHINGTON and CLACKAMAS COUNTIES. Portland-Salem Expressway. Increase of Contract #3853 for shoulder paving approved.
23390		MARION COUNTY. North Santiam Secdy. Hwy. Detroit Dam. Agreement with Army Engineers re lighting approved.
		HARNEY COUNTY. Central Oregon Hwy. Hines. Barnes Avenue Jct. Request for flashing beacon at intersection denied.
		EXTENSIONS OF TIME to complete contracts granted.
23391		CONTRACTS completed and accepted. See EXHIBIT "E".

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23391	May 11	LANE COUNTY. Willamette Hwy. MP 24.60. Removal of slide by Babler Brothers. Payment of $40,759.60 approved.
23392		HOOD RIVER COUNTY. Hood River Secdy. Hwy. Tuckers Bridge. Speed zone request denied.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Huber. Establishment of speed zone approved. See EXHIBIT "F".
		CURRY COUNTY. Oregon Coast Hwy. Harbor south. Request for speed zone denied.
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend south. Extension of speed zone denied.
		LANE COUNTY. Siuslaw Hwy. Tide. Request for speed zone denied.
23393		SPEED ZONES approved:
		Yamhill County. McMinnville Secdy. Hwy. See EXHIBIT "G-1".
		Josephine County. Redwood Hwy. Cave Junction. See EXHIBIT "G-2".
		Josephine County. Oregon Caves Hwy. Cave Junction. See EXHIBIT "G-3".
		Lane County. Pacific Hwy. Cottage Grove area. See EXHIBIT "G-4".
		Umatilla County. Oregon-Washington Hwy. Milton-Freewater area. See EXHIBIT "G-5".
		Curry County. Oregon Coast Hwy. Brookings. See EXHIBIT "G-6".
		MULTNOMAH COUNTY. Columbia River Hwy. Corbett east. Erection of textboard in memory of Lewis and Clark Expedition approved.
23394		UNION COUNTY. Old Oregon Trail. Five Points. Grand Ronde River. Request for historical marker denied.
		TRAVEL - OUT OF STATE:
		F. B. Crandall to Chicago, Illinois, June 15-16, 1954, then to Detroit, Michigan, June 17-18, 1954.
		L. E. George to Bellingham, Washington, June 23-26, 1954.
		R. H. Baldock to Washington, D.C., June 8-9, 1954.
		George C. Hester to Chicago, Illinois, May 13-14, 1954.
		W. C. Williams to Malad, Idaho, June 13-14, 1954.
23395		COMMISSION ROAD TRIPS. Engineer to prepare itinerary for proposed trips.
		COOS COUNTY. Oregon Coast Hwy. Bunker Hill. Coos River Secdy. Hwy. Jct. No parking zone established. See EXHIBIT "H-1".
		LANE COUNTY. Pacific Hwy. Junction City south. Med-O-View Auction. No parking zone established. See EXHIBIT "H-2".
		COOS COUNTY. Oregon Coast Hwy. Hauser-Lakeside Section. Reimbursement to West Coast Telephone Company approved.
		MULTNOMAH COUNTY. Banfield Expressway. 102nd Avenue and 122nd Avenue. Emergency access road provided at 122nd Avenue.
		UMATILLA COUNTY. Havana-Helix Secdy. Hwy. extension. Resolution adopted. See EXHIBIT "I".
23396		ABANDONMENT of old sections of hwys. approved.
		Crook County. O'Neil Secdy. Hwy. Deschutes County Line-Prineville Section. East Unit. See EXHIBIT "J-1".

Page	Date 1954	Subject
23396	May 11	Wallowa County. Wallowa Lake Hwy. Lostine Section. See EXHIBIT "J-2".
		Klamath County. Klamath Lake Secdy. Hwy. Lake of the Woods Jct.-Rocky Creek Section. See EXHIBIT "J-3".
		Klamath County. Klamath Lake Secdy. Hwy. Rocky Creek-Wocus Marsh Section. See EXHIBIT "J-4".
		WASCO and JEFFERSON COUNTIES. The Dalles-California Hwy. Sherman Jct.-Willowdale Section. Abandonment agreement approved.
		CURRY COUNTY. Oregon Coast Hwy. Silver Springs-Port Orford Section. Request for school bus signs denied.
23397		COLUMBIA COUNTY. Columbia River Hwy. Scappoose. Agreement with City re maintenance of landscaped areas approved.
		MARION COUNTY. Mill City. Payment of Colburn damage claim approved.
		CURRY COUNTY. Gold Beach. Compromise settlement for damage to Mr. Lister's car approved.
		COOS COUNTY. Coos River Secdy. Hwy. Drainage structure. Agreement with Austin and Davis for installation of tide gate approved.
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend-Lapine Section. Request from Bureau of Land Management for access points approved.
		SECRETARY'S REPORT on papers signed approved.
23398		COMMISSION MEETING DATES set for June 23-24, 1954, and tentatively for August 9-10, 1954.
		TILLAMOOK COUNTY. Wilson River Hwy. N.S. Rogers State Forest (Tillamook Burn). State Board of Forestry requests erection of textboard. Approved.
		CONTRACTS. Award of contracts publicly announced.
23400		TRAVEL AND INFORMATION DEPARTMENT. Carl Jordan and staff complimented for fine work on Outdoor Guide and Map.
23401		UMATILLA COUNTY. Stanfield-Hermiston-Umatilla Hwy. Inquiry re assignment of route number to hwy. Engineer to investigate.
		FOREST HIGHWAY PROGRAM discussed. Action deferred.
		MEETING ADJOURNED at 5:00 p.m.
	May 12	BIDS RECEIVED on construction projects.
23407		FOREST HIGHWAY PROGRAM. Delegation from BPR and Forest Service discussed program with Commission. Program agreed upon.
23409		TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Request for improvement to be considered in next secdy. program.
		MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		LANE COUNTY. Pacific Hwy. Creswell. Acquisition of Adler property for r/w discussed.
		MARION COUNTY. North Santiam Secdy. Hwy. Mehama. Request for sidewalk on bridge to be reinvestigated.
		BRIDGES. State's obligation to build sidewalks on bridges questioned.
		GILLIAM, GRANT, SHERMAN and WHEELER COUNTIES. Columbia River Hwy. John Day Hwy. Wasco-Heppner Secdy. Hwy. Delegation requests improvements on these hwys. Consideration to be given.
23410		

Page	Date 1954	Subject
23410	May 12	Gasoline Tax increase suggested for additional revenues.
23411		FEDERAL AID SECONDARY FUNDS. Allocation and distribution. Delegation discussed this matter with Commission.
		BEACHES. Oregon State Board of Aeronautics. Request to land planes on beaches. Action deferred.
		SHERMAN COUNTY. The Dalles-California Hwy. Grass Valley. Request for 2-block hwy. improvement in city to be investigated.
23412		YAMHILL COUNTY. Salmon River Hwy. Willamina. Request for hwy. improvement in city to be investigated.
		DESCHUTES COUNTY. McKenzie Hwy. Redmond-Sisters Section. Request for hwy. improvements to be investigated.
23413		OREGON DEVELOPMENT COMMISSION. Delegation discussed with Commission mutual cooperation and responsibilities.
		CONTRACTS. Award of contracts publicly announced.
23416		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy-Zigzag Section. Delegation urges improvement. Survey being conducted.
		CLACKAMAS COUNTY. Milwaukie. SE 17th Avenue. Kellogg Park-Waverly Country Club Section. Inquiry re one-way street plan. No action.
		AGREEMENTS and other papers signed.
23419		EXHIBIT "A". Real property acquisition.
23457		EXHIBIT "B". Real property acquisition. No previous authority granted.
23459		EXHIBIT "C". Sale of Land. McClure's Addition. Astoria.
23460		EXHIBIT "D-1" through "D-5". State Tax Street Funds.
23466		EXHIBIT "E". Contracts completed and accepted.
23468		EXHIBIT "F". Speed Limit. Huber. Tualatin Valley Hwy.
23470		EXHIBIT "G-1". Speed Limit. McMinnville Secdy. Hwy. Yamhill County.
23472		EXHIBIT "G-2". Speed Limit. Cave Junction. Redwood Hwy.
23474		EXHIBIT "G-3". Speed Limit. Cave Junction. Oregon Caves Hwy.
23476		EXHIBIT "G-4". Speed Limit. Cottage Grove area. Pacific Hwy.
23478		EXHIBIT "G-5". Speed Limit. Milton-Freewater. Oregon-Washington Hwy.
23480		EXHIBIT "G-6". Speed Limit. Brookings. Oregon Coast Hwy.
23482		EXHIBIT "H-1". No Parking. Bunker Hill. Oregon Coast Hwy.
23484		EXHIBIT "H-2". No Parking. Med-O-View Auction. Junction City. Pacific Hwy.
23486		EXHIBIT "I". Highway Extension. Havana-Helix Secdy. Hwy.
23487		EXHIBIT "J-1". Abandonment. Deschutes County Line-Prineville Section. O'Neil Secdy. Hwy.
23489		EXHIBIT "J-2". Abandonment. Lostine Section. Wallowa Lake Hwy.
23491		EXHIBIT "J-3". Abandonment. Lake of the Woods Jct.-Rocky Creek Section. Klamath Lake Secdy. Hwy.
23494		EXHIBIT "J-4". Abandonment. Rocky Creek-Wocus Marsh Section. Klamath Lake Secdy. Hwy.
23497		EXHIBIT "K-1" and "K-2". Surveys adopted.
23501		EXHIBIT "L". Permits. Revocation of policy to require indemnity coverage approved.
23514		EXHIBITS "M-1" through "M-8". Condemnations.

Portland, Oregon
April 1, 1954

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 4:30 p.m. in the same room:

BENTON COUNTY
LEWISBURG LOOP SECTION

J. R. Taggart, Salem	$48,458.50
Martin Kincheloe, Myrtle Point	53,312.00
Fred Rouse and Henry H. Miller, Salem	54,587.50
Lind & Marr, Beaverton	54,662.50
Diamond Rock Company, Salem	55,875.50
A. H. Saxton & Son, Corvallis	57,361.00
Central Heating Co., Oreg. Ltd., Eugene	62,733.50
Stevenson Construction Company, Salem	63,267.50
Homer G. Johnson, Portland	66,126.00
F. O. Laws, Salem	69,584.50
Schrader Construction Company, Portland	77,354.00
McNutt Brothers, Eugene	83,440.00

CLACKAMAS COUNTY
NEW ERA AND AURORA HILLS PASSING LANES

Acme Construction Company, Eugene	$29,395.00
Oregon Asphaltic Paving Company, Portland	34,036.00
Warren Northwest, Inc., Portland	36,275.00
Portland Road and Driveway Company, Portland	37,440.00

COLUMBIA COUNTY
ST. HELENS-MCNULTY CREEK SECTION
and
TIDE CREEK-ST. HELENS SECTION

Bidder	St. Helens-McNulty Creek	Tide Creek-St. Helens	Lump Sum Reduction	Total Combined Bid
Parker-Schram Co., Portland *	$54,120.90	$435,735.50	$2,500.00	$487,356.40
Vernie Jarl, Gresham *	50,672.00	450,979.00	----	501,651.00
Warren Northwest, Inc., Portland *	47,898.50	456,821.00	----	504,719.50
Peter Kiewit Sons' Co., Longview, Washington *	53,572.90	470,781.00	----	524,353.90
J. N. Conley, Portland *	64,348.50	494,998.00	----	559,346.50
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland *	58,378.00	535,301.00	----	593,679.00
Acme Constr. Co., Eugene*	54,601.90	552,857.00	----	607,458.90
Rogers Constr. Co., Portland *	56,375.50	579,352.50	----	635,728.00
McNutt Brothers, Eugene *	58,341.00	587,118.60	----	645,459.60
Oregon Asphaltic Paving Company, Portland	64,348.50	------	----	------

* Bidder will accept award of St. Helens-McNulty Creek Section only in combination with the Tide Creek-St. Helens job.

DESCHUTES COUNTY
BEND CAR STORAGE SHED

Modern Materials Company, Redmond	$11,050.00
Harold W. Salter, Rogue River	11,179.00
C. P. Patterson, Redmond	11,362.89
Louis Kowolowski, Madras	11,561.00
Van Matre Construction Company, Bend	12,179.36
Mill Construction Company, Salem	12,220.00
Enoch I. Maerz, Salem	12,500.00
Brosterhous Construction Company, Klamath Falls	12,610.00
Paul B. Emerick, Portland	13,170.00
Robert C. Wilson, Corvallis	13,471.00
Lee-Built Homes, Springfield	13,604.00
J. L. Ross, Bend	13,653.60
United Pacific Construction, Inc., Eugene	13,998.00
DeGree Construction Company, Bend	14,714.00
R. H. Jones, Hillsboro	15,972.00

April 1, 1954

JACKSON COUNTY
JACKSON CREEK AND GRIFFIN CREEK CULVERTS

Harley E. Lowe & Ellis Beeson, Tangent	$32,310.00
F. L. Somers, Medford	37,500.00
Atlas Construction Company, Portland	39,495.00
Bessonette & Graff, Medford	40,150.00
B & M Construction Company, Central Point	40,460.00
Wiley Company, Ashland	42,441.00
Hannan Brothers, Company, Portland	42,755.00
T. W. Thomas, Portland	43,570.00
Minshall Construction, Jacksonville	43,665.00
Ausland & Dodson, Grants Pass	44,400.00
H. Barnhart, Medford	44,725.00
The Central Heating Company Oreg. Ltd., Eugene	46,020.00
Young & Smith Construction Co., Portland	47,040.00
Louis Elterich Company, Port Angeles, Washington	48,630.00
United Pacific Construction Company, Eugene	48,640.00
West Coast Steel Works, Portland	50,567.00
Columbia Empire Constructors, Inc., Portland	50,895.00
Tom Lillebo, Reedsport	52,110.00
R. E. Meade Company, Grants Pass	53,090.00

JACKSON COUNTY
MEDFORD TRAFFIC SIGNALS

Steeck Electric Company, Roseburg	$ 5,790.00
George L. Rochat & Son, Portland	6,345.00
Trowbridge & Flynn Electric Company, Portland	6,346.00

JACKSON COUNTY

REESE CREEK-PROSPECT ROCK PRODUCTION PROJECT

M. C. Lininger and Sons, Medford	$30,861.00
F. L. Somers, Medford	41,275.00
Vernie Jarl, Gresham	44,126.00

JOSEPHINE COUNTY
WOLF CREEK BRIDGE

Hamilton and Thoms, Eugene	$29,200.00
A. H. Saxton & Son, Corvallis	30,900.00
Glenn Snook, Eugene	36,150.00
Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland	37,400.00
The Central Heating Co., Oreg. Ltd., Eugene	37,400.00
Tom Lillebo, Reedsport	43,450.00

April 1, 1954

Wolf Creek Bridge (cont.)

Ausland & Dodson, Grants Pass	$45,000.00
R & M Construction Company, Central Point	47,000.00

KLAMATH AND LAKE COUNTIES
DIVISION 4 REOILING PROJECT ON THREE STATE HIGHWAYS

D-H Paving Company, Vancouver, Washington	$88,143.00
Babler Brothers, Inc., Portland	88,456.00
Peter Kiewit Sons' Company, Longview, Washington	90,915.40
J. C. Compton Company, McMinnville	94,844.40
Central Paving Company, Independence	96,296.00
Harr and Horton, Portland	105,760.70
Asphalt Paving Company, Klamath Falls	108,335.60

LANE COUNTY GRADING
COAST FORK WILLAMETTE RIVER-DIVIDE UNIT

F. L. Somers & George R. Stacey Company, Klamath Falls	$709,346.00
Peter Kiewit Sons' Company, Longview, Washington	727,696.50
Natt McDougall Company, Portland	761,930.00
Gibbons & Reed Company, Salt Lake City, Utah	775,993.00
Babler Brothers, Inc., Portland	794,979.00
Vernie Jarl, Gresham	797,385.00
J. W. Briggs, Bend	805,449.50
McCammon-Wunderlich Company, Palo Alto, California	810,900.00
Erickson Paving Company, Bellevue, Washington	833,581.50
White Brothers Company, Walla Walla, Washington	873,932.50
C. J. Montag & Son, Portland	877,040.00
Guy F. Atkinson Company, Portland	882,654.00
Kuckenberg Construction Company, Inc., Portland	896,387.50
Strong & McDonald, Inc., Tacoma, Washington	899,859.50
Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., Portland	950,127.00
McNutt Brothers, Eugene	1,127,202.00

LANE COUNTY GRADING AND PAVING
SIUSLAW JUNCTION-SMITHFIELD SECTION

L. P. Stubblefield, Eugene	$82,983.00
The Central Heating Company Oreg. Ltd. Eugene	84,666.50
J. C. Compton Company, McMinnville	88,005.50
Lebanon & Harrisburg Sand & Gravel Company, Harrisburg	89,089.50
Inter-City Sand & Gravel Co. Inc., Eugene	93,579.00
Acme Construction Company, Eugene	95,518.00
Porter W. Yett, Portland	99,273.50
McNutt Brothers, Eugene	116,483.00

LINCOLN COUNTY
PAINTING YAQUINA BAY BRIDGE

J. E. Brown Company, Portland	$54,864.00
Tri-State Painting Company, Portland	68,000.00
Runnels Paint Company, Seattle, Washington	74,200.00
C. H. Savage Company, Portland	79,306.00

LINN COUNTY
CALAPOOYA RIVER OVERFLOW BRIDGE REPLACEMENT

Lee Hoffman, Beaverton	$108,980.00
Wall, Bartram & Sanford, Junction City	109,225.00
Schrader Construction Company, Portland	109,700.00
Larson Construction Company, Astoria	111,480.00
United Builders, Inc., Beaverton	115,020.00
Hamilton & Thoms, Eugene	116,220.00
Tom Lillebo, Reedsport	119,380.00
H. G. Palmberg, Astoria	131,720.00
General Construction Company, Portland	135,000.00
Valley Construction Company, Portland	141,200.00
Young and Smith Construction Company, Portland	149,950.00

MALHEUR COUNTY
BLUE MOUNTAIN PASS SECTION ION HWY

J. C. Compton Company, McMinnville	$158,130.00
C. E. Leseberg, Nyssa	163,605.00
Warren Northwest, Inc., Portland	164,415.00
Babler Brothers, Inc. and Rogers Construction Co., Portland	171,990.00
Central Heating Co., Oreg. Ltd., Eugene, The	188,565.00
H. J. & H. W. Miller, Baker	189,470.00

MARION COUNTY
GRADING AND PAVING SALEM-INDEPENDENCE ROAD

Fred Rouse & Henry H. Miller, Salem	$156,823.00
Stevenson Construction Co., Salem	168,271.50
Roy L. Houck & Son, Salem	169,327.50
Warren Northwest, Inc., Portland	175,692.00
Natt McDougall Company, Portland	183,305.00

SHERMAN AND WASCO COUNTIES
DESCHUTES RIVER AND FULTON CANYON CREEK BRIDGES

Young & Smith Construction Company, Portland	$245,900.00
Lee Hoffman, Beaverton	260,351.00

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Deschutes River and Fulton Canyon Creek Bridges (cont.)

Valley Construction Company, Portland	$270,725.00
Peter Kiewit Sons' Company, Longview, Washington	274,644.00
Hamilton & Thoms, Eugene	313,290.00
Guy F. Atkinson Company, Portland	343,662.00
Carl M. Halvorson, Inc., Portland	361,720.00

YAMHILL COUNTY
CARLTON GRADING AND PAVING PROJECT
and
LAFAYETTE GRADING AND PAVING PROJECT

Bidder	Carlton (W Main St.)	Lafayette (Madison St.)	Lump Sum Reduction	Total Combined Bid
W. G. Wright, McMinnville	$14,861.90	$ 9,652.00	$ 600.00	$23,913.90
Parker & Fuhrman, Portland *	14,430.50	9,937.00	----	24,367.50
Cascade Constr. Co., Portland	15,727.00	11,297.00	----	27,024.00
Western Paving & Construction Co., Albany *	16,252.50	11,349.00	----	27,601.50
Jesse Daniels & Son, Mulino*	16,428.32	11,609.50	----	28,037.82

*Bidder will accept award of Carlton Paving Project only in combination with Lafayette Paving Project.

The Commission unanimously approved the minutes of the Commission meetings held on January 21 and 22 and on February 5, 1954. Action on the minutes of the meeting held on February 24 and 25 were deferred until the next regular meeting.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Cutting of trees in Camas and John Day canyons on the Pendleton-John Day Highway by Columbia Power Co-op Association of Monument: The Parks Superintendent reported that the Co-op to his knowledge had first cut trees on state property in November, 1953, and had been requested by the Maintenance Superintendent to secure a permit. Application for a permit was made in January, 1954, but was not granted pending the furnishing of additional information which has not yet been received. The Co-op, in the meantime, continued cutting operations under protests by Highway field forces. He recommended that the amount of damage be carefully determined and that the Co-op be billed for the same; further, if payment is not made that the Chief Counsel be authorized to take necessary legal action to collect the damages allowed by law. The Commission adopted the recommendation.

2. Proposed lease of area in Wallowa Lake Park from Pacific Power and Light Company for park purposes: The Parks Superintendent advised that as author-

ized by the Commission, he contacted the Power Company officials concerning the securing of a long-term lease and ascertained that the Company is willing to lease the area but wants to know definitely what plans the Commission has for development and the exact area to be leased. To provide such information, he recommended that the Commission authorize a survey at an estimated cost of $200. The Commission approved the recommendation.

3. Installation of a plaque in the Jennie B. Harris State Park on the McKenzie Highway in Lane County: The Parks Superintendent reported that in 1944 a small area of land about 55 miles east of Eugene was donated by Mr. Lawrence T. Harris in memory of his wife under condition that the area be maintained as a state park and that a monument with a plaque be installed therein. Through inadvertence, he said, the installation of the monument and plaque was overlooked. He recommended that one be installed now with the following wording:

JENNIE B. HARRIS
STATE PARK

Given to the State of Oregon for Park Purposes

By

Lawrence T. Harris in Memory of His Wife

February 1, 1944

The Commission adopted the recommendation by unanimous vote.

4. Resolution from the Sons and Daughters of Oregon Pioneers objecting to transfer to the D. A. R. building in Champoeg Park of historical objects now stored in the State Parks Building in that place: The Parks Superintendent stated that actual transfer of these articles to the building belonging to the Daughters of the American Revolution has not yet been accomplished. He also said that Mr. Fred Meek who represents the Oregon Pioneers group has asked that the transfer be delayed until such time as the Legislature can act on the Interim Committee's report and the Sons and Daughters of the Oregon Pioneers have been given an opportunity to raise funds for a structure of its own. The delay, he stated, will not affect the State's operations, and he recommended that the transfer be deferred as requested. The Commission accepted the recommendation. (See also delegation on April 2)

5. Status of timber sale in the Van Duzer Forest Corridor on the Salmon River Highway: The Parks Superintendent reported that a careful cruise had been made of the blow-down timber in the Corridor as well as trees near the highway which are considered dangerous. The danger trees, he said, have been marked to be sold along with the down timber on April 21 as previously authorized by the Commission, The Commission accepted the report.

6. Request of Douglas County Parks Department that the State make a preliminary development study for a park area on the North Umpqua River in Douglas County to be known as the Susan Creek Recreational Area: The Parks Superintendent recalled that this is the same area about 30 miles east of Roseburg which at an earlier time had been proposed as a state park but which the Commission refused to accept. Douglas County, he said, does not have facilities to secure the necessary data so he recommended that a study be made for the County at a cost not to exceed $200. The recommendation was accepted by the Commission.

7. Request from the Geological Society of the Oregon Country that the John Day Fossil Beds State Park be renamed Thomas Condon Fossil Bed State Park in honor of Thomas Condon, eminent geologist, teacher, author, and clergyman, who was the first investigator of the area, and that the Society be authorized to erect in the park a suitable bronze plaque: The Parks Superintendent advised that Mr. Condon, who was an early day pioneer missionary, made highly interesting discoveries in the fossil beds area which, through his efforts, were brought to the attention of the scientists of the nation and of the world. He recommended that the fossil bed area be renamed "Thomas Condon Fossil Beds State Park" and that the Geological Society be permitted to erect a suitable plaque therein in honor of Mr. Condon as requested. He also recommended approval of the wording proposed by the Society for the plaque, as follows, which wording, he said, has the approval of the Oregon Historical Society:

To

THOMAS CONDON
(1822 - 1907)

Pioneer Oregon geologist, teacher, author, clergyman; who came to Oregon around Cape Horn as a pioneer missionary in 1858; who provided a church home at The Dalles for all Christian faiths; who was the first investigator of the fossil beds of the John Day Country; who at the founding of the University of Oregon in 1876 became its first professor of geology and continued as professor and teacher until 1907; whose geological classroom was the great outdoors and whose book, "The Two Islands", was the foundation for the study of the historical geology of Oregon; this plaque is dedicated by the Geological Society of the Oregon Country.

The Engineer expressed concurrence in both recommendations. The Commission adopted the change in name and authorized the Society to erect the plaque in the park as requested.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for various state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer requested authority to negotiate the purchase

of property from Messrs. Porter and Morse, needed as right of way on the Wolf Creek Bridge Section of the Pacific Highway in Josephine County, for which no previous authority had been granted. The Commission approved the request by adopting the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission accepted the Right of Way Engineer's report on sales of miscellaneous properties made since the last Commission meeting. According to the report, the total of these sales amounted to $17,327. (For a list of properties sold, see copy of a report prepared by C. W. Parker, Property Manager, dated April 1 and 2, 1954, filed in the Secretary's office under the heading "Miscellaneous Sales".)

The Right of Way Engineer stated that a request had been received from the District Attorney of Sherman County for the Highway Commission's concurrence in vacation of a portion of Fourth Street in the town of Rufus. Such vacation, he stated, will not affect the state highway right of way, and he recommended that no objection be made. The Commission accepted the recommendation.

Consideration was given to reconveying to the City of Redmond an easement to maintain a Highway Department radio pole on city property in Lot 3, Block 73 in the City of Redmond. The Right of Way Engineer advised that the pole has been removed and the easement no longer is of value, so the City would like to have it reconveyed to them. He recommended approval of the request. The Commission approved the recommendation.

Sale of a small parcel of excess right of way adjacent to the Oregon Coast Highway in the town of Florence to E. E. and Mary A. Baird was considered. The Right of Way Engineer stated that the property no longer is required for highway purposes, and he recommended that it be sold to the Bairds without access to the highway, for the sum of $125. The Commission approved the sale as recommended.

Upon the Right of Way Engineer's favorable recommendation, the Commission also approved the sale of 0.14 acre of excess land on the Salem By-pass Section of the Pacific Highway to Earl H. and Bernice P. Kleen for the sum of $455, being the high bid received for this property.

Payment of $100 to Robert Carter and $175 to Everett Fry for release of an obligation to construct irrigation ditches for them on the East Unit of the Dayville-Mt. Vernon Section of the John Day Highway in Grant County was discussed. The Right of Way Engineer stated that if the work were done by State forces, it would cost about $720. He recommended that Mr. Carter be paid $100 and that Mr. Fry be paid $175 to reconstruct their own irrigation ditches and for releasing the State from all further responsibility in the matter. These amounts, he added, are satisfactory to Mr. Carter and Mr. Fry. The Commission approved the payment as recommended.

The Commission, upon recommendation of the Right of Way Engineer,

approved changes in access points for the following properties:

1. Byron L. Lemons' property on the East Unit of the Mt. Vernon-Dayville Section of the John Day Highway in Grant County

2. The Arizona Barnes' property on the same section of highway.

The Right of Way Engineer explained that these are changes in existing points of access and that no additional access is being granted.

A request from the City of Monmouth for access to the City's sewage disposal plant situate adjacent to the Orr Corner-Monmouth Section of the Pacific Highway West was considered. The Right of Way Engineer advised that presently the only access the City has to its sewage disposal plant is from the Pacific Highway West. He recommended that the right of access be granted as requested. The Commission approved the recommendation.

The Right of Way Engineer requested authority to sell, by the auction method, 1.9 acres of land on the Viento-Hood River Section of the Columbia River Highway for a minimum price of $4,000. He advised that the land will have access only to a frontage road that already has been constructed, and that it is not needed for highway purposes. He recommended that it be advertised for sale by auction pursuant to legal requirements. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer also requested authority to offer for sale, by the auction method, 0.64 acre of land on the Forest Grove Section of the temporary Wilson River Highway connection. The price paid for the property, he stated, was $750, and as the property no longer is needed for highway purposes, he recommended that it be sold for not less than such sum with complete restriction of access to the state highway, and with the requirement that the purchaser shall construct a barbed wire fence along the right of way line. The Commission approved the sale as recommended.

Upon the Right of Way Engineer's favorable recommendation, the Commission approved a two-year renewal of an agreement with the Union Pacific Railroad Company covering use of a private roadway under the railroad track adjoining the Columbia River Highway near Oneonta, Multnomah County.

The Right of Way Engineer recommended that the following options which have been signed by the respective property owners be rejected because, in each instance, in his estimation the amount of the option is too high:

File 20669 - Matcovich	$24,200.00
File 21379 - Baker	6,007.00
File 21448 - Cann	3,253.00
File 21748 - Grable	1,650.00
File 21749 - Lusk	1,800.00
File 21553 - Alaska Junk Company	22,956.12

The Commission rejected the options as recommended and authorized the Chief Counsel to institute condemnation proceedings to acquire the properties if satisfactory settlements cannot be effected otherwise.

In connection with the option for the Alaska Junk Company, the Commission ordered commencement of the condemnation proceedings immediately upon the owners securing a building permit from the City of Portland to improve the property, but not until such permit has been obtained from the City of Portland. With regard to the Matcovich property, the Commission ordered that if a reasonable negotiated settlement cannot be obtained that the matter be tabled inasmuch as the property will not be needed for several years.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Goble-St. Helens Section of the Columbia River Highway

R 21308 - Henry F. Chaney
Right of Way (Columbia)
1.31 acres

R 21309 - Ann Merrill
Right of Way (Columbia)
0.14 acre

R 21315 - Frank Trachsel
Right of Way (Columbia)
1.64 acres

R 21320 - Ivan S. Rogers
Right of Way (Columbia)
0.28 acre

R 21324 - Charlie H. Dubois
Right of Way (Columbia)
0.27 acre

R 21325 - G. Donald Field
Right of Way (Columbia)
0.115 acre

R 21329 - Albert Diss
Right of Way (Columbia)
0.33 acre

R 21362 - John Zak
Right of Way (Columbia)
0.03 acre

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Goble-St. Helens Section of the Columbia River Highway (cont.)

R 21363 - Jess W. Davis
Right of Way (Columbia)
0.01 acre

R 21364 - Leo A. Einhaus
Right of Way (Columbia)
0.03 acre

R 21365 - Charles G. Ross
Right of Way (Columbia)
0.02 acre

R 21367 - Alvin A. Weber
Right of Way (Columbia)
0.04 acre

R 21368 - Lucy J. Howard
Right of Way (Columbia)
0.01 acre

R 21369 - Mary M. Beaton
Right of Way (Columbia)
0.16 acre

R 21370 - Walter M. White
Right of Way (Columbia)
0.14 acre

R 21371 - William A. Wysock
Right of Way (Columbia)
0.14 acre

R 21373 - Kenneth R. Aspgren
Right of Way (Columbia)
0.02 acre

R 21377 - Charles B. Ellis
Right of Way (Columbia)
0.06 acre

R 21379 - Donald Baker
Right of Way (Columbia)
0.16 acre

R 21380 - Gladys E. Peterson
Right of Way (Columbia)
2.44 acres

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Goble-St. Helens Section of the Columbia River Highway (cont.)

R 21381 - W. B. Dillard
Right of Way (Columbia)
1.36 acres

R 21382 - Leslie Watters
Right of Way (Columbia)
Parcel No. 1: 1.49 acres
Parcel No. 2: 1.90 acres
Parcel No. 3: 0.27 acre

R 21390 - Oscar W. Brown
Right of Way (Columbia)
0.35 acre

R 21648 - E. L. Workman
Right of Way (Columbia)
5.4 acres

R 21649 - Paul Borlin
Right of Way (Columbia)
7.7 acres

R 21650 - Walter H. Loyd
Right of Way (Columbia)
3.6 acres

R 21654 - Agnes Meehan
Right of Way (Columbia)
1.03 acres

R 21822 - Loring K. Adams
Right of Way (Columbia)
0.01 acre

R 21830 - Columbia City Land Company
Right of Way (Columbia)
0.01 acre

Wolf Creek Section of the Pacific Highway

R 21829 - John C. Porter
Right of Way (Josephine)
Parcel No. 1: 0.04 acre
Parcel No. 2: 0.03 acre

Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Highway

R 21624 - Raymond Hills
Right of Way (Lane)
2.10 acres

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Jasper Bridge-Pleasant Hill Sec. of the Springfield-Creswell Hwy (cont.)

R 21625 - R. G. Percy
(Lane)
Parcel No. 1: 6.08 acres for Right of Way
Parcel No. 2: 0.12 acre for Channel Change Easement

R 21645 - C. L. Burt
Right of Way (Lane)
0.4 acre

Deady-South Umpqua River Section of the Pacific Highway

R 21820 - C. E. Miller
Gravel Bar (Douglas)
7.43 acres

Salem-Hayesville Section of the Pacific Highway East

R 21540 - E. C. Johnson
Right of Way (Marion)
0.18 acre

R 21541 - Elmer F. Gaska
Right of Way (Marion)
0.22 acre

Gervais-Hayesville Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway

R 21349 - R. A. Forkner
(Marion)
Parcel No. 1: 0.44 acre for Right of Way
Parcel No. 2: 0.10 acre for Right of Way
Parcel No. 3: 0.03 acre for Slope Easement

R 21596 - R. A. Forkner
Right of Way (Marion)
0.05 acre

R 21597 - R. A. Forkner
Right of Way (Marion)
0.03 acre

R 21791 - Marc H. Saucy
Right of Way (Marion)
208 square feet

Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway

R 20250 - C-21 Indian Allotment 1255, Lester Wahsise
Right of Way (Umatilla)

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Pendleton-Deadman's Pass Section of the Old Oregon Trail Hwy (cont.)

R 20250 - C-21 Indian Allotment 1255, Lester Wahsise (cont.)

3.28 acres
Permittees: B. F. Bowman and William Purchase

R 20250 - C-23 Indian Allotment 881, David Cowapoo
Right of Way (Umatilla)
2.06 acres
Permittees: B. F. Bowman and William Purchase

R 20250 - C-24 Indian Allotment 1323, Amanda French
Right of Way (Umatilla)
1015 acres
Permittees: B. F. Bowman and William Purchase

R 20250 - C-25 Indian Allotment 1314, Ralph Gutievres Estate
Right of Way (Umatilla)
9.90 acres
Permittees: B. F. Bowman and William Purchase

Coast Fork Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway

R 21212 - Clyde E. Wright
Right of Way (Lane)
29.95 acres

R 21214 - James Hemenway
Right of Way (Lane)
Parcel No. 1: 3.88 acres
Parcel No. 2: 9.62 acres

R 21215 - Homer M. McBee
Right of Way (Lane)
Parcel No. 1: 30.46 acres
Parcel No. 2: 7.11 acres

R 21216 - Walter S. Tracey
Right of Way (Lane)
6.23 acres

R 21217 - Leroy F. Luton
Right of Way (Lane)
7.90 acres

R 21220 - W. C. Schilling
Right of Way (Lane)
8.7 acres

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Coast Fork Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway (cont.)

R 21223 - Edgar George Sherrill
Right of Way (Lane)
Parcel No. 1: 7.90 acres for Right of Way
Parcel No. 2: 15.53 acres for Right of Way
Parcel No. 3: 10.5 acres for Right of Way

R 21224 - Margaret L. Hemenway
Right of Way (Lane)
Parcel No. 1: 10.39 acres
Parcel No. 2: 1.37 acres

R 21225 - Almond R. Hemenway
Right of Way (Lane)
4.7 acres

R 21226 - W. A. Hemenway
Right of Way (Lane)
Parcel No. 1: 9.16 acres
Parcel No. 2: 3.13 acres
Parcel No. 3: 6.71 acres
Parcel No. 4: 0.13 acre

R 21227 - George E. Finnerty
Right of Way (Lane)
Parcel No. 1: 1.23 acres
Parcel No. 2: 0.93 acre
Parcel No. 3: 5.9 acres

R 21228 - Mable Gates
Right of Way (Lane)
0.97 acre

R 21229 - George E. Finnerty
(Lane)
Parcel No. 1: 3.22 acres for Right of Way
Parcel No. 2: 1.71 acres for Right of Way
Parcel No. 3: 2.65 acres as Excess Taking
Parcel No. 4: 0.15 acre as Excess Taking
Parcel No. 5: 0.75 acre as Excess Taking

R 21230 - Katie A. Burrows
Right of Way (Lane)
0.38 acre

R 21233 - Herbert W. Lombard
Right of Way (Lane)
1.85 acres

Coast Fork-Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway (cont.)

R 21239 - John W. Doyle
Right of Way (Lane)
0.04 acre

R 21242 - Peter B. Kuiper
Right of Way (Lane)
0.03 acre

R 21405 - Cecelia Dulley
Right of Way (Lane)
1.09 acres

R 21416 - G. B. Arnest
Right of Way (Lane)
Parcel No. 1: 1.22 acres
Parcel No. 2: 2.59 acres

R 21427 - Lester M. Monte
Right of Way (Lane)
1.31 acres

R 21430 - Winston W. Scott
Right of Way (Lane)
0.52 acre

R 21448 - James R. Cann
Right of Way (Lane)
1.34 acres

R 21451 - Williams Perini
Right of Way (Lane)
2.91 acres

R 21453 - E. C. M. Spriggs
Right of Way (Lane)
0.17 acre

R 21466 - William T. Morris
Right of Way (Lane)
2.05 acres

R 21468 - Helen M. DeLong
Right of Way (Lane)
1.92 acres

R 21473 - Virgil D. White
(Lane)
Parcel No. 1: 7.20 acres for Right of Way
Parcel No. 2: 0.42 acre for Ditch Easement

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Coast Fork Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway (cont.)

R 21476 - Ralph V. Hawley
Right of Way (Lane)
Parcel No. 1: 7.16 acres
Parcel No. 2: 0.06 acre
Parcel No. 3: 0.16 acre

R 21478 - Robert B. Merrick
Right of Way (Lane)
Parcel No. 1: 7.23 acres
Parcel No. 2: 2.27 acres

R 21481 - I. J. Beidler
Right of Way (Lane)
Parcel No. 1: 0.55 acre
Parcel No. 2: 7.60 acres

R 21479 - Alfred T. Beidler
Right of Way (Lane)
Parcel No. 1: 4.18 acres
Parcel No. 2: 1.48 acres

R 21484 - Myron Everett Yearous
Right of Way (Lane)
1.32 acres

R 21490 - Central Oregon Plywood, Oreg. Ltd.
Right of Way (Lane)
6.04 acres

R 21491 - Alsea Hawley
(Lane)
Parcel No. 1: 35.9 acres for Right of Way
Parcel No. 2: 13.5 acres for Right of Way
Parcel No. 3: 1.4 acres for Right of Way
Parcel No. 4: 2.48 acres for Right of Way for Southern Pacific
Parcel No. 5: 1.13 acres for Drainage Ditch Easement for Southern Pacific
Parcel No. 6: 6.07 acres for Borrow Pit
Parcel No. 7: 0.3 acre for Ditch Easement

R 21748 - G. A. Grable
Right of Way (Lane)
0.26 acre

R 21749 - H. D. Lusk
Right of Way (Lane)
0.26 acre

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Tigard-Newberg Section of the Pacific Highway West

L 1909 - William I. Fisher
Right of Way (Washington)
1.945 acres

Unit No. 2 of the T. H. Banfield Expressway

L 1996 - Lyon Van and Storage Company
New resolution required for change of description

Unit No. 3 of the T. H. Banfield Expressway

L 2107 - Eagle Lumber Yards
New resolution required for change of description

Vale-Cairo Junction Section of the Central Oregon Highway

R 21113 - Hot Springs, Inc.
Parcel No. 1: 1.85 acres for Right of Way
Parcel No. 2: 0.23 acre for Right of Way
(Malheur)

Washburn-North Plains Section of the Wilson River Highway

R 19844 - Edward Rieben, et al
Amended resolution allowing additonal access

Harbor Drive-Barbur Blvd. Section of the West Portland Expressway

R 21553 - Manuel Schnitzer, et al

Goble-St. Helens Section of the Columbia River Highway

R 21379 - Donald Baker, et al

Goshen-Divide Section of the Pacific Highway

R 21748 - G. A. Gravle, et ux
R 21749 - James R. Cann, et al
R 21448 - James R. Cann

The Commission approved the request by adopting the attached resolutions relative thereto, marked EXHIBITS "L-1" through "L-7", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried by his office since the February meeting of the Commission, as follows:

State vs Elnora A. Ruef, L 1997
State vs P. L. Holloway, et al, L 2025
Dorothy Reaney, et vir, vs State, L 2156
State vs Art Morgan, et al, L 2009

(For details, see copy of the Chief Counsel's letters to the Commission, dated March 26 and March 29, 1954, in General Files.)

The Commission also considered and approved the Chief Counsel's written report concerning the status of 14 condemnation cases filed to acquire right of way for a revision of US 101 in Curry County. In this report the Chief Counsel commented on the apparent objection of a large number of Curry County residents to the highway program within the County and that it might be desirable in certain instances to attempt to secure a change of venue so as to try the cases in another county. (For details, see copy of the Chief Counsel's letter to the Commission dated March 25, 1954, in General Files.)

The Chief Counsel's written report of court cases settled since the February meeting was approved by the Commission. Settlements covered by the report are as follows:

1. State vs Lewis G. Clark, L 2092: Offered $2,412.00; settled for $375.00 with the State to pay the costs of a new well and the removing and rebuilsing of a fence at an estimated total of $2,247.00.

2. State vs Paul Schuttpelz, et ux, L 2024: Offered $780.00; settled for $1,000.00 plus construction of 4 approaches.

3. State vs Tena C. Bartruff, L 2137: Offered $3,115.00; settled for $3,570.00.

4. State vs General Fuel and Lumber Company, L 2106: Offered $14,265.00; settled for $15,350.00.

5. State vs Ralph D. McCulloch, et al, L 1933: No formal offer made; settled for $4,376.00.

6. State vs Kernan Livestock Farms, Inc., L 1843A: Offered $20,000.00; settled for $25,000.00.

7. State vs Grant County School District No. 3, L 2015: Offered $50.00; settled for $150.00.

(For details concerning the above listed settlements, see copy of the Chief Counsel's written report to the Commission dated March 26, 1954, in the General Files.)

The Commission considered and confirmed offers recommended by the Chief Counsel for acquisition of real property required for various highway purposes, which offers were tendered to the owners prior to the commencement of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 20, 1951:

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

R 20483 - Owner: S. H. Frank & Company. 18.3 acres for right of way and 0.6 acre for easement for drainage ditch. Amount of offer $3,000.00. Authorized by Chairman Chandler on March 5, 1954.

R 21081 - Owner: Herman W. Koblenzar, et al. 5.10 acres for right of way and 2.10 acres for excess taking. Amount of offer $32,000.00. Authorized by Commissioner Reynolds on March 16, 1954.

R 21086 - Owner: Charles K. Buffington, et ux. 7.29 acres for right of way, and 3.85 acres for borrow pit. Amount of offer $10,600.00. Authorized by Commissioner Reynolds on March 16, 1954.

R 21087 - Owner: Wilbur C. Moore, et al. 18.4 acres for right of way. Amount of offer $8,700.00. Authorized by Chairman Chandler on March 5, 1954.

R 21542 - Owner: Jacob A. Carmichael, et ux. 3 acres for right of way. Amount of offer $19,000.00. Authorized by Chairman Chandler on March 5, 1954.

R 21543 - Owner: Walter Henry James, et al. 11.8 acres for right of way. Amount of offer $3,000.00. Authorized by Chairman Chandler on March 5, 1954.

R 21544 - Owner: Mae Grabbert. 2.57 acres for right of way, and 4.43 acres for excess taking. Amount of offer $1,750.00. Authorized by Chairman Chandler on March 5, 1954.

R 21546 - Owner: Jackson C. Collins, et ux. 1.97 acres for right of way, and 3.63 acres for excess taking. Amount of offer $3,500.00. Authorized by Chairman Chandler on March 5, 1954.

Shady Point-Booth Ranch Section of the Pacific Highway

R 21569 - Owner: Arthur R. Wecks, et ux. 13.10 acres for right of way. Amount of offer $3,500.00. Authorized by Commissioner Reynolds on March 25, 1954.

R 21646 - Owner: J. W. Peterson, et al. 1.55 acres for right of way. Amount of offer $400.00. Authorized by Commissioner Reynolds on March 25, 1954.

Tualatin River-Middleton Section of the Pacific Highway West

R 19687 - Owner: F. K. Hill, et ux. 0.917 acres for right of way. Amount of offer $10,450.00. Authorized by Mr. Reynolds on March 1, 1954.

Sage Hen Hill-Hines Section of the Central Oregon Highway

R 21611 and R 21612 - Owner: Lillian P. Franklin, et al. 0.9 acre for right of way. Amount of offer $600.00. Authorized by Commissioner Reynolds on March 19, 1954.

Vale-Cairo Junction Section of the Central Oregon Highway

R 20231 - Owner: Mary A. Wood. 8.6 acres for right of way and 0.47 acre for haul road. Amount of offer $15,500.00. Authorized by Commissioner Reynolds on March 16, 1954.

R 20235 - Owner: James D. Stuart, et ux. 1.08 acres for right of way. Amount of offer $162.00. Authorized by Commissioner Reynolds on March 16, 1954.

R 21280 - Owner: Richard S. Humphrey, et ux. 0.30 acre for right of way. Amount of offer $2,027.50. Authorized by Commissioner Reynolds on March 25, 1954.

The Commission also considered and approved the following offers made for property for which condemnation was previously authorized:

	Recommended Offer
Shady Point-Booth Ranch Section of the Pacific Highway	
R 21293 - Raymond C. Laurence	$ 3,620.00
R 21556 - Olivia R. Carnes	3,810.00
R 21566 - Henry Weber	6,566.00
R 21567 - Stomar Lumber Company	4,150.00
Goshen-Divide Section of the Pacific Highway	
R 21208 - John Stalder	11,000.00
Tigard-Newberg Section of the Pacific Highway West	
L 1909 - William I. Fisher	11,320.00

Proposed changes in the form of the Auditor's bond and depositor's forgery bond as recommended by the Chief Counsel was discussed briefly by the Commission. The Chief Counsel advised that a number of changes had been made to eliminate superfluous language found in the present bonds, and he recommended adoption of the revised forms. He also requested instructions whether or not to prepare proposed legislation for submission to the 1955 legislature to provide express authority for the Commission to purchase directly the types of bonds under discussion

and others as may be required. Action in the matter was deferred until a future meeting; however, it was referred to Commissioner Reynolds to discuss details with the Chief Counsel.

The Commission approved the Chief Counsel's request for leave of absence to permit him to participate in the U. S. Army Infantry School Summer Field Training during the period August 15 to August 29, 1954, at Yakima, Washington.

The Chief Counsel reported that Mr. Earl Preston, Mr. Ernest Lundeen, and Mr. Thomas J. Reeder, attorneys in his office, have tendered their resignations in order to accept employment elsewhere. Mr. Robert Holland, he stated, who is now acting as Deputy District Attorney for Lane County, has applied for a position with the Legal staff, and he recommended that he be hired at a salary of $410 per month to fill one of the vacancies. The Commission accepted his recommendation.

A report on negotiations for acquisition of three acres of land from Jacob A. Carmichael, et ux, that is needed as right of way for a revision of the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County was presented by the Chief Counsel. The Chief Counsel gave as his opinion that, on the basis of appraisals secured, $32,500 is a fair price to pay for all of Mr. Carmichael's property which consists of five acres, but Mr. Carmichael states that he will not sell it for less than $34,000. He gave as his opinion that the sum of $34,000 is too much to pay for the entire five acres, but he doubted little that the three acres that the State needs can be acquired in a condemnation trial for less than $30,000. He requested instructions. The Commission deferred action on the matter until later.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Discussion of the acquisition of the Carmichael property in Curry County was resumed. Chairman Chandler stated that the Commission carefully considered the matter during the lunch period and decided to purchase the entire five acres for $34,000 in view of the slight difference in the offered and asking prices, the considerable amount of salvage in the property, and because of the good feeling that would be created. Commissioner Reynolds and Commissioner McIver indicated their concurrence in the decision as expressed by Chairman Chandler.

The Chief Counsel presented a written report on cases which have been instituted against the State since the February meeting, as follows:

1. Steinbock, et ux, vs State of Oregon by and through its State Highway Commission: The plaintiffs allege that construction of an approach for a bridge across the Willamette River on Center Street resulted in a change of grade causing damage to their property in the amount of $12,500.00. No appraisals, he stated, have yet been made on this property, but they will be obtained in the near future.

2. Ivan J. Frantz, et ux, vs Maud E. Eaton and the State of Oregon, by and through its State Highway Commission, L 2160: The plaintiffs demand that the amount which the Highway Commission is to pay Maud E. Eaton for property acquired by the State as right of way for the The Dalles-California Highway be placed to their credit because of their contract to purchase the property, or, as an alternative, that the deed from Maud Eaton to the State be set aside. A motion has been made to quash service on the grounds that the service of summons and complaint was improperly made. The Commission accepted the reports.

An offer from Mr. and Mrs. A. B. Seeley to accept the sum of $3,000 in full settlement of their damage claim against the State resulting from a change in the grade of Center Street in Salem, was presented by the Chief Counsel. He advised that the Seeley's claim for damage arises from a change in the grade of Center Street in the course of reconstructing the Center Street Bridge approach in the City of Salem. It appears that the Seeleys own two parcels of land abutting on Center Street and that independent appraisals show an estimate of damages to this property of between $2,000 and $5,000. The proposed settlement, he said, includes damages to both parcels of property. He recommended that the Seeleys be paid the sum of $3,000 in full settlement of their claim. The Commission approved the recommendation.

Consideration was given to conveyance of 0.014 acre of land on the Goshen-Divide Section of the Pacific Highway to Harold E. Clark as part consideration in a right of way settlement previously made. The Chief Counsel stated that in addition to the land to be transferred to Mr. Clark, it had been found advisable to eliminate a jog in the right of way fence line. The land, he stated, has no value for highway purposes, and he recommended that it be deeded to Mr. Clark. The Commission approved the recommendation.

The Chief Counsel requested authority from the Commission to institute legal proceedings in order to obtain settlement of the following cases:

1. William Roesch, R 20115, for specific performance of an option in which Mr. Roesch refused to execute a deed as he claims he had not been compensated for the value of trees involved.

2. E. G. and Helen W. McCabe, R 18011, to prosecute a specific performance suit to obtain title to property previously optioned.

3. Munson and Paterson, CAO-53-75, for collection of $728.50 for timber removed from Van Duzer Corridor and for an additonal $200.00 for failure to construct a fire guard as required in the timber contract.

4. M. St. E. Rutherford, CAO-54-9, for collection of $28.75 for damages to a state vehicle.

5. Jack Edward Johnston, CAO-52-74, for damages in the sum of $168.75 caused when Mr. Johnston drove his car through the draw spans on South Slough Bridge on the Cape Arago Secondary Highway.

6. George L. Hendricks, et al, for institution of mandatory injunction proceedings to eliminate a flooding condition on the Tualatin Valley Highway at Forest Grove due to construction of certain dikes by Mr. George L. Hendricks and others.

7. H. E. and L. P. Lenhardt, R 20841, for an action in specific performance to obtain a deed to property needed for highway purposes

8 R. A. and Mildred Petzel, R 20897, to recover an irrigation pump or the value thereof owned by the State and removed by Mr. Petzel.

The Commission authorized prosecution of all of these cases as requested.

On recommendation of the Chief Counsel the Commission approved and signed letters addressed to the individual members of the Oregon delegation in Congress, urging support of House and Senate bills for elimination of the requirement that Federal documentary tax stamps be affixed to deeds conveying property either to or from the State or subdivisions of the State.

The Commission approved out-of-State travel expense for the following employees of the Legal Department:

1. Frank I. Towle, Engineer, to go to Quilcene, Washington, during April 22 and 23, 1954, to obtain information from the Washington Department of Fisheries for use in connection with the trial of the Coos Bay oyster bed cases. Estimated cost $60.00.

2. William H. Haskin and Robert L. Byrum, Right of Way Agents, to attend a two-day appraisal conference seminar of the American Institute of Real Estate Appraisers at Spokane, Washington, during May 21 and 22, 1954. Estimated cost $78.00 plus use of a state car.

The Commission considered a request from Mrs. Helen R. Edmundson for vacation of the subdivision known as Holly Hill Tracts located south of State Street on the Salem By-pass Section of the Pacific Highway East. The Chief Counsel explained that as the Highway Commission is the owner of property abutting the platted area proposed to be vacated, it is necessary that the Commission give its consent before the vacation can be accomplished. He stated further that the interests of the Highway Department will not be adversely affected by the vacation in view of which he recommended approval of Mrs. Edmundson's request. The recommendation was approved by the Commission.

The Commission accepted a report from the Engineer stating that conditions governing the award of the following state highway contracts have been satisfied and that contract and bond forms have been sent to the respective contractors for signature pursuant to the Commission's instructions:

1. Construction of the Chemawa Overcrossing of Southern Pacific Company tracks on Willamette River-Hayesville Section of Portland-Salem Expressway in Marion County. Bids received January 22, 1954 Conditions of award satisfied March 4, 1954. Babler Brothers, Inc Portland, contractor

2. Grading, surfacing, paving and construction of Tualatin River Bridge on Tigard-Newberg Section of Pacific Highway in Washington County. Bids received January 21, 1954 Conditions of award satisfied March 5, 1954. Donald M. Drake Company, Portland, contractor

3. Rock production on Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County. Bids received February 24, 1954. Conditions of award satisfied March 15, 1954. Vernie Jarl, Gresham, contractor.

4. Grading on Rush Creek-Granite Section of Ritter Road in Grant County. Bids received February 25, 1954. Conditions of award satisfied March 18, 1954. K. C. Dack, Milton-Freewater, contractor.

5. Grading and paving and crushed rock in stockpiles on Frankport-Greggs Creek unit, Brush Creek-Greggs Creek Section of Oregon Coast Highway in Curry County. Bids received January 21, 1954. Conditions of award satisfied March 19, 1954. Fred H. Slate Company Oreg. Ltd. and E. C. Hall Company, Portland, contractor.

6. Blodgett Rock Production Project on Corvallis-Newport and Eddyville-Blodgett Highways in Benton and Lincoln Counties. Bids received February 24, 1954. Conditions of award satisfied March 23, 1954. Jed Wilson, Seaside, contractor.

A report was presented by the Engineer concerning a flooding condition on the Tualatin Valley Highway in the vicinity of Gales Creek resulting from dikes constructed by several local residents, including Mr. George L. Hendricks and Mr. Dale Hoffman. He said that Mr. Hendricks constructed a dike along the boundary of his property south of Gales Creek and west of the Tualatin Valley Highway, which dike extended to the shoulder of the highway; also that Mr. Hoffman and others to the east of the Tualatin Valley Highway constructed a dike along the south bank of Gales Creek extending from the Southern Pacific Bridge to the shoulder of the highway, a portion of which dike is on state property. These dikes, he stated, have a damaging effect on the highway, especially during the periods of high water when water washes away parts of the highway shoulders, and during flood stages when the highway north of the bridge is covered to a depth of about one foot. The latter condition, he added, was never experienced before the dikes were built. The Commission accepted the report with the comment that authority already had been given the Chief Counsel at this meeting to institute mandatory injunction proceedings against the proper parties.

The Engineer reported that under authority granted him in a resolution adopted by the Commission on August 6, 1953, he has approved the placement of a reduced load limit on the Weston-Elgin Highway between M. P. 8.0 and M. P. 37.90, restricting to 11,000 pounds the gross weight on any single axle of a vehicle, 20,000 pounds gross on any pair of tandem axles and 36,000 maximum gross load. This reduced load limit, he stated, was placed at 8:00 a.m. on March 11, 1954, to prevent damage to the roadway due to frost having recently left the ground. The Commission accepted the report.

Consideration was given by the Commission to a request from the City of Beaverton for designation of Hall Street in that City as the route of the Beaverton-Aurora State Secondary Highway. The Engineer advised that the City has agreed to pay $35,000 towards the cost of improving the street which he estimated would amount to a total of $95,000. The Commission deferred action on the matter pending appearance of a delegation on the following day. (Mayor Rossi appeared before the Commission later and was informed that an engineering investigation of the request will be made, but there are no monies available to finance the project this year. The Engineer was authorized to make the investigation and to set grade stakes to permit the City to re-establish its sewer lines as may be required to fit the proposed improvement.)

The Engineer requested that expenditure of $6,750 contained in the Parks Budgetfor widening and providing for a left-turn refuge at the entrance to Emigrant State Park on US 30, be deferred until money is available to construct a grade separation structure at this point. He explained that a careful traffic study has been made showing that an average of 559 vehicles use the entrance to the park daily and approximately 1,500 on Sundays, and he gave as his feeling that this is too great a volume of traffic to be making left-turn movements on a highway carrying high-speed traffic such as does US 30. The Commission decided to postpone the project until some future time.

The Commission gave attention to a request submitted by the Executive Secretary of the Oregon State Employees Association that employees in the Maintenance Division be placed on a 40-hour, 5-day work week with no reduction in salary. The Engineer adivsed that a study has been made of this request, which was originally filed last fall, showing that a total of 1,736 employees would be affected. 1,676 of whom work a 44-hour week and 60 a 48-hour week. To employ additional men to equal the present number of man-hours, he estimated would cost $600,000 annually or approximately $1,000,000 to cover the remainder of the current biennial budget. He pointed out that the last legislative assembly appropriated approximately $700,000 to enable State institutions to go on a 40-hour week and that the State Highway Department is the only remaining large state department whose employees are operating on a work-week exceeding 40 hours. To make the proposed change, he stated, will necessitate approval by the Civil Service Commission, the Budget Director and Mr. Harry Dorman, head of the Department of Finance and Administration, and it also will be necessary to appeal to the Emergency Board for authorization to spend the $600,000, if made effective by July 1st, 1954. The Engineer pointed out that the present maintenance forces are not overstaffed, and in his opinion, could not perform the work they are now doing unless additional men were employed. Chairman Chandler stated that he could see no reason why the maintenance employees should not have the same consideration that is shown other employees, and that so far as he personally is concerned, the forty-hour work-week could be granted just as soon as certain details have been ironed out. Commissioner Reynolds and Commissioner McIver expressed themselves similarly. The Engineer was instructed to arrange such meetings as are necessary with Governor Patterson, the Civil Service Commission, the Budget Director, and the State Emergency Board.

A request from the City of Dayville for widening the John Day Highway and the construction of curbs and drainage facilities through the town of Dayville

was considered. The Engineer reported that the request was investigated, and it was determined that it would cost about $35,000 to perform the work. He pointed out that the traffic volume of approximately 550 vehicles per day provides a low priority rating for this job compared with many other towns; also, there are no funds presently available for this type of work. He recommended that the request be denied. The Commission approved the recommendation.

The Commission also gave attention to a request from the City of Gaston for curb construction on the Tualatin Valley Highway between Cottonwood and Oak Streets, in conjunction with a sidewalk project which will be paid by the property owners. The Engineer estimated the cost of the curbs at $2,000 and the cost to install full width pavement plus adequate base and drainage at an additional $5,000. As the traffic volume in Gaston is only 2,200 vehicles daily, he recommended that the request be denied until the project has a higher priority. The Commission accepted the recommendation.

Consideration was given by the Commission to a number of requests for installation of traffic signals, railroad signals and flashing beacons at various locations throughout the State. The Engineer reported the results of investigation of each case, and he made certain recommendations, as follows, all of which the Commission approved unanimously:

1. Request of the Lincoln School Parent-Teachers Association in Medford for installation of traffic signals at Central Avenue and Edwards Street on US 99 in Medford; and a request from the City of Medford for an interconnecting traffic signal system on the one-way couplet in Medford: The Engineer reported that the installation of traffic signals as requested will cost approximately $6,500, and that the interconnection of signals will cost an additional sum of about $6,500. He recommended approval of both requests on the condition that the City of Medford, by appropriate agreement, will pay one-half the costs involved, will furnish necessary power, and will maintain the signals. The Commission adopted the recommendation.

2. Request of Leroy C. Spence for installation of a traffic signal light at the intersection of Queen Avenue and US 99E in Albany: The Engineer advised that this location is the intersection of the Corvallis-Eastside Secondary Highway with the Pacific Highway East, and on the basis of traffic volume, a stop and go signal is not warranted. However, due to the number of accidents that have occurred at this point, it is his recommendation that a flashing beacon be installed at an estimated cost of $600, to be financed from 1954 minor betterment funds. The recommendation was adopted by the Commission.

3. Installation of railroad flashing light signals at the Southern Pacific Company's wye track crossing of the Pacific Highway East immediately north of Canby: The Engineer advised that it has been apparent for a long time that these crossings should be signalized, and the Railroad Company has now agreed to pay fifty percent of the cost of the installation, which, he said, is estimated at $9,260. He recommended approval of the project, subject to railroad company maintenance, the State's share being approximately $4,630 and that it be financed with 1954 minor betterment funds. The Commission approved the recommendation.

4. Petition from people residing near the intersection of 136th Avenue and Powell Boulevard in Portland, for installation of a blinker light at the intersection of US 26 and S. E. 136th Avenue: The Engineer advised that investigation reveals that a signal at this point is not warranted due to the low volume of traffic that passes through the intersection. Accordingly, he recommended that the request be denied and that the matter be taken care of by prohibiting the shoulder parking of vehicles on the north side of US 26 for a distance of 300 feet west of the center line of S. E. 136th Avenue, and for a distance of 250 feet east of the center line of S. E. 136th Avenue, and that such parking be prohibited along the south side of US 26 for the entire distance of the island area easterly from S. E. 136th Avenue, and that advance cross-road symbol signs be installed upon the highway approaches to the intersection. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

5. Installation of a partial signal system at the intersection of N. E. 82d Avenue and Wasco Avenue in the City of Portland: The Engineer advised that this signal is necessary due to rerouting of traffic to permit construction of the T. H. Banfield Expressway. He recommended that the signal system be installed at a total estimated cost of $2,700 to be shared equally by the City of Portland and the State. The Commission adopted the recommendation.

6. Request of the City of Aumsville for installation of flashing beacons at two street intersections on Main Street in Aumsville, route of the North Santiam State Secondary Highway: The Engineer advised that on the basis of a traffic engineering investigation, installation of a signal was found to be warranted at the intersection of 11th Street and Main Street, but unwarranted at the intersection of 8th Street and Main Street He recommended that a flashing beacon be installed at the intersection of 11th Street and Main Street at an estimated cost of $500, provided the City will agree to maintain the signal and to furnish the electrical energy needed to operate it, financing of the project to be with 1954 minor betterment monies. The recommendation was adopted by the Commission.

7. Installation of a traffic signal at the intersection of Fourth and Harrison Streets on the route of the Pacific Highway West in Corvallis, and for the moving of a flashing beacon presently installed at the intersection of Ninth and Van Buren Streets, to Ninth and Harrison Streets, at an estimated cost of $300: The Engineer recommended approval of this project on the condition that the City of Corvallis will agree to pay one-half the cost involved and will maintain and operate the signals after installation at no cost to the State. The Engineer also stated that it appears desirable to have certain parking restrictions in this area and to have the agreement with the City relative to the signals specify the passage of the necessary ordinances to provide the following:

a. No parking on the south side of Harrison Street from Fourth Street westerly to the alley. (This is to accommodate an anticipated heavy right-turn from Harrison to Fourth Street.)

b. No parking on the east side of Fourth Street (US 99W southbound) from Van Buren Street to a point 300 feet north of Polk Street. (Curb-to-curb width in this section is only 32 feet and the area is needed for moving traffic.)

c. No parking on the west side of Fourth Street (US 99W southbound) from Van Buren Street to Harrison Street. (This is desirable by reason of the limited curb-to-curb width plus need for providing an additional lane for the right turning movement from Harrison Street to Fourth Street.)

The Commission unanimously adopted the recommendation.

The Engineer brought up for discussion the payment of $7,426.29 to the Union Pacific Railroad Company as reimbursement for moving its tracks and for expense of flagmen, watchmen, inspectors, etc., in connection with construction of the Dodson Overpass Structure on US 30. He said that $5,900.89 of such total is a legitimate claim against the State for moving the track, but the balance of $1,525.40 is a just claim against the contractor. He recalled that this project was constructed by the Bureau of Public Roads as a Forest Highway Project and that the job was completed in September, 1949 by the contractor, Valley Construction Company, who has been paid in full for the work by the Bureau. The contract, he said, provides that the contractor shall reimburse the Railroad Company for the cost of flagmen, watchmen, inspectors, etc., as the Railroad deemed necessary for the protection of its facilities, which amounts to $1,525.40, but the contractor has not done so, and the Railroad Company has now billed the State for such amount which the State is obligated to pay under the terms of an easement agreement entered into with the Railroad Company before the contract was awarded. The case, he said, is similar to one that occurred in connection with construction of a section of the North Santiam Highway, but cannot be repeated because arrangements have been made with the Bureau of Public Roads to obtain clearance from the State before paying the contractor the final amount in connection with the Forest Highway work. He recommended in view of the circumstances, that he be authorized to pay the Railroad Company the full amount of its claim, $7,426.29 and to take action to collect from the contractor as much as is possible of the $1,525.40 that he owes. The Commission approved the recommendation and so ordered.

A request from the South Cannon Beach Community Club, Clatsop County, for illumination of the traffic interchange at Tolvana Park on the Oregon Coast Highway, was considered by the Commission. The Engineer advised that while there is no cross-traffic at grade at the Tolovana Park interchange, visibility to the turn-off ramps is not good during hours of darkness or in foggy weather. He therefore recommended installation of luminaire units at a cost of $700, the same to be financed from the 1954 minor betterment budget. The recommendation was approved by the Commission.

The Engineer reported completion of relocation surveys for three state highway sections, as follows, and he asked the Commission to adopt them:

1. Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco and Jefferson Counties.

2. The Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

3. Booth Ranch-Myrtle Creek Section of the Pacific Highway in Douglas County.

The Commission approved the surveys by adopting the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from Crook County for allocation of the $28,000 balance in their current Federal-Aid Secondary Funds, to the placement of a double 0-9 type oil mat wearing surface on Federal-Aid Secondary Highway No. 554. The Engineer advised that this money has become available due to considerable underrun in contract bid amounts in that county, and he recommended that the request be approved. The Commission accepted the recommendation.

Consideration was also given to a resolution from the Coos County Court requesting construction of the so-called "Seven Devils" highway route which extends southerly along the Pacific Ocean from the south end of the present Cape Arago Secondary State Highway via Bullards Bridge to Bandon. The Engineer recalled that this matter had been under discussion for many years but no action was ever taken except that the new bridge across the Coquille River at Bullards was constructed to primary highway standards so that it could be used if the Oregon Coast Highway were ever routed down the coast line. The Engineer further stated that a reconnaissance survey was made some years ago which indicated that the preferable connection should be made at or near Coaledo and thence to Bandon via Bullards Bridge. This connection, he stated, would be much less expensive and would be a shorter and more direct route and would utilize approximately nine miles of the present four-lane highway between Coos Bay and Coquille. Work is now under way to modernize this old reconnaissance survey, and in a short time the report will be made. The Commission ordered that the Coos County Court be informed that such reconnaissance survey is under way and the results of the study will be made known to the County Court after the Highway Commission has studied the report.

Chairman Chandler inquired concerning the status of a bad curve elimination project on the Cape Arago Secondary Highway. The Engineer stated that he would investigate the matter and make a report as soon as possible.

Attention was given by the Commission to a request submitted by Leslie Shaw, editor of the LAKE COUNTY EXAMINER-TRIBUNE, Lakeview, for construction of a footpath along a section of US 395 near New Pine Creek. The Engineer estimated the cost of the footpath at $2,500 and advised that an investigation disclosed that while about 32 children use this section of highway, such use does not meet the required standard for footpath construction. He explained that a warrant of one is used as a minimum and in this particular case the warrant is only 0.41. The Commission accepted his recommendation that the request be denied.

Attention was also given to a complaint by the C. A. Anderson Motor Company, Tillamook, concerning unsatisfactory drainage along Main Street in Tillamook, route of the Oregon Coast Highway. The Engineer stated that an investigation revealed that the condition is a mutual problem between the City and the State. State patching operations, he said, have resulted in unevenness of the grade line of the gutter, and the City has permitted ramps to be constructed from the curb cut into the street with only a three or four-inch drain pipe at the gutter line. The City, he said, has agreed to cooperate in reconstructing the driveways in order to facilitate proper drainage, if the State will perform the necessary patching to true up the grade line. The cost of patching, he estimated at $4,000, and he recommended approval of the work to be performed as a minor betterment project. The Commission approved the recommendation.

A letter was considered from George Zimmerman, Chairman of the Road Commission of the Yamhill Chamber of Commerce, requesting that the bridges now being built across Baker Creek and Panther Creek on Market Road No. 21, a FAS Highway, be designed in conformity with standard highway construction, and recommending this road as an ultimate route for the Tualatin Valley Highway between McMinnville and Yamhill. The Engineer advised that both bridges are of standard design as to width and structural capacity. He also said that no survey has been made with the idea of using the County Road as the highway route, and he gave as his feeling that such a survey is not needed at this time. The Commission accepted the report.

The Commission also considered a letter from Oron O. Felthouse, Hermiston, calling attention to the hazardous nature of the underpass near Hinkle Station, just north of the Umatilla River Bridge on the Hermiston Secondary Highway. The Engineer stated that this matter has been before the Commission several times in the past, and in his opinion, the underpass should be reconstructed. He recommended that it be given a high priority when considering the next secondary Federal-aid program in Division V. The Commission accepted the recommendation.

The Engineer requested authority to transfer from the special Maintenance Budget Rserve a sufficient amount to cover the revised estimate of cost to rebuild four untreated timber bridges located on the Pacific Highway East between Tangent and Shedd. He pointed out that these bridges are badly deterioriated and are included in the approved 1954 state construction budget at an estimated cost of $117,000, but a revised estimate indicates that the job will cost $147,000, which is about $30,000 more than the amount that was authorized for this purpose. In order to finance the shortage, he recommended the transfer of whatever amount of funds is needed from the Special Maintenance Reserve, the amount to be determined by the bids received for construction of the bridges, which may be more or less than $30,000. The Commission accepted the recommendation.

The Commission considered a letter from Mr. Earl M. Bush, Riley, Oregon, regarding the fencing of publicly owned right of way along the Central Oregon Highway between Sage Hen Hill and Riley Store. The Engineer advised that fencing along both sides of the right of way has been provided for in the contract for the reconstruction of the section between Sage Hen Hill and Hines. He pointed out that there are many miles of unfenced right of way on this highway between Bend and Vale, which raises the question whether or not the entire section should be fenced,

and what should be done about unfenced areas on other highways. As a result of discussion, the Commission instructed the Engineer to prepare a state-wide report showing the cost and feasibility of constructing fences along highway rights of way where they abut on public land.

The Engineer requested authority to conduct a location survey for the proposed Dayton and McMinnville by-passes which would include the proposed bridge over the Yamhill River at Dayton. The Commission granted the request.

Consideration was given to a request from County Judge Lloyd Rea of Baker County for improvement of the Haines-Anthony Secondary Highway, and for a survey of the Baker-Homestead Highway from the end of the present contract at Black Bridge, to the City of Richland. The Engineer advised that the Haines-Anthony Secondary Highway has a gravel surface passable at any time of the year and that to improve it with an oil surface would require placing additional base material at an estimated cost of $400,000 which is not available now. The Commission denied the request for such improvement, however they authorized the Engineer to conduct the survey on the Baker-Homestead Highway as soon as personnel are available.

A request from H. S. Paulson, City Manager of Tillamook, for early construction of that portion of First Street in Tillamook, which is planned to be a part of the new approach of the Wilson River Highway into the City of Tillamook, was discussed. The Engineer reported that the street is in bad condition, but the State has no legal authority to improve it as the street presently is not on the state highway system. He, therefore, suggested that the City be advised of the condition and that it be told also that it be necessary for the City to maintain the street until it becomes a part of the state highway system. The Commission approved the suggestion.

The Engineer requested authority for an increase of $6,400 in the project authorization for Contract No. 4024, traffic signal installation in Springfield. He recalled that under the terms of an agreement with the City of Springfield for construction of the South "A" Street Route, it was estimated that eight traffic signals would be required, and it appeared when the estimates were completed, that the installation of the eight signals would overrun the $32,000 which the agreement provided for, so it was decided to call for bids on only seven signals. He further stated that due to favorable bids received for the seven signals, there resulted a project authorization of $24,665 so there is remaining in the traffic signal fund the sum of $7,335 which the City wishes to use to pay for the signal previously omitted and for an additional signal at the eastern terminus of the one-way system. These signals, he said, are warranted, and he recommended that they be installed by the contractor who is installing the seven signals. He also recommended the requested increase in the project authorization. The Commission approved the recommendation.

The Commission considered and by unanimous vote granted the following requests for extensions of time within which to complete state highway contracts, the Commission's action in each instance being without penalty in accordance with the Engineer's recommendation:

1. R. H. Jones, Contract No. 4006 for construction of an addition to the Meacham Maintenance Building in Umatilla County, requested an extension of time from November 30, 1953 to March 1, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty.

2. Ferguson-Cassady Company, Contract No. 3899 for construction of park facilities in Cape Lookout State Park in Tillamook County, requested an extension of time from December 31, 1953 to March 15, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty.

3. Trowbridge Electric Company, Contract No. 4024 for traffic signal installation on the McKenzie Highway in the City of Springfield in Lane County, requested an extension of time from February 28 to May 30, 1954, in which to complete the work. The Engineer recommended that the extension of time be granted as requested without penalty.

4. Steeck Electric Company, Contract No. 4040 for installation of traffic signals on the Pacific Highway East in Salem, Marion County, requested an extension of time from February 28 to April 15, 1954, in which to complete the work. The Engineer recommended that the extension of time be granted as requested without penalty.

5. Roy L. Houck and Son, Contract No. 3680 for grading the Hayesville School-State Street Unit of the Salem By-pass Section of the Pacific Highway East in Marion County, requested a second extension of time from September 30, 1953 to June 30, 1954 in which to complete the work. The Engineer recommended that the extension of time be granted as requested without penalty and presented a letter from the Bureau of Public Roads concurring therein.

6. R. A. Heintz Construction Company, Contract No. 3648 for grading and structures on the Boones Ferry Road-Willamette River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Washington and Clackamas Counties, requested a third extension of time from February 28 to May 31, 1954 in which to complete the contract. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

7. Todd Building Company, Contract No. 3922 for construction of the Yoncalla Overcrossing structure on the Pacific Highway in Douglas County, requested a second extension of time from November 30, 1953 to July 30, 1954 within which to complete the job. The Engineer recommended that the extension of time be granted as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

(For further details regarding the extensions of time listed above, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.)

April 1, 1954

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendations of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for extensions of time.

The Engineer reported that contracts Nos. 3855, 3885, 3958, 4002, 4003, 4005, 4034, 4040, 4041, and 4088 for construction of state highway projects have been completed according to requirements of the contracts or modifications thereof, and said projects are now ready for acceptance. After due consideration the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the following cities and towns have fulfilled the legal requirements governing expenditure of State Tax Street Funds accrued to them as follows:

During the first six-months'period of 1952:

Eastside	$2,794.04

During the second six-months' period of 1952:

Eastside	$2,408.99

During the first six-months' period of 1953:

Helix	$ 603.39
Umatilla	2,927.43

During the second six-months' period of 1953:

Eastside	$2,570.31
Helix	525.61
Lonerock	109.74
Mitchell	1,198.51

During the first six-months' period of 1954:

Aurora	$ 850.89
Bay City	2,675.73
Bonanza	910.66
Corvallis	56,985.01
Lonerock	133.61
Malin	2,081.52
Manzanita	1,191.95
Moro	1,262.27

Nehalem	$ 949.34
North Powder	1,416.98
Sherwood	2,021.74
Siletz	2,004.16
Troutdale	1,807.26
Waldport	2,422.58
Wheeler	1,023.18

He stated that the plans for the improvements proposed to be financed with the funds under discussion have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission accepted the recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "G-1" through "G-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Attention was given to a request from the City of St. Paul, Marion County, for installation of a flashing beacon at the intersection of Church and Main Streets in this town. The Engineer advised that this intersection is on the Hillsboro-Silverton Secondary Highway and that an engineering investigation indicates the need for the flashing beacon as well as prohibition of parking on the east side of Main Street from the north property line on Church Street to a point 75 feet northerly thereof. He recommended that the flashing beacon be installed at an estimated cost of $500, and that the City be requested to prohibit parking as outlined. The Commission accepted the recommendation.

The Commission gave consideration to a request from the Drain Chamber of Commerce for improvement of the old route of the Pacific Highway from Anlauf to Drain and from Drain to Yoncalla. The Engineer recalled that this group and others previously requested improvement of this highway section and that action had been deferred until such time as construction of the new route of the Pacific Highway, by-passing Drain, is completed and opened to public travel. This stipulation, he stated, should still be observed so that the amount of traffic on the old route of the highway can be observed after the new highway is opened when the exact improvements needed can be more definitely determined. The Commission decided to take no action until the new highway route is open and the need for the requested improvement justified.

The Engineer presented for the Commission's consideration the need for an expenditure of additional funds to finance an improvement to eliminate cross-traffic on McLoughlin Boulevard (US 99E) between Ochoco Avenue and Avenue "A", Portland, in connection with usage of a proposed frontage road to serve a new warehouse to be built by the Oregon Liquor Control Commission. The Engineer recalled an agreement previously executed with the Liquor Commission concerning construction of the frontage road along the west side of McLoughlin Boulevard just south of the Portland city limits, the cost of which, including right of way, was estimated at $49,000 to be paid for jointly by the Highway Commission and the Liquor Commission, the Liquor Commission being given credit for an expenditure of $12,000 for right of way, which it furnished. He further stated that to eliminate cross-traffic on McLoughlin Boulevard from Ochoco Avenue to Avenue "A" when the frontage road is built some additional improvements should be made consisting of a connection to eliminate left turns for northbound McLoughlin Boulevard traffic at Avenue "A" and

to eliminate left turns for southbound McLoughlin Boulevard traffic at Ochoco Avenue and a connection from the Highway Division Office to Ochoco Avenue together with a traffic light at Ochoco Avenue. He estimated the cost of this additional work at $16,900 for construction and $9,840 for right of way, all to be paid by the Highway Department. He recommended approval of the extra work and that the $16,900 for construction be transferred from the State Construction Reserve. The Commission approved the recommendation.

A request from Mr. W. A. Burdick, Reedsport, for reconstruction of a section of the Umpqua Highway on new location in the eastern part of Reedsport was considered by the Commission. The Engineer reported that the section Mr. Burdick has in mind extends from 15th Street in the City of Reedsport to a junction with the old highway about 3,000 feet easterly thereof. Construction of this short section, he stated, is not practical as materials, for the roadbed embankment must be secured from excavation in large cuts farther to the east; therefore, the project, when it is done, should be the total job which has a length of 1.38 miles and is estimated to cost $350,000. In the discussion that followed, it was brought out that an amount of $350,000 Federal Aid funds to finance this work was provided in the five-year program adopted on September 24, 1953, the work to be done in 1956-57, and that a like amount was set up in that program to finance construction of a section of the Coos Bay-Roseburg Highway east of Coquille during 1955; also that the Commission on December 10, 1953 authorized the switch of these two projects in the program so that the Reedsport job would be done first (in 1955). He recommended that the Commission confirm the transfer at this time so the Reedsport project can be done in 1955 rather than later. The Commission approved the recommendation.

The Engineer reported that the Bureau of Public Roads has requested the State Highway Department to drill exploratory test holes in the slide area on the Oregon Coast Highway near the Coos-Douglas County line so a plan of ground stabilization can be evolved. He said that an agreement has been prepared to cover this work which is estimated to cost $3,200 and that the Bureau will reimburse the State for the entire expense. He recommended that the agreement be approved. The Commission accepted the recommendation.

The Engineer presented for the Commission's consideration a number of requests for reduced speed zone designations together with his recommendation with respect to each, as follows:

1. Request of Walter Burdette, Nyssa, for extension of an existing 50-mile per hour speed zone on the Old Oregon Trail north of Nyssa; The Engineer recommended extending the existing 50-mile per hour zone northerly from M.P. 428.81 to M.P. 428.42. (See EXHIBIT "H-1")

2. Request of William J. McLean Kerby, for establishment of a 25-mile per hour speed zone on the Redwood Highway through the community of Kerby as a substitute for the existing 40-mile per hour speed limit: The Engineer recommended that the request be denied and that the matter be cared for by rescinding Reduced Speed Zone Resolution

No. 122, adopted September 24, 1953 and by adopting a new resolution designating a reduced speed zone of 40 miles per hour on that section of the Redwood Highway between a point 250 feet south of Holton Creek at M. P. 14.84 and a point 0.21 mile north of the Kerby postoffice at M. P. 15.54, except that along the section between M. P. 14.88 and M. P. 15.14 the speed shall be 20 miles per hour during the hours of school crossings as provided by law. (EXHIBIT "H-2")

3. Request from Tillamook Public Schools for an extension of the existing speed zone on the Wilson River Highway east of Tillamook to include the school: The Engineer recommended that the reduced speed zone resolution adopted February 26, 1951, be rescinded and that a 35-mile per hour speed zone be established in lieu thereof from the east city limits of Tillamook at M. P. 0.48, to Evergreen Drive at M. P. 0.77, and that a 45-mile per hour speed zone be established from Evergreen Drive to M. P. 2.92, except that between M. P. 1.04 and M. P. 1.24 and between M. P. 2.47 and M. P. 2.65, the indicated speed shall be 20 miles per hour during the hours of school crossings as provided by law. (See EXHIBIT "H-3")

4. To correlate a similar action taken by the State Speed Control Board, the Engineer recommended the establishment of a 40-mile per hour speed zone on the Wilson River Highway connection near the westerly limits of Forest Grove between a point 0.04 mile north of 23d Avenue (M. P. 51.40) and 23d Avenue (M. P. 51.44), and the establishment of a 30-mile per hour speed zone from a point 0.05 mile west of the west city limits of Forest Grove (M. P. 51.75) to the west city limits of Forest Grove (M. P. 51.80), except that the section between M. P. 51.75 and M. P. 51.80 shall be a 20-mile per hour zone during the hours of school crossings as provided by law. (See EXHIBIT "H-4")

5. Request of Leslie Shaw, Editor of the Lake County Examiner-Tribune, for establishment of a reduced speed zone on the Klamath Falls-Lakeview Highway immediately west of Lakeview: The Engineer recommended establishment of a 40-mile per hour speed zone extending westerly from the end of the existing 25-mile per hour zone at M.P. 95.24 to M.P. 94.75. (See EXHIBIT "H-5")

6. Proposed change in the existing 25-mile per hour speed zone on the Oregon Coast Highway through the community of Winchester Bay: The Engineer recommended that the existing 25-mile per hour speed zone between a point 0.11 mile north of 8th Street (M.P. 229.57) and 0.07 mile south of Broadway Street (M.P. 229.93) in the community of Winchester Bay be replaced with a 40-mile per hour speed zone. (See EXHIBIT "H-6")

7. Establishment of a reduced speed zone in the community of Riverton on the Oregon Coast Highway: The Engineer recommended establishment of a 40-mile per hour speed zone between a point 0.10 mile north of Myrtle Street (M.P. 280.14) and a point 0.13 mile south of Main Street (M.P. 280.47), except that between M.P. 280.30 and

M. P. 280. 38 the indicated speed shall be 20-miles per hour during the hours of school crossings as provided by law. He also recommended that the school crossing signs be relocated 200 feet on either side of the Main Street intersection where the children cross. (See EXHIBIT "H-7)

8. Petition from residents of Klamath Falls for designation of a reduced speed zone on South 6th Street, route of the Klamath Falls-Lakeview Highway, just east of Klamath Falls: The Engineer recommended that the existing 45-mile per hour speed zone between M. P. 3. 37 and M. P. 4. 00 be replaced by a 35-mile per hour speed zone. (See EXHIBIT "H-8")

9. Request of Fairplay Home Extension Unit, Corvallis, for a reduced speed zone designation on the Albany-Corvallis Highway in the vicinity of Fairplay School. On the basis of the facts disclosed by the Traffic Engineer's investigation, the Engineer recommended that the request be denied.

10. Request of Mr. W. A. Mackie, Project Engineer for the Detroit and Big Cliff Dams, for a 35-mile per hour speed zone designation on the North Santiam Highway in the vicinity of these dams: The Engineer recommended that the existing speed zones of 25 miles per hour between M. P. 39. 10 and M. P. 40. 20 adopted May 16, 1949, and between M. P. 36. 86 and M. P. 37. 36 adopted August 20, 1951, and between M. P. 36. 46 and M. P. 36. 86 adopted October 11, 1951, be rescinded and that in lieu thereof "SLOW-CONGESTED ZONE" signs be installed at M. P. 39. 85 and at M. P. 39. 47, facing east and westbound traffic respectively, and that advance crossroad symbol signs be installed at M. P. 38. 49 and at M. P. 38. 33 facing east and westbound traffic respectively. (See EXHIBIT "H-9")

As a result of due deliberation with respect to the foregoing requests for reduced speed zone designations, the Commission approved the Engineer's recommendation with respect to each and thereupon, by unanimous vote, adopted the attached resolutions with respect thereto marked EXHIBITS "H-1" to "H-9", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A letter was presented from W. S. Nelson, Manager of The Dalles Chamber of Commerce proposing the name of Mr. John I. Sell, The Dalles, for appointment as a member of the Advisory Board of the Travel Information Department to fill the vacancy caused by the death of Mr. Mitchell C. Thorne. The Commission ordered the letter referred to the Travel Advisory Committee for recommendation, pursuant to past practice.

The Commission also discussed a letter from Mr. E. F. Bolt, Chairman of the Tourist Promotion and Public Relations Committee of the Oregon Motor Court Association inquiring as to what cooperation and financial assistance the Commission might furnish to groups such as theirs to help defray the expense of bringing more tourists to Oregon. It was the expressed opinion of the Commission that no financial contributions should be made in assisting activities of a private nature even though the activity is a non-profit one. Accordingly, the request was denied.

A request was considered from the Oregon State Board of Aeronautics that private fliers be allowed to use the ocean beach about five miles north of Winchester Bay as a landing area for aircraft. Request was also made for permission to taxi aircraft from the designated landing area on the sandspit at Netarts to a point near Cape Lookout State Park. The Engineer recalled that a few years ago the Commission indicated that it would approve use of a section of beach near Netarts for the purpose of landing planes, but the records do not disclose that a permit for such purpose was ever issued. He gave as his feeling that the beach areas should not be used for the landing of aircraft because they definitely are a hazard to people who use the beach for other purposes. The Parks Superintendent confirmed this statement, stating that although a landing place at Netarts has been marked, fliers persist in landing in an area ordinarily used for picnic purposes and there appears to be little control over the fliers' actions. As a result of the discussion, the Commission ordered cancellation of any previous authority that may have been given for aircraft to land on the sandspit at Netarts, and that no new permits be granted for such use of the beach at any point.

The Commission approved out-of-state travel expenses for the following people:

1. R. H. Baldock, State Highway Engineer, and George Hester, Administrative Assistant, to attend a meeting of the Western Interstate Committee on Highway Policy Problems in Phoenix, Arizona, April 26 and 27, 1954, at an estimated cost of $355.

2. Oscar White, Assistant Materials Engineer, and Ray Webber, Construction Soils Engineer, to attend the annual Tri-State Soils Conference at the University of Idaho at Moscow during April 13 and 14, 1954, at an estimated cost of $144.

3. W. W. Stiffler, Assistant Highway Engineer, to attend the sessions of the President's Conference on Occupational Safety at the Departmental Auditorium in Washington, D. C., May 4, 5 and 6, 1954, at an estimated cost of $344.30.

4. R. H. Baldock, State Highway Engineer, W. C. Williams, Deputy Highway Engineer, Lester Farnum and Carl Reed to accompany members of the Legislative Interim Highway Committee on an inspection of the Idaho Test Road, and conduct hearings enroute, during April 5-10, 1954, at a total estimated cost of $250.

5. W. F. Lieske, Radio Engineer, to go to California during April 5-10 to confer with Mr. A. H. Carver, California State Radio Engineer, and to inspect some of the California radio equipment, at an estimated cost of $145, including cost of operating a State car.

The Engineer requested the Commission's approval of certain changes in the numbering of several U.S. numbered Highway Routes, which changes, he stated, are necessary principally because of the relocation of the highway.

He explained that when U.S. Route numbers are changed within the system of U.S. numbered highways, such changes must be approved by the American Association of State Highway Officials in order to make them official. He exhibited a map showing in color the US and ORE route numbers which are subject to revision, and he recommended approval of the changes disclosed therein, and which effect the following highways: US 99, US 99 Salem By-pass, US 99E, US 99W, ORE 217, ORE 38, ORE 225, ORE 42, ORE 231, ORE 235, ORE 234. (For details see copy of Engineer's written report to the Commission, dated March 18, 1954, in general files.) The Commission approved the changes as recommended.

Consideration was given to a request from Karlen-Davis Company of Portland, Oregon, and Tacoma, Washington, for permission to transport a limited number of logs southerly from the summit of the Alsea-Deadwood Secondary Highway at M.P. 15.73 in Lane County, to the Siuslaw Highway, thence to a plywood plant at Swisshome. The Engineer explained that the Company in its sawmill operations has accumulated a number of peeler grade logs which cannot be hauled over a short section of this highway because of restrictions in its P.U.C. permit. The Company, however, is willing to operate a pilot car in advance of each load over the 3.4 mile section on which hauling is prohibited, and to hold opposing traffic until the loaded truck clears the section. As the traffic is very light on this road, the Engineer recommended that a special permit be granted the Company to haul approximately thirty loads of old growth peeler grade logs over this section between April 1 and August 1, 1954, under flag control with details of the permit to be prepared substantially along the lines as suggested. The Commission approved the recommendation.

The Engineer reported that the Oregon Historical Society has recommended that a text board honoring Dr. Wilhelm Keil be erected on the Pacific Highway East at Aurora. The following wording, he stated, has been approved by the Historical Society.

> DR. WILHELM KEIL FOUNDED HERE A CHRISTIAN CO-OPERATIVE COLONY PATTERNED AFTER HIS COLONY AT BETHEL, MISSOURI. MUSICIANS OF THE SETTLEMENT MADE IT WIDELY FAMOUS. AFTER DR. KEIL'S DEATH IN 1877 THE COMMUNAL ENTERPRISE COLLAPSED.

He recommended that the text board be installed at an estimated cost of $400, with funds to be taken from the minor betterment budget. The recommendation was approved by the Commission.

The Engineer also reported that the Oregon Historical Society has recommended erection of a text board at the old site of Camp Adair, to commemorate the infantry divisions that were trained at that camp during World War II. He exhibited a sketch showing the text and insignia of the respective divisions to be placed on the board which has been approved by the Oregon Historical Society. He recommended erection of the text board at a cost of approximately $600. The Commission adopted the recommendation.

The Commission approved a list prepared by the Secretary showing papers signed by him in behalf of the Commission during the period of February 19 through March 29, 1954.

The Commission set Tuesday and Wednesday, May 11 and 12, 1954, as the date for its next regular meeting which is to be held in the Green Room of the Imperial Hotel in Portland. The Commission also set June 23 and 24 as the tentative date for the following meeting.

The Engineer stated that a number of people in Bend have requested the Highway Commission to set a date for dedicating the new highway department office building and shops in Bend and have suggested Saturday, May 15 for this purpose. The Commission approved such date and instructed the Engineer to so inform the Bend people. In this connection, the Commission also approved July 3, 1954 as the date for dedicating the newly constructed section of the Corvallis-Newport Highway between Toledo and Newport, and about July 1, 1954 as the date for dedicating the new Columbia River Highway west from The Dalles. The Engineer was instructed to notify interested local people who are sponsoring the festivities.

The Commission gave attention to the following items of unfinished business as shown on the Secretary's list dated February 25, 1954.

1. Status of Starkey Secondary Highway: The Engineer reported that formal requests have been received from both Umatilla and Union Counties for designation of this road and its extension to Ukiah, as a State secondary highway and a Federal-aid secondary highway. He recommended approval of the requests. The Commission unanimously approved designation of the Ukiah-Hilgard Highway as a State secondary highway and as a Federal-aid secondary highway, and thereupon adopted the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

2. Request of Pilot Rock Lumber Company to acquire state park property on the Pendleton-John Day Highway about ten miles south of Ukiah: Commissioner Reynolds advised that the Company's lease does not expire until 1976 so no emergency exists. He recalled the Company's representative who was present at the meeting in February was assured of cooperation from the Commission when necessary. He suggested that no further action be taken at this time. The Commission accepted

the suggestion. (A further report on this matter was rendered by the Parks Superintendent earlier in the session.)

3. Investigation of complaints of damage caused private property by rocks falling from the Oregon Coast Highway near Rocky Creek, between Depoe Bay and Otter Crest: The Engineer reported that since the last meeting of the Commission, he investigated the situation and gave instructions to again comb the slopes to remove any loose rocks which appear to be dangerous, and to build a woven wire fence strengthened with cable, along the shoulder of the old highway and above the houses in question. Concerning the movement of the highway fill, he stated that accurate measurements over a period of several months revealed that the fill had moved about an inch, and that there had been no movement recently. He recommended that the claims be denied. The Chief Counsel pointed out that a delegation is scheduled to be present on the following day to discuss this matter. He gave as his opinion that the State is in no way obligated. The Commission deferred action pending appearance of the delegation. (See additional entry ahead)

4. Request of Oregon State Employees' Association that payroll deductions be authorized to pay medical and hospital contract premiums for employees who are members of the Association: The Engineer reported that since the February meeting, the National Hospital Association has presented a plan similar to the Oregon Physicians Service plan sponsored by the Employees Association. He said that both plans have been compared, and that it is his recommendation that the plan submitted by the National Hospital be approved, principally on the basis that it is available to all employees and is not restricted to any certain group such as is the other. He pointed out that in comparing the relative values of the two plans that it was very difficult to draw an accurate comparison because they are based on different principles. For some employees, one plan might be better and for other employees, the other plan might be more advantageous. Chairman Chandler stated that for a number of years it had been the Commission's policy not to favor any contract which will not give all employees an equal chance to participate. Commissioner Reynolds and Commissioner McIver confirmed this position. The Commission thereupon rejected the request of the State Employees Association and approved the new form of contract with the National Hospital Association.

5. Request from Sunset Memorial Park Association for permission to do clean up and landscape work on the Oregon Coast Highway south of Coos Bay: The Engineer reported that this matter has been investigated and discussed with Miss Ellen Rudnas who made the request, and that tentative plans have been made to improve the drainage conditions on the highway right of way, and to remove a portion of the cut bank where the street from the Memorial Park enters the frontage road, the material to be used to fill in low ground on the highway right of way. He estimated the cost for doing this at $2,000, and advised that the expense could be financed with 1954 minor betterment funds. He also

said that Miss Rudnas was advised that when the timber is removed from the park, it would be agreeable to negotiate with the logging contractor to remove a small amount of timber from the highway right of way. The Commission accepted the report.

6. Request of Harney County Court for improvement of the French-glen Secondary Highway at Wrights Point and for improvement of US Route 395 north of Burns: The Engineer reported that the estimated cost to reconstruct the Wrights Point section is approximately $300,000. He pointed out that the livestock association, which has asked for the improvement, estimates a saving of only $7,400 annually through the hauling of stock if the road were improved. This saving, he stated, would not justify the construction expense involved, even though funds were available, and he recommended that the County Court be so advised. The Commission adopted the recommendation.

Concerning the section of US395 north of Burns, the Engineer estimated that to bring the 8.4 mile section up to standard will cost approximately $600,000. Such funds, he pointed out, are not available, and as the section was originally built with forest funds and is still eligible for such funds, he suggested that the improvement be deferred until it can be financed with forest funds. The Commission accepted the suggestion.

7. Request of Tillamook Chamber of Commerce for relocation of the Oregon Coast Highway via Cascade Head south of Neskowin: The Engineer reported that pursuant to instructions given him at the last meeting, he has prepared an economic analysis of the situation which shows that the proposed road will provide a saving of 5.03 miles in distance over the existing route, its length being 6.4 miles as compared with 11.43 miles on the present route. A traffic count, he said, reveals only about 750 vehicles per day, but the saving in distance provides a benefit quotient of 2.90, in other words, an annual cost amounting to $121,000 in comparison with annual benefits of $350,000. He estimated cost of the project at $2,500,000, and he recommended that it be given consideration by the Commission when the next construction program is formulated. The Commission accepted the recommendation.

8. Offer of Wallowa County to take over the Flora Spur Section of the Enterprise-Lewiston Highway if the State will designate a 1.08 mile extension to the Joseph-Wallowa Lake Secondary Highway in Wallowa Lake State Park: The Engineer presented a resolution from the County Court requesting approval of such exchange of roads, and a form of agreement signed by the Court, whereby the County agrees to take over maintenance of the Flora Spur section if the State will extend the Joseph-Wallowa Lake Secondary Highway. He recommended approval of the agreement. The Commission approved the recommendation and thereupon adopted the attached resolution resolution relative thereto, marked EXHIBIT 'K", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Engineer was then authorized to conduct a survey of the said extension in order to ascertain accurately how much improvement of the park road is going

to cost, the tentative estimate being $30,000. He was instructed to expedite the survey so the project can be contracted at the earliest possible time. Funds to finance construction are to be transferred from the amount set up in the 1954 budget for improvements in Rooster Rock State Park, the amount to be determined later.

9. Request of Willamina delegation for construction of curbs and full width pavement on the route of the Salmon River Highway through the City: The Engineer reported that a field investigation disclosed that it will cost about $65,000 to do what the city requests, which sum, he said, is not available. He pointed out that the Commission's long range program contains provisions for the Salmon River Highway to by-pass Willamina in view of which he suggested that the property owners along the present route be required to finance the improvement of such route as the property owners on other city streets are required to do. Chairman Chandler pointed out that $375,000 has been set up in the program for surfacing on the Salmon River Highway, and he suggested that it might be well to transfer such sum to advance construction of the by-pass. Commissioners Reynolds and McIver indicated their approval of the suggestion, whereupon the Commission authorized the Engineer to conduct a survey for the Willamina By-pass Section. The Secretary was instructed to inform the Willamina City Council that the survey has been authorized, and that the City will be notified of the Commission's decision with respect to improvement of the present route when action has been taken on the survey report.

10. Request of Hood River Chamber of Commerce for improved entrance from the Columbia River Highway into the City of Hood River: The Engineer exhibited a map showing a proposed plan to solve the problem and recommended its adoption. He estimated the cost to construct the plan at $7,500, and he gave as his belief that the plan will satisfy the people of Hood River. In his report, the Engineer recalled that the people of Hood River also requested permission to erect an arch over the west highway approach to the City. He recommended that this request be denied because in the past, such arches have caused a great deal of trouble, and that in lieu of the arch, large direction signs be maintained far enough from the entrance-way to allow anyone plenty of time to turn off should they desire to do so. The Commission accepted both recommendations.

11. Request of W. L. Archer, et. al., for access to the Portland-Salem Expressway at Norwood Crossing: The Engineer reported that since a delegation appeared before the Commission on February 25, the matter had been given very careful study and the facts disclosed in no way warranted or justified an interchange at the Norwood Road. He recommended that the request for access be denied. The Commission deferred action pending appearance of a delegation on the following day. (See additional entry ahead.)

The Engineer stated that Mr. Frank E. Andrews, Acting Division Engineer of the U. S. Bureau of Public Roads, wants to discuss the forest highway program with the Commission at its next meeting. The Commission approved a meeting with officials of the Bureau of Public Roads and the U. S.

Forest Service at 10:30 a.m., May 12. The Engineer was instructed to send the Commission an advance copy of the proposed construction program.

The Commission ordered deleted all of the items appearing on the list of unfinished business dated February 25, in view of reports rendered this day

The Engineer reported completion of reconstruction of the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County. He said that this section has been opened to public travel, and he recommended that the old highway section be abandoned to Wheeler County as provided in the terms of an abandonment agreement previously executed. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration a form of supplemental agreement with the U.S. Army Engineers whereby the Government agrees to reimburse the State to the extent of approximately $100,000 for repairing subsidence of US 395 and US 730 caused by construction and operation of McNary Lock and Dam. He explained that under the terms of the agreement the work is to be performed by the State and reimbursement for the cost thereof will be made by the Army Engineers. The estimated cost of doing the work, he stated, is approximately $100,000. Upon his favorable recommendation, the Commission approved the agreement.

The Commission discussed with the Engineer the problems to be presented by the various delegations to appear on the following day, but took no action on any of them at this time.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:30 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Grading and surfacing the Lewisburg Loop Section of the Armstrong Lane and Dickinson County Roads west and north of Lewisburg in Benton County: The Commission elects to accept the bid of J. R. Taggart, Salem, in the sum of $48,458.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County and the Bureau of Public Roads is received, and the sum of $11,000 is deposited by the County.

"Grading and pavement widening on New Era and Aurora Hills (Passing Lanes) Section of the Pacifife Highway East in Clackamas County: The Commission awarded the contract to the low bidder, Acme Construction Company, Eugene, at its bid price of $29,395.00.

"Grading and paving St. Helens-McNulty Creek Section of the Old Portland County Road and Gable Road connection west and southerly from St. Helens in Columbia County, and grading and paving the Tide Creek-St. Helens Section of the Columbia

River Highway in Columbia County: The Commission elects to accept the low combination bid of Parker-Schram Company, Portland, in the sum of $487,356.40, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received on the Tide Creek-St. Helens Section, and as soon as approval of Columbia County and the Bureau of Public Roads is received and the sum of $12,200 is deposited by the County on the St. Helens-McNulty Creek Section.

"Construction of Bend Car Storage Shed in Deschutes County: The Commission awarded the contract to Modern Materials Company, Redmond, the low bidder, at their bid price of $11,050.00.

"Construction of Jackson Creek and Griffin Creek Culverts on the Jacksonville-Central Point Road and Ross Lane in Jackson County: The Commission referred all bids to Jackson County inasmuch as this is a county project.

"Installation of Medford Traffic Signals on the Pacific Highway and on the Medford-Provolt Highway in Jackson County: The Commission awarded the contract to the low bidder, Steeck Electric Company, Roseburg, at their bid price of $5,790.00.

"Reese Creek-Prospect Rock Production Project on the Crater Lake Highway in Jackson County: The Commission awarded the contract to the low bidder, M. C. Lininger and Sons, Medford, at their bid price of $30,861.00.

"Construction of Wolf Creek Bridge on the Pacific Highway in Josephine County: The Commission elects to accept the bid of Hamilton and Thoms in the sum of $29,200.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Division 4 Reoiling Project on Three State Highways south and east of Lapine, west and east of Paisley, and west and east of Bly in Klamath and Lake Counties: The Commission awarded the contract to D-H Paving Company, Vancouver, Washington, the low bidder, at their bid price of $88,143.00.

"Grading on the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County: The Commission elects to accept the bid of F. L. Somers and George R. Stacey Company in the sum of $709,346 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving on the Siuslaw Junction-Smithfield Section of the Territorial Highway about 7 miles north of Elmira in Lane County: The Commission awarded the contract to the low bidder, L. P. Stubblefield, Eugene, at his bid price of $82,983.00.

"Painting Yaquina Bay Bridge on the Oregon Coast Highway at Newport in Lincoln County: The Commission awarded the contract to J. E. Brown Company, Portland, the low bidder, at his bid price of $54,864.00.

"Reconstruction of Calapooya River Overflow Bridges on the Pacific Highway south of Albany in Linn County: The Commission awarded the contract to the low bidder, Lee Hoffman, Beaverton, at his bid price of $108,980.00.

"Paving on the Blue Mountain Pass Section of the I. O. N. Highway about 84 miles west and south of Jordan Valley in Malheur County: The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at their bid price of $158,130.00.

"Grading and paving on the Salem-Roberts Section of the Independence-Salem Road in Marion County: The Commission elects to accept the bid of Fred Rouse and Henry H. Miller, Salem, in the sum of $156,823.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County and the Bureau of Public Roads is received and the sum of $36,230 is deposited by the County.

"Construction of Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway east of The Dalles in Sherman and Wasco Counties: The Commission elects to accept the bid of Young & Smith Construction Company in the sum of $245,900.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and paving project in Carlton (West Main Street) and in Lafayette (Madison Street), both in Yamhill County: The Commission elects to accept the low combination bid of W. G. Wright in the sum of $23,913.90 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Carlton is received and the sum of $1,555 is deposited by the City."

Commissioner Reynolds stated that he had been contacted by representatives of the State Game Commission and the Powder River Sportsmans Club, relative to construction of a parking lot and restrooms for the convenience of fishermen at Unity Reservoir on the Baker-Unity Highway in Baker County. He said that a large number of fish have been planted in this reservoir and that on the opening day of the season 179 cars used the area near the highway, and it is anticipated that an increasingly large number of people will fish here from now on. He asked for an investigation as to the cost and feasibility of developing a parking area to serve 25 or 30 cars at this place, and he advised that no consideration need be given to construction of a boat landing. The Commission instructed the Engineer to make such investigation and to report the findings. He was told to contact Mr. Delbert Gildersleeve, member of the State Game Commission, and Mr. F. J. Murphy, Box 162, Baker, who are interested in the project, for details.

Commissioner Reynolds also brought up for discussion the question of what shall be done with a drinking fountain located on the highway in Elgin as it appears that the fountain is in a bad state of repair. The Engineer pointed out that this fountain is one of two of

this type that are left, the other being at Rattlesnake Springs. At the suggestion of Commissioner Reynolds, the Commission decided to repair the fountain and let it remain in its present location for the time being. The Engineer was instructed to have the work done.

Commissioner Reynolds reported the results of taking bids in Salem on March 15, 1954 for furnishing a Public Employee's Faithful Performance Blanket Bond covering all employees of the State Highway Department. He said that the Peerless Casualty Company, through its agent, Dooly and Company, Portland, submitted the low bid for this business in the sum of $3,751.02, for three years' coverage, beginning March 15, 1954, and that as authorized by the Commission, he accepted the offer, and the bond has been delivered. Chairman Chandler and Commissioner McIver each declared his approval of Commissioner Reynolds' action in this matter. There follows a complete list of the bids received for this service:

Name of Bidder	Premium 3 Years Lump Sum	3 Years Installments	
Peerless Casualty Company Dooly & Company, Agent Portland	$3,751.02	1st year 2nd year 3d year	$1,575.43 1,181.57 1,181.57
General Casualty Company Dooly & Company, Agent Portland	$3,833.87	1st year 2nd year 3d year	1,610.22 1,207.67 1,207.67
General Casualty Company Huggins Insurance Agency Salem	$3,833.88	1st year 2nd year 3d year	1,610.23 1,207.67 1,207.67
General Casualty Company Mansfield and Company, Agent Portland	$3,833.88	1st year 2nd year 3d year	1,610.23 1,207.67 1,207.67
General Casualty Company A. E. Farrier, Agent Aloha	$3,833.88	1st year 2nd year 3d year	1,610.23 1,207.67 1,207.67
Indemnity Insurance Company of North America, North America Companies, Agent Seattle	$3,834.05	1st year 2nd year 3d year	2,012.86 1,207.74 805.15
The Ohio Casualty Insurance Company Metzger-Parker Agency Portland	$6,879.38	1st year 2nd year 3d year	3,611.50 2,166.90 1,444.60

Seaboard Surety Company Hansen & Rowland, Inc., Agent Portland	$9,802.65	1st year 2nd year 3d year	$5,146.39 3,087.83 2,058.56

The meeting adjourned at 5:00 p.m. to reconvene on the following day.

Portland, Oregon
April 2, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary, at the conclusion of which he announced that the awards of contracts would be made by the Commission at 4:00 p.m. in the same room:

BENTON COUNTY
YEW CREEK-ALSEA MOUNTAIN SUMMIT PASSING LANES

Warren Northwest, Inc., Portland	$19,518.00
Western Paving & Construction Company, Albany	21,041.00
Q. L. Rufener, Portland	21,205.00

CLACKAMAS COUNTY
LITTLE CREEK-ESTACADA SECTION GRADING

Erickson Paving Company, Bellevue, Washington	$166,723.60
Vernie Jarl, Gresham	177,004.00
C. R. O'Neil, Pendleton	180,388.50
George E. Blaisdell & Son, Portland	182,919.50
Kuckenberg Construction Company, Inc., Portland	184,546.00
Harbert Brothers, Estacada	186,993.50
Herman Kathman, Seattle, Washington	187,093.00
Logan, Taylor & Company, Portland	188,308.00
John A. Logan, Portland	189,704.60
Fred Rouse & Henry H. Miller, Salem	193,947.00
Parker-Schram Company, Portland	203,744.50
Gibbons & Reed Company, Salt Lake City, Utah	207,475.00
J. W. Briggs, Bend	208,336.00
M. L. O'Neil & Son, Eugene	210,519.00
Natt McDougall Company, Portland	222,498.00
Zachary and Saimons, Everett, Washington	242,239.00
Peter Kiewit Sons' Company, Longview, Washington	247,484.50
McNutt Brothers, Eugene	254,531.00
Babler Brothers, Inc., Portland	257,906.00
J. N. Conley, Portland	263,445.00
Carl M. Halvorson, Inc., Portland	290,020.00
Stevenson Construction Company, Salem	303,935.00
C. J. Eldon, Portland	379,243.00

COOS COUNTY
MCCULLOUGH BRIDGE PAINTING

Runnels Paint Company, Seattle, Washington	$ 57,850.00
Tri-State Painting Company, Portland	60,500.00
C. H. Savage Company, Portland	73,400.00
Chas. Murphy, San Francisco, California	76,214 00
A. H. Barbour & Son, Portland	96,522.00

COOS COUNTY
GRADING AND TOPPING WARNER STATION SECTION

Martin Kincheloe, Myrtle Point	$ 13,333.40
Stephens & Carnes Construction Company, Junction City	19,924.00
Henry H. Miller, Roseburg	19,955.60
F. L. Somers, Klamath Falls	21,866.00
John A. Logan, Portland	23,270.00
M. L. O'Neil & Son, Eugene	23,479.00
Funderburk Construction Company, Sutherlin	26,452.00

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CURRY COUNTY
HARRIS BEACH STATE PARK CARETAKERS COTTAGE

Hampton C. Platt, Salem	$ 8,830.00
Wold Brothers, Bandon	10,050.00
Thompson & Dare, North Bend	10,180.94
Harold W. Salter, Rogue River	12,490.00
LeRoy C. Weideman, Brookings	12,493.00
Modern Materials Company, Redmond	13,460.00
Wm. Pemberton, Roseburg	14,331.00
George C. Mateer, Gold Beach	14,752.00

CURRY COUNTY
PISTOL RIVER EMPLOYEES HOUSE

Hampton C. Platt, Salem	$ 8,730.00
Wold Brothers, Bandon	9,750.00
Thompson & Dare, North Bend	9,786.89
LeRoy C. Weideman, Brookings	12,032.00
Harold W. Salter, Rogue River	12,290.00
Modern Materials Company, Redmond	13,050.00
Wm. Pemberton, Roseberg	13,916.00
George C. Mateer, Gold Beach	14,094.00

CURRY COUNTY
OREGON COAST HIGHWAY BRIDGES

Andrew Nesheim, Olympia, Washington	$ 23,964.00
Tri-State Painting Company, Portland	27,900.00
Runnels Paint Company, Seattle, Washington	28,460.00
Larson Brothers, Tacoma, Washington	30,818.00
F. O. Repine Company, Salem	33,271.00
Chas. Murphy, San Francisco, California	38,742.00
A. H. Barbour & Son, Portland	62,788.00

DOUGLAS COUNTY
PAVING DEADY-SOUTH UMPQUA RIVER UNIT

E. C. Hall Co. & J. C. Compton Co., Portland	$425,147.50
The Central Heating Co., Oreg. Ltd. Eugene	425,625.00
F. H. McEwen, Eugene	432,282.50
Babler Brothers, Inc., and Rogers Const. Co., Portland	433,330.00
J. N. Conley, Portland	454,940.50
Peter Kiewit Sons' Company, Vancouver, Washington	463,185.00
McNutt Brothers, Eugene	475,915.00
Acme Construction Company, Eugene	479,934.50

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GILLIAM COUNTY
CONDON CITY STREETS

Russell Olson Construction Company, Inc., Pendleton	$ 42,625.50
Coast Blacktop Paving Company, Bend	44,536.00
Morrison & Lamping, Walla Walla, Washington	47,192.00
H. J. & H. W. Miller, Baker	47,410.00
Leslie Harris, Pendleton	48,547.60

JACKSON COUNTY
RED BLANKET CREEK AND COPCO CANAL BRIDGES

H. Barnhart, Medford	$ 34,300.00
Ausland and Dodson, Grants Pass	35,400.00
Bessonette & Graff, Medford	36,297.50
Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors, Portland	41,500.00
C. E. Blakley, Klamath Falls	41,880.00
The Central Heating Company Oreg. Ltd., Eugene	42,280.00
A. H. Saxton & Son, Corvallis	42,320.00
R & M Construction Company, Central Point	43,465.00
F. L. Somers, Klamath Falls	43,550.00
West Coast Steel Works, Portland	44,550.00
Tom Lillebo, Reedsport	47,335.00
R. E. Meade & Company, Grants Pass	54,517.00

KLAMATH COUNTY
KLAMATH FALLS-CALIFORNIA STATE LINE ROCK PRODUCTION PROJECT

James M. Barnes, Klamath Falls	$ 32,650.00
M. C. Lininger & Sons, Medford	39,140.00
F. L. Somers, Klamath Falls	39,860.00
Asphalt Paving Company, Klamath Falls	41,100.00
Peter Kiewit Sons' Company, Longview, Washington	44,160.00

LANE COUNTY
JASPER BRIDGE-PLEASANT HILL SECTION GRADING AND PAVING

Acme Construction Company, Eugene	$186,814.00
The Central Heating Company Oreg. Ltd., Eugene	189,291.00
Vernie Jarl, Gresham	191,918.00
Inter-City Sand & Gravel Company, Eugene	194,059.00
C. J. Montag & Sons, Portland	201,847.50
McNutt Brothers, Eugene	206,559.00
Hamilton & Thoms, Eugene	207,683.00
Peter Kiewit Sons' Company, Longview, Washington	222,884.00

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MARION COUNTY
GERVAIS PAVING PROJECT

Warren Northwest, Inc., Portland	$ 7,478.00
Acme Construction Company, Eugene	8,639.00
Jesse Daniels & Son, Mulino	9,603.16

MARION COUNTY
SALEM MAINTENANCE BUILDING

Modern Materials Company, Redmond	$ 14,076.73
Robert C. Wilson, Corvallis	15,717.00
Enoch I. Maerz, Salem	15,740.00
Robert D. Morrow, Salem	15,820.00
C. A. Lantz, Salem	15,943.00
R. L. Foster & Son, Salem	16,038.00
Mills Construction Company, Salem	16,683.00
C. W. Hill & Son, Salem	17,440.00
H. G. Carl Construction Company, Salem	17,525.00
Tom Lillebo, Reedsport	17,540.00
T. J. Patzer, Salem	17,980.00
Chas. E. Weideman, Dallas	19,381.00

MARION COUNTY
TURNER GRADING AND PAVING PROJECT

Warren Northwest, Inc., Portland	$ 6,641.00
Central Paving Company, Independence	7,385.00
Western Paving & Construction Company, Albany	7,475.50

MULTNOMAH COUNTY
PAVING N. W. VAUGHN STREET-WEST BURNSIDE STREET SECTION

Cascade Construction Company, Portland	$ 15,560.00
K. F. Jacobsen & Company, Inc., Portland	15,760.00
Parker-Schram Company, Portland	15,955.00
Portland Road and Driveway Company, Portland	18,330.00

MULTNOMAH COUNTY
TOOTHROCK TUNNEL LIGHTING

Walton-Brown Electric Company, Salem	$ 8,199.00
Ace Electric Company, Portland	8,356.00
W. R. Grasle Company, Portland	8,592.00
Steeck Electric Company, Roseburg	8,990.00
Davidson Electric Construction Company, Milwaukie	9,049.05
George L. Rochat & Son, Portland	9,350.00

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UMATILLA COUNTY
EMIGRANT HILL FENCING PROJECT

C. R. O'Neil, Pendleton	$ 30,580.00
George E. Berry, Beaverton	31,790.00
VanTassel Brothers, Terrebonne	32,890.00
McWaters & Bartlett, Boise, Idaho	35,090.00
Kissell & Robinson, Caldwell, Idaho	37,400.00
San Jose Steel Company, Inc., San Jose, California	39,600.00
James & Yost, Portland	41,800.00
H. J. & H. W. Miller, Baker	45,100.00
F. C. Wood Company, Hermiston	47,410.00
Sprague McDowell Company, Seattle, Washington	48,290.00
Huenergard Electric Company, Portland	53,900.00

UMATILLA COUNTY
MISSION JUNCTION GRADE SEPARATION

R. H. Jones, Hillsboro	$ 63,660.00
Marshall Construction Company, Hermiston	63,980.00
Valley Construction Company, Portland	64,825.00
Hamilton & Thoms, Eugene	67,950.00
Orlando C. Bennard, Portland	68,950.00
Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland	69,950.00
Louis Elterich Company, Port Angeles, Washington	70,050.00
Lee Hoffman, Beaverton	71,625.00
Schrader Construction Company, Portland	73,700.00
Peter Kiewit Sons' Company, Longview, Washington	81,030.00
Bechtel Brothers, Elgin	83,200.00

WALLOWA COUNTY
PAVING SHEEP CREEK HILL SECTION

N. A. Toole Construction Company, Ontario	$ 88,923.50
C. C Meisel, McMinnville	93,145.50
Barney B. Helser, Moro	96,660.50
H. J. & H. W. Miller, Baker	96,865.00
Morrison & Lamping, Walla Walla, Washington	98,515.00
United Contracting Company, Portland	122,295.00

WASHINGTON COUNTY
GRADING AND PAVING BEAVERTON JUNCTION-PROGRESS SECTION

Porter W. Yett, Portland	$123,250.00
Warren Northwest, Inc., Portland	124,907.00
K. F. Jacobsen & Company, Inc., Portland	136,150.00
Acme Construction Company, Eugene	141,430.00

April 2, 1954

Mr. Jesse C. Minson, Crook County Commissioner, came before the Commission to request construction of a passing lane over the hill on the Ochoco Highway about 1½ miles west of the City of Prineville. He pointed out that a third lane on this long, steep section of highway will allow fast-moving traffic to pass slower vehicles thereby speeding up traffic movements and increasing safety. Chairman Chandler explained that the Commission has adopted a policy whereby a lump sum is allocated each year to finance construction of passing lanes and that the funds are allocated to the various jobs on a basis of priority. The funds budjetted for such purpose this year, he stated, have all been allocated, but consideration will be given to the Prineville project in programming the money next year. The Commission thereupon instructed the Engineer to investigate the request and report the findings.

Mr. Howard H. Campbell, attorney, and his client, Mr. Lloyd W. Rostad, both of Portland, came before the Commission concerning damage to privately-owned property at Miroco Beach, Lincoln County, caused by construction of the Depoe Bay-Miner Creek Section of the Oregon Coast Highway. Mr. Campbell stated that he spoke in behalf of Mrs. Lloyd W. Rostad, Edward B. Hodges, and P. J. Kaptur who own dwellings situated below a newly constructed highway fill. He pointed out that the fill and the rocks lying along the slopes above these homes endanger the people living in them; in fact, rocks already have struck the Hodges' and the Kaptur's homes and other large boulders have barely missed them. This condition, he stated, creates a feeling of fear which is enhanced by what appears to be the unstable condition of the fill immediately above the houses. He declared that, due to the conditions, these properties have been rendered practically worthless, and he accordingly asked the Commission to purchase the properties or pay for the damage that has been done. He exhibited pictures in support of his oral demands. Chairman Chandler advised that the Commission will discuss the matter with the Engineer and the Counsel and that the Chief Counsel will advise them of the decision that is reached.

Mr. Fred Meek, Portland, was present as representative of the Sons and Daughters of the Oregon Pioneers, concerning the custody of historical objects at Champoeg State Park. He recalled that the Commission, in order to provide better storage facilities for the objects, previously authorized their transfer to the building now being constructed in the park by the Daughters of the American Revolution. He asked the Commission to postpone the actual transfer of these objects until the Legislative Interim Committee has had an opportunity to present the matter to the next session of the Legislature with a view to securing construction of a special building for this purpose. Chairman Chandler advised that the Commission already has discussed the matter and decided to let the objects stay where they are for the time being and that the Parks Superintendent has been so instructed. Mr. Meek expressed appreciation for the Commission's action. Mr. Leslie M. Scott, Portland, also a member of the Sons and Daughters of the Oregon Pioneers, appeared before the Commission a short time later and added his personal thanks for the decision.

Mr. A. H. Rossi, Mayor of the City of Beaverton, came before the Commission concerning the rerouting of the Beaverton-Aurora Highway through the City of Beaverton along Hall Street from 12th Street to a junction with the Tualatin Valley Highway. He said that the present route is badly congested, and he gave as his thought that by using Hall Street the situation would be greatly relieved. The City, he

stated, has $35,000 which it will contribute as its share of the cost to improve Hall Street. Mayor Rossi also mentioned that the City contemplates changes in its sewage disposal system this year so will have to know something about the proposed highway improvements in order to install the sewage facilities properly. Chairman Chandler advised that the use of Hall Street as a highway route will be investigated but there is no money available to finance it this year; also that grade stakes will be set by state engineering forces for sewer work that needs immediate attention inasmuch as a state highway is involved. The Engineer was thereupon authorized to make the investigation and to set the grade stakes.

Upon the Right of Way Engineer's favorable recommendation and upon his statement that no additional access is being granted, the Commission approved a 15-foot change of access to the George R. Cromley property on the Pacific Highway East a short distance north of Salem in Marion County.

Mr. W. W. Stiffler, Assistant Highway Engineer, requested instructions concerning renewal of the hull and machinery insurance on the Astoria ferries. He advised that the present insurance coverage expires on June 1, 1954, so the furnishing of new insurance must be advertised for bids to be received at the next meeting of the Commission. As a result of discussion, the Commission authorized the advertising for bids to be received at the May meeting. The Engineer was instructed to include in the advertisement a clause reserving to the Commission the right to reject any or all bids. The matter was referred to Commissioner Reynolds to handle the details and with authority to act for the Commission.

A delegation from Washington County who reside in the Sherwood District appeared before the Commission to urge construction of a traffic interchange at the intersection of Norwood Road with the Portland-Salem Expressway. The following people composed the group: Paul McFarland, Willard L. Archer, Howard Ellman, Mrs. Fred B. Southard, Mrs. James Howten, James Howten, and Ed Schneider. Mr. Archer, who was principal spokesman, stated that the people in this area feel that they are entitled to an interchange based on the volume of traffic involved. Chairman Chandler stated early in the interview that the matter had been carefully considered following the delegation's appearance at the February meeting, and that the Commission had decided not to construct an interchange at this place until the traffic volume warrants it. Mr. Archer insisted that the traffic volume necessary to warrant an interchange is now in existence and to substantiate his remarks, he presented copies of a traffic count taken by Washington County, which, he stated, shows that the volume of traffic on the Norwood Road is high in comparison with the traffic carried by other roads on which interchanges have been constructed. People in this area, he stated, feel that they have been done an injustice. Chairman Chandler repeated his comment made earlier to the effect that if and when the volume of traffic warrants construction of an interchange, the Commission will build it, but present studies do not show a sufficient volume of traffic originating in the Norwood area to warrant it. Mr. Archer and several other speakers alleged that when right of way for the expressway was acquired, they were told that they would be allowed access at Norwood Road. Chairman Chandler reiterated that when sufficient traffic originates in the Norwood area, the Commission will consider that feature and

will approve an interchange, which according to reports is not justified under present conditions. The Engineer suggested that when the Portland-Salem Expressway is opened to public use, another origin and destination survey be conducted to ascertain what effect the new highway has on traffic. Mr. Archer requested that they be allowed to have a man of their choosing work with the engineers with a traffic counter when the new survey is made. Chairman Chandler, in closing, commented that the matter would be given very fair and careful consideration and that an interchange will be constructed at a later date if it is needed, but no definite commitment can be made at this time. He further stated that the Commission does not wish to appear arbitrary in the matter, but it must base its decision on traffic studies, and it also is a case of highway modernization. There is no reason, he said, why the access facilities cannot be provided later on if they are warranted. As to allowing someone representing the group to participate in making the new origin and destination survey, Chairman Chandler stated that can be arranged and that the group will be informed when the survey is to be started, but they should not expect it until the highway has been opened to public use for some time, and traffic has been adjusted to it.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

A delegation representing the Oregon US Highway 20 Association appeared before the Commission. The following people formed the group: Hon. Frank Gilkey, Mayor of Newport and Vice-president of US 20 Association; Vance Taylor, President of US 20 Association, Corvallis; James Howes, Secretary, Newport; Kurt Kiesow, Mel Hammerness and Frank Updike, Directors, Toledo; Fred Spores, Director, Lebanon; Charles DeFoe, Manager; Lebanon Chamber of Commerce; Don Donahue, Manager, Albany Chamber of Commerce; and Robert Sipe, Director, US 20 Association, Albany. Mr. Kieso acted as spokesman and introduced the members of the delegation. The purpose of their visit, he stated, is (1) to invite the members of the Commission and its staff to be the guests of the Association on the occasion of their Pioneer Day celebration on July 3 when they plan to dedicate the new section of the Corvallis-Newport Highway between Toledo and Newport, and (2) to urge construction of the Pioneer Mountain Section on this highway west of Toledo. It is the feeling of the Association, he said, that this is their number one project; whereas the number two project is construction of a high water road between Albany and Corvallis, and the third project is the widening and straightening of US Route No. 20 on a 2½-mile section from the south Lebanon city limits to the Sodaville Junction. He presented a formal resolution covering these three recommendations but limited his oral request to the number one project. Chairman Chandler stated that the Commission will give careful consideration to their requests when a new construction program is formulated. He thanked the Association for its invitation to be present at the dedication of the Toledo-Newport Highway on July 3 and advised that he personally will be present, and as many of the staff as may find it possible to do so.

A delegation from Astoria and vicinity, headed by Mr. M. E. Reynolds, Attorney for the Port of Astoria, appeared before the Commission in the interest of a toll bridge across the Columbia River near Astoria, connecting the states of Oregon and Washington. Mr. Reynolds introduced the following members of the group: Messrs.

E. L. Baldwin, City Manager, Warrenton; J. R. Bowler, Manager, Port of Astoria Commission; Eric Hauke, Acting Mayor of the City of Astoria; Lester U. Raw, Mayor of Seaside; Wm. Manion, Seaside, Vice-president of the Port of Astoria Commission; and Hon. Joe Dyer, State Representative, Astoria. Mr. Reynolds explained that their purpose in coming to the State Highway Commission at this time is to request financial assistance in obtaining a feasibility report with respect to a proposal for a toll bridge across the Columbia River at some point in the vicinity of Astoria. He mentioned similar assistance given Wasco County and Umatilla County in the financing of engineering studies with respect to construction of bridges across the Columbia River at The Dalles and at Umatilla, and he advised that their plan today is similar to those projects, except that the engineering studies will require more money. He estimated that the preliminary investigation will cost about $50,000, of which, he said, $40,000 represents the expense of traffic studies and $10,000 the cost of engineering. It is proposed, he said, to finance the preliminary work through four agencies--Port of Astoria, Pacific County, Washington, Washington State Toll Bridge Authority, and the State of Oregon through its State Highway Commission, each of whom are being asked to contribute $12,500 to defray the initial expense. Mr. Reynolds also mentioned that Pacific County, Washington, has definitely agreed to contribute its proportionate share of the expense, as has also the Port of Astoria, and that they are now asking the Oregon State Highway Commission for an expresion of its willingness to cooperate on a like basis. Then they are going to ask the Washington Toll Bridge Authority for a like contribution. He mentioned that they have a signed agreement with A. C. Allyn and Company of Chicago to purchase the bonds if feasibility of the toll bridge is proven by the survey, and that they have an agreement also with the Tudor Engineering Company of San Francisco whose services have been retained to make the engineering survey, including location and cost studies. Traffic surveys, he added, will be conducted by Coverdale and Colpitts of New York City who are specialists in that line. He mentioned that the financing of construction will be by sale of revenue bonds which, he repeated, A. C. Allyn and Company of Chicago have agreed to purchase if the feasibility of the toll bridge is proven by the survey. Mr. Reynolds further explained that studies for a high level bridge are expected to take about six months, and that if the survey reveals the project to be feasible, then the $12,500 contributed by each of the four agencies will be returned to them when the revenue bonds are sold; if the project is found to be impractical, then the contributors will be reimbursed at some future time when the bridge is built. Mr. Reynolds presented communications from munerous public bodies, each of whom endorsed the project and urged that it be given favorable consideration by the Highway Commission. Others speaking in behalf of the project were the following: (1) Mr. Manion, who stated that this is the number one project of the Oregon Coast country and that it has the endorsement, not only of the Astoria district, but of the entire coast. He mentioned benefits that will be derived from the tourist business if the toll bridge is provided. (2) Mr. Dyer, who stated that in his opinion it is none too early now to determine the feasibility and the location of the toll bridge. In his estimation it is a matter of urgent planning and common sense. (3) Mr. Baldwin, who endorsed the project in behalf of the City of Warrenton. (4) Mr. Hauke, who stated that the project has the unanimous endorsement of the Astoria City Council because the Council is of the opinion that a bridge will provide for the economic stability of the entire lower Columbia River area. He also mentioned benefits from tourist travel. (5) Mr. Raw, who stated

that he represents not only the City of Seaside but also the cities of Gearhart and Cannon Beach, whose people are one-hundred percent in favor of the toll bridge construction. He gave as their feeling that the promotion of this project and elimination of the ferry hazard is the only way that these communities can continue to grow and prosper. (6) Mr. Bowler, who stressed the time element and who gave as his feeling that at the earliest it will take four years to get the toll bridge constructed. It was his judgment that the preliminary investigation should be carried on at once. He mentioned a preliminary survey report on this matter prepared for the Port of Astoria by Moffatt, Nichol and Taylor, Engineers, Portland, the conclusions in which, he declared, are inaccurate because of the shortness of time that was allowed for preparing the report, being entirely too short to evaluate a project of this magnitude.

Chairman Chandler inquired if the Port of Astoria has a definite signed agreement with the Tudor Engineering Company to conduct the engineering investigation. Mr. Reynolds replied in the affirmative, adding that the agreement becomes effective when definite arrangements have been made for monies to finance the studies. If the money is not forthcoming, he said, then the agreement is automatically cancelled. Chairman Chandler then gave as his understanding that the Commission is now being asked to contribute funds for this feasibility or economic survey to determine whether or not construction of a toll bridge at this location is a practical proposition. He gave as his feeling that the States of Washington and Oregon eventually will have to assume the bridge responsibility, so with that in mind, the Commission will want to give the matter further study before committing funds for the intitial survey, although in his estimation, the State of Oregon should contribute to such expense if the other three agencies do so. Commissioner McIver expressed concurrence in the remarks of Chairman Chandler. Mr. Reynolds again mentioned that Pacific County, Washington, has obligated itself to contribute $12,500 for the preliminary survey, and that the Port of Astoria has done likewise. Chairman Chandler then repeated that if the State of Washington definitely commits itself to contribute the sum of $12,500 toward the cost of the preliminary survey along with Pacific County and the Port of Astoria, then, in his estimation, the State of Oregon through its Highway Commission should do likewise. Commissioners Reynolds and McIver expressed themselves similarly, whereupon motion to that effect was made by Commissioner McIver, duly seconded, and was declared by Chairman Chandler to have received the unanimous vote of the Commission.

Commissioner Reynolds pointed out the desirability of securing a commitment from the Washington Toll Bridge Authority regarding construction of the bridge so that feature will be clearly understood in the event the two states assume the bridge responsibility sometime in the future. He also mentioned that the plans for the bridge design, etc., must meet the bridge standards of the State Highway Departments of the States of Washington and Oregon as well as those of the Army Engineers. Mr. Reynolds stated that those features will be taken care of. He asked for a letter from the Highway Commission stating definitely its willingness to contribute $12,500 toward the cost of the preliminary survey if the other three agencies do likewise. The Secretary was instructed to furnish the Port of Astoria an excerpt from the minutes of this meeting covering the discussion when the minutes have been approved by the Commission. This concluded the conference.

A delegation from the City of Tillamook came before the Commission to urge the relocation of the Oregon Coast Highway via Cascade Head, south of Neskowin. Present were: Charlie Ross, Chairman of the Roads and Highways Committee of the Tillamook Chamber of Commerce; Earl Sweet, member of the Roads & Highways Committee; Hon. Otto Effenberger, Tillamook County Judge; Vern Tinnerstett, Manager, Tillamook Chamber of Commerce; and Arthur Waud, Manager, Oregon Coast Association, Tillamook. Judge Effenberger headed the delegation and commented that this delegation not only urges construction of the highway around Cascade Head, but it also favors study looking toward construction of a bridge across the Columbia near Astoria. Mr. Ross stated that their principal point of interest has to do with the rerouting of the Oregon Coast Highway south of Neskowin via Cascade Head. He recalled that the Commission sometime ago authorized an exonomic survey of this section, and he gave as his understanding that a study of the facts revealed a benefit quotient nearly three to one due, principally, to a saving of approximately five miles in distance. He asked the Commission to place the project in a definite highway program for construction when funds become available. Chairman Chandler stated that the Commission is familiar with the project and will give it careful consideration as the number one project at the north end of the Oregon Coast Highway when funds become available to finance construction.

Mr. H. C. Wells and Mr. J. F. Dillard, members of the Roseburg Chamber of Commerce, appeared before the Commission to urge improvement of the North Umpqua Road between Rock Creek, present terminus of the paved section, and Steamboat, east of Roseburg. Mr. Wells explained that they are principally interested in paving this section. Mr. Dillard commented that this is the number one improvement desired by people in this area because it is vital to them in connection with the hauling of logs and for recreational purposes. Chairman Chandler pointed out that this is a federal-aid secondary county road so State money cannot be spent on it; also, that about $1,600,000 forest highway funds have already been spent to improve it. He called attention to the fact that a great amount of highway construction money is being spent in Douglas County, and that the County secures a very sizable return on the sald of Government timber. Mr. Dillard stated that they are appreciative of this fact, but they hoped to be able to obtain additional federal money for the road. Mr. Wells called attention to the large blow-down and bettle-loss timber which can be hauled over this road. The suggestion was offered by Chairman Chandler that they check with the Bureau of Land Management for funds necessary to provide an access road or roads to the blow-down and beetle-loss areas. The Engineer recalled an item of $375,000 in the forest highway program for this road, and he suggested that they bend their efforts towards getting the U. S. Government to release these funds. Mr. Wells and Mr. Dillard extended to the Commission an invitation to inspect the road in person.

The Chief Counsel discussed with the Commission the advisibility of employing local counsel in connection with jury trial throughout the State. Based upon the recommendation of the Chief Counsel, and after discussion and full consideration of the use of local counsel in behalf of the State Highway Commission in jury trials throughout the State, the prior policy of the Commission and direction to the Chief Counsel was modified to authorize the Chief Counsel to use local counsel in such cases and in such a manner, and for such purposes as in

his opinion will be most beneficial to and best serve the interests of the State in all litigation in which the State of Oregon, by and through its State Highway Commission, is a party.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Grading and pavement of widening on the Yew Creek-Alsea Mountain Summit (Passing Lanes) Section of the Alsea Highway in Benton County: The Commission awarded the contract to Warren Northwest, Inc., Portland, the low bidder, at their bid price of $19,518.00.

"Grading on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County: The Commission awarded the contract to the low bidder, Erickson Paving Company, Bellevue, Washington, at its bid price of $166,723.60.

"Painting steel above roadway slab on McCullough Bridge over Coos Bay on the Oregon Coast Highway in Coos County: The Commission awarded the contract to the low bidder, Runnels Paint Company, Seattle, Washington, at their bid price of $57,850.00.

"Grading and topping on the Warner Station Section of the Powers Highway in Coos County: The Commission awarded the contract to Martin Kincheloe, Myrtle Point, the low bidder, at his bid price of $13,333.40.

"Construction of Caretaker's Cottage at Harris Beach State Park on the Oregon Coast Highway in Curry County: The Commission awarded the contract to the low bidder, Hampton C. Platt, Salem, at his bid price of $8,830.00.

"Construction of Employees House at Pistol River Maintenance Headquarters on the Oregon Coast Highway in Curry County: The Commission awarded the contract to the low bidder, Hampton C. Platt, Salem, at his bid price of $8,730.00.

"Painting five bridges on the Oregon Coast Highway in Curry County: The Commission awarded the contract to Andrew Nesheim, Olympia, Washington, the low bidder, at his bid price of $23,964.00.

"Paving and furnishing crushed material in stockpile on the Deady-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway South from Sutherlin in Douglas County: The Commission elects to accept the bid of E. C. Hall Company and J. C. Compton Company in the sum of $425,147.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading, paving, and sewer construction on the Condon (Highway and City Streets) Section on the John Day Highway, and on Oregon, Well, and East Streets in Condon in Gilliam County: All bids were rejected on this project.

"Construction of one concrete bridge over Red Blanket Creek and three concrete

bridges over the COPCO Canal on the Butte Falls-Prospect Road in Jackson County: The Commission referred all bids to Jackson County inasmuch as this is a county project.

"Klamath Falls-California State Line Rock Production Project on Five Highways in Klamath County: The Commission awarded the contract to the low bidder, James M. Barnes, Klamath Falls, at his bid price of $32,650.00.

"Grading and paving, construction of two bridges, and furnishing crushed material in stockpiles on the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Highway in Lane County: The Commission elects to accept the bid of Acme Construction Company in the sum of $186,814.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving Gervais (5th Street) Project in Marion County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $7,478.00.

"Construction of Salem Maintenance Building in Marion County: The Commission awarded the contract to the low bidder, Modern Materials Company, Redmond, at their bid price of $14,076.73.

"Grading and paving project in Turner (3d Street) in Marion County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $6,641.00.

"Paving N. W. Vaughn Street-West Burnside Street Section of the Columbia River Highway (N. W. 18th Avenue) in Portland in Multnomah County: The Commission awarded the contract to the low bidder, Cascade Construction Company, Portland, at their bid price of $15,560.00.

"Conversion of Toothrock Tunnel Lighting system on the Columbia River Highway in Multnomah County: The Commission awarded the contract to the low bidder, Walton-Brown Electric Company at their bid price of $8,199.00.

"Fencing on Emigrant Hill on the Old Oregon Trail southeast from Pendleton in Umatilla County: The Commission awarded the contract to C. R. O'Neil, Pendleton, the low bidder, at his bid price of $30,580.00.

"Construction of Mission Junction Grade Separation on the Old Oregon Trail in Umatilla County: The Commission awarded the contract to R. H. Jones, Hillsboro, the low bidder, at his bid price of $63,660.00;

"Paving on the Sheep Creek Hill Section of the Little Sheep Creek Highway east of Joseph in Wallowa County: The Commission awarded the contract to N. A. Toole Construction Company, Ontario, the low bidder, at their bid price of $88,923.50.

"Grading and paving on the Beaverton Junction-Progress Section of the Olson County Road east and south of Beaverton and west and north of Metzger in Wash-

ington County: The Commission elects to accept the bid of Porter W. Yett in the sum of $123,250.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Washington County and the Bureau of Public Roads is received and the sum of $37,800 is deposited by the County."

The Commission signed agreements, et cetera, as follows:

"Quitclaim Deed" reconveying to City of Redmond an easement to maintain a radio pole on southwest corner of Lot 3, Block 73, City of Redmond.

"Bargain and Sale Deed" re selling to E. E. and Mary A. Baird a small parcel of excess right of way on US 101 in Florence.

"Bargain and Sale Deed" re sale to Earl H. and Bernice P. Kleen of property on Salem By-pass Section of Pacific Highway in Marion County.

"Indentures of Access" for changes of access points for the following:

a. Lemons property on East Unit, Mt. Vernon-Dayville Section of John Day Highway in Grant County.

b. Arizona Barnes property on East Unit, Dayville-Mt. Vernon Section of John Day Highway in Grant County.

"Grant of Access" re access to City of Monmouth to be used for municipal sewage disposal plant on Orr Corner-Monmouth Section of Pacific Highway West in Polk County.

"Deed" re conveyance of certain real property to Harold E. Clark as part consideration for right of way acquisition settlement.

"Letter" submitted by Oregon Congressional Delegation urging support of House and Senate Bills for elimination of requirement for Federal documentary tax stamps, etc.

"Agreement" re installation of railroad flashing light signals at Southern Pacific Company's two wye track crossings of US 99E, north of Canby.

"Agreement" with U. S. Bureau of Public Roads authorizing drilling of exploratory test holes in slide area on US 101 near Coos-Douglas County Line.

"Agreement" with National Hospital Association.

"Agreement" with City of Portland covering signalization of North Lombard Street.

"Maintenance Agreement & Finance Agreement" with Marion County covering Salem-Roberts Section.

"Special City Allotment Agreement" with City of Condon.

"Finance and Maintenance Agreement" with Columbia County covering St. Helens-McNulty Section.

"Agreement" with Clackamas County covering the Little Creek-Estacada Section of the Woodburn-Estacada Secondary Highway.

"Abandonment Agreement" with Lane County covering the Jasper-Pleasant Hill Section of the Springfield-Creswell State Highway No. 222.

"Agreement" with City of Carlton covering the Special City Allotment project on West Main Street from South Yamhill to South Cunningham Street.

"Throughway Agreement" with Lane County covering the Coast Fork Willamette River-Divide Unit of the Pacific Highway.

"Finance Agreement" with Benton County covering the Lewisburg Loop Section of Fas 577.

"Finance Agreement" with Washington County covering the Beaverton Junction-Progress Section of FAS 581.

"Consent to Vacate" Holly Hill Tracts on Salem By-pass, south of Salem.

"Indenture of Access" to George R. Cromley re pointof access to Pacific Highway East at Highway Engineer's Station 16+25.55, Marion County.

"Extension Rider" agreement with O. W. R. & N covering construction and maintenance and use of private roadway under main track and across the right of way of the Railroad Companies at M. P. 30.6 near Oneonta, Oregon.

"Agreement" with Wallowa County covering the exchange of roads in Wallowa County--County to take over Flora Spur and State to extend Joseph-Wallowa Lake State Secondary Highway.

"Supplemental Agreement" Corps of Engineers, U. S. Army, Modification No. 3 to Agreement No. DA-45-164-eng-81, providing for the repairs to the sections of the existing and relocated Oregon State Highway Nos. US 730 and 395 where subsidence has occurred.

"Supplemental Agreement" Corps of Engineers, U. S. Army, No. 1 to Contract No. DA-35-026-eng-20358 (Relocation Oregon State Highway No. 30, The Dalles Dam Project.)

"Project Agreements"

April 2, 1954

There being no further business to come before the Commission at this time, the meeting adjourned at 4:10 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

April 2, 1954

EXHIBITS "A" through "L"

Minutes of

April 1 and 2, 1954

EXHIBIT "A"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon , by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21655 Seffert, William O. and Albert E. (Smith)
Right of Way
Option expires September 14, 1954

5.9 acres at $225	$ 1,327.50
Woodshed	175.00
Workshop	252.00
Bunk House	1,100.00
Garage	240.00
Barn & Machine Shed	3,600.00
Corral & Shipping Chute	200.00
Moving allowance, large house	7,000.00
Amount to be paid owners-chrg to Right of Way	$13,894.50

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21655 Seffert, William O. and Albert E. (cont)

Grantor may remove timber from R/W prior to May 15, 1954. Grantor to remove house from R/W by June 1, 1954. State may enter property to remove small bunk house.

THINGS TO BE DONE BY THE STATE

State to fence R/W at such time as to prevent stock from leaving. Farm crossing allowed at Sta. 86+00, being an underpass right under structures only. Access reserved at Stations 78+30, and 81+75, Westerly side, for residential and farm purposes, State to construct 16 ft. approaches at both.

Access controlled-

6727 Watters, Leslie and Myrtle H. (Grant)
Stock Pile Site
5-year lease expires March 24, 1959

Lease, 1.61 acres at $20 per year $ 100.00

Amount to be paid owners-chrg to Stock Pile Site $ 100.00

21323 Wharton, Herbert M. and Helen P. (Grant)
Right of Way
Option expires September 18, 1954

21,344 sq. ft. at $0.074+ $ 1,500.00

Amount to be paid owners-chrg to Right of Way $ 1,500.00

THINGS TO BE DONE BY THE STATE

State to remove and replace fence on R/W line.

Access controlled-

21307 Wilson, Ernest J. and Emma H. (Grant)
Right of Way
Option expires September 3, 1954

0.03 acre, $ 5.00

Amount to be paid owners-chrg to Right of Way $ 5.00

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21307 Wilson, Ernest J. and Emma H. (cont)

THINGS TO BE DONE BY THE STATE

Access allowed at Sta. 330+70, Westerly side, for residential use only.

Access controlled-

21306 Wilson, Ernest J. and Emma H. (Grant)
Right of Way
Option expires September 3, 1954

16,553 sq. ft. at $0.08	$ 1,324.24
Cesspool moving allowance	375.76

Amount to be paid owners-chrg to Right of Way $ 1,700.00

THINGS TO BE DONE BY THE STATE

Access allowed at Sta. 329+50, Westerly side, for residential use only.

Access controlled-

21651 Hope, Letha A. and John H. (Smith)
Right of Way
Option expires September 3, 1954

1.2 acre, lump sum	$ 150.00
Allowance on taxes	15.00

Amount to be paid owners-chrg to Right of Way $ 165.00

THINGS TO BE DONE BY THE STATE

State to fence right of way.
Access to be by way of Butterfield road as relocated. State to construct approach road at Sta. 2+00.

Access controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21298 Malcolm, Orville J. and Ethel (Grant)
Right of Way
Option expires August 16, 1954

3,484 sq. ft. at $0.086+	$ 300.00
Moving of house	3,325.00

Amount to be paid owners-chrg to Right of Way $ 3,625.00

House to be moved from right of way by May 1, 1954.

THINGS TO BE DONE BY THE STATE

Access at Station 293+95, Westerly side, for residential use, only.

Access controlled- (Confirmation of verbal approval by Reynolds 3-9-54)

21297 Malcolm, Orville J. and Ethel (Grant)
Right of Way
Option expires August 16, 1954

13,939 sq. ft. at $0.12+ $ 1,700.00

Amount to be paid owners-chrg to Right of Way $ 1,700.00

THINGS TO BE DONE BY THE STATE

Access at Station 292+50, Westerly side, for residential use, only.

Access controlled-

21299 Stewart, C. E. and Edith A. (Grant)
Right of Way
Option expires August 17, 1954

5,000 sq. ft. at $0.10	$ 500.00
Moving of house	3,080.00

Amount to be paid owners-chrg to Right of Way $ 3,580.00

House to be removed from right of way by May 1, 1954.

Takes all-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21322 Adams, H. W. H. and Dana Bette (Grant)
Right of Way
Option expires September 1, 1954

24,829 sq. ft. at $0.05+ $ 1,350.00

Amount to be paid owners-chrg to Right of Way $ 1,350.00

THINGS TO BE DONE BY THE STATE

If necessary, State to remove and replace fence. Access at Sta. 472+65, Westerly side, for residential use only.

Access controlled-

21300 Watt, William F. and Virginia R. (Smith)
Right of Way
Option expires September 2, 1954

7,400 sq. ft. at $0.095-, lump settlement $ 700.00

Amount to be paid owners-chrg to Right of Way $ 700.00

THINGS TO BE DONE BY THE STATE

Fence new right of way line.

Access controlled-

21296 Loyd, Merle and Velma (Grant)
Right of Way
Option expires August 18, 1954

28,749 sq. ft. at $0.085+ $ 2,464.00
Allowance for moving 2 houses, 2 garages etc. 5,145.00

Amount to be paid owners-chrg to Right of Way $ 7,609.00

Grantor may remove trees and fence by May 1, 1954. Improvements to be removed 2 months from date of notice.

THINGS TO BE DONE BY THE STATE

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21296 Loyd, Merle and Velma (cont)

Access allowed at Sta's. 288+90 and 286+00, Westerly side, for residential use only.

Access controlled- (Confirmation of verbal approval by Reynolds 3-9-54)

21385 Larson, Jessie H. and Ludwig V. (Grant)
Right of Way
Option expires September 5, 1954

11,900 sq. ft. at $0.08	$ 952.00
House, 992 sq. ft. at $5	4,960.00
Garage and Shed, lump sum	338.00

Amount to be paid owners-chrg to Right of Way $ 6,250.00

Grantors to vacate 30 days from date of notice.

Takes all-

21374 Johnson, Donald R. (Johnson)
Right of Way
Option expires September 16, 1954

0.03 acre, lump sum $ 175.00

Amount to be paid owner-chrg to Right of Way $ 175.00

THINGS TO BE DONE BY THE STATE

State to construct driveway entrance at Sta. 505+35, and pave same from pavement to property line. Access restricted to Sta. 505+35, Westerly side for private residential use, only.

Access controlled-

21330 Caples, McDonald H. and Minerva E. Smith (Grant)
Right of Way
Option expires September 16, 1954

15,246 sq. ft., lump sum $ 215.00

Amount to be paid owners-chrg to Right of Way $ 215.00

Access controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE ST. HELENS SECTION
COLUMBIA RIVER HIGHWAY (cont)

21301 Miller, Walter J. (Grant)
Right of Way
Option expires September 15, 1954

7,443 sq. ft. at $0.10+	$ 800.00
Allowance for moving house	1,100.00
Amount to be paid owner-chrg to Right of Way	$ 1,900.00

Grantor to remove all improvements by May 1, 1954.

Takes all-

21326 Caples, Frederick C. (Grant)
Right of Way
Option expires August 17, 1954

19,602 sq. ft. at $0.086+	$ 1,700.00
Amount to be paid owner-chrg to Right of Way	$ 1,700.00

Grantor may remove trees by March 1, 1954.

Access controlled-none allowed

21314 Mills, George W. and Maud J. (Grant)
Right of Way
Option expires August 18, 1954

23,958 sq. ft. at $0.08-	$ 1,916.00
Allowance for moving improvements	4,930.00
Amount to be paid owners-chrg to Right of Way	$ 6,846.00

All improvements to be removed by May 1, 1954.

THINGS TO BE DONE BY THE STATE

Access at Stations 374+70 and 374+00, Westerly side for residential use.

Access controlled- (Confirmation of verbal approval by Reynolds 3-9-54)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21386 Hegele, Mark Leonard and Anna Jane (Grant)
Right of Way
Option expires August 22, 1954

16,117 sq. ft. at $0.08+	$ 1,350.00
Amount to be paid owners-chrg to Right of Way	$ 1,350.00

THINGS TO BE DONE BY THE STATE

Access at Station 561+90, Westerly side, for residential use only.

Access controlled-

21652 Oester, John J. and Carrie E. (Smith)
Right of Way
Option expires August 22, 1954

0.33 acre	$ 1,500.00
House: 1,122 sq. ft. at $7.50	8,415.00
Garage: 576 sq. ft. at $2.00	1,152.00
Well and Equipment	850.00
Shrubs	150.00
Amount to be paid owners-chrg to Right of Way	$12,067.00

Grantors agree to vacate by May 15, 1954.

Takes all-

21375 Ward, Carl Reid and Lydia Ann (Johnson)
Right of Way
Option expires September 10, 1954

0.04 acre, lump sum	$ 175.00
Amount to be paid owners-chrg to Right of Way	$ 175.00

THINGS TO BE DONE BY THE STATE

State to replace and pave present driveway entrance. Access restricted to Sta. 506+44, Westerly side, for private residential use only.

Access controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21376 Baker, Leon B. and Augusta (Johnson)
Right of Way
Option expires September 10, 1954

0.06 acre, lump sum $ 500.00

Amount to be paid owners-chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE

State to re-establish and pave driveway entrance. Access controlled to Sta. 508+05, Westerly side, for private residential use, only.

Access controlled-

10004 Anderson, E. V. and Ida May (Grant)
Right of Way
Option expires September 2, 1954

15,000 sq. ft. at $0.13	$ 1,950.00
Store building, 3,288 sq. ft. at $4.73+	15,560.00
Garage, 396 sq. ft. at $2.50	990.00

Amount to be paid owners-chrg to Right of Way $18,500.00

Grantor to vacate one month after receipt of notice. Grantor may remove flowers and shrubs promptly after notice.

Takes all-

21392 Kelly, Esther N. (Johnson)
Slope Easement
Option expires September 10, 1954

0.34 acre, lump sum $ 100.00

Amount to be paid owner-chrg to Right of Way $ 100.00

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19978 Bonneville Power Administration
Moving power lines (Chidsey)

Total cost to move power lines	$ 5,134.56	
Previously approved estimate (4-8-53) (Paid)	3,500.00	
Amount to be paid owners-chrg to Right of Way		$ 1,634.56

SANDY-FIRWOOD CREEK SECTION-MT. HOOD HIGHWAY

21725 Davis, Edgar and Mamie E. (Johnson)
Right of Way
Option expires August 24, 1954

1.0 acre, lump sum	$ 1,130.00	
Amount to be paid owners-chrg to Right of Way		$ 1,130.00

Takes all-

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY

21514 Reed. W. J. and Almeda
Right of Way
Option expires August 23, 1954

1.54 acres at $200.00	$ 308.00	
0.94 acre at $100	94.00	
1.23 acres at $60.00	73.80	
Root house, lump sum	50.00	
200 rods fence at $4.00	800.00	
Fescue crop	300.00	
Damages. lump sum	400.00	
Amount to be paid owners-chrg to Right of Way		$ 2,025.80

Grantor to keep passageway free from debris

THINGS TO BE DONE BY THE STATE

Farm crossing at Sta. 1530+00.
Provide stock pass with suitable entrance at Sta. 1532+10.

Access not controlled-

EXHIBIT "A" (cont)

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY
(cont)

21521 World War Veterans' State Aid Commission et al (Johnson)
Right of Way
Option expires August 24, 1954

2.08 acres at $80.00	$	166.40
Damage due to loss of stock water		620.00
110 rods fence at $4		440.00
Allowance for land not in desc.; 1 acre+		50.00
Timber, lump sum		100.00
Amount to be paid owners-chrg to Right of Way	$	1,376.40

Grantor to remove down timber by April 15, 1954.

Access not controlled-

21522 Perry, George and Christina L. (Johnson)
Right of Way
Option expires August 23, 1954

0.56 acre, lump sum	$	50.00
Timber, based on actual cruise		364.20
20 rods fence at $4		80.00
Amount to be paid owners-chrg to Right of Way	$	494.20

Access not controlled-

21520 A. F. Lowes Lumber Company (Johnson)
Right of Way
Release of timber rights signed February 24, 1954

Timber rights on 5.07 acres	$	82.50
Optioned 2-5-54 from Gillette, Robert F. and Emily Jane, subject to timber rights.		
Amount to be paid owner-chrg to Right of Way	$	82.50

Previously approved- - - 2-24-54
Land $ 399.00

EXHIBIT "A"(cont)

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY (cont)

21520 A. F. Lowes Lumber Company (cont)

Fencing	$ 880.00	
Total	$ 1,279.00	

Access not controlled-

21526 Hochbrueckner, Bertha (Johnson)
Right of Way
Option expires August 23, 1954

2.8 acres at $40	$ 112.00	
Timber, based on actual cruise	460.00	
Fencing	90.00	
Amount to be paid owners-chrg to Right of Way		$ 662.00

Access not controlled-

21515 Millard, R. H. and Lena B. (Johnson)
Right of Way
Option expires September 3, 1954

0.65 acre at $200	$ 130.00	
1.06 acres at $100	106.00	
1.89 acres at $60	113.40	
Barn, 1600 sq. ft. at $0.50	800.00	
Root cellar, lump sum	100.00	
Loss of cane berries	50.00	
possible damage to reservoir	150.00	
Loss of springs	500.00	
200 rods fence at $4	800.00	
Severance damages, lump sum	1,000.00	
Amount to be paid owners-chrg to Right of Way		$ 3,749.40

Grantor may remove alder trees by April 15, 1954.
Grantor may remove any down timber by April 15, 1954.

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY (cont)

21515 Millard, R. H. and Lena B. (cont)

THINGS TO BE DONE BY THE STATE

Provide farm crossing at Sta's 1549+25 and 1544+30. Replace pipe in fill, which crosses right of way at Sta. 1546+30, said pipe to be placed in a 4" sleeve.

Access not controlled-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21595 Rooker, Cleo et ux and R. A. Forkner et ux (Benson)
Right of Way and Slope Easement (North-bound lane)
Option expires September 4, 1954

3,660 sq. ft. at $0.20	$ 732.00
5 foot slope easement, gratis	
House, 1,488 sq. ft. at $3.65	5,431.00
104 ft. board fence	104.00

Amount to be paid owners-chrg to Right of Way $ 6,267.00

THINGS TO BE DONE BY THE STATE

Unrestricted access granted at Sta. 69+86. State may enter upon the remainder of lot to remove house.

Access controlled-

21185 Hald, C. E. and Ruth (Benner)
Right of Way
Option expires September 14, 1954

7,492 sq. ft. at $0.20	$ 1,498.40
Severance damages	1,151.60

Amount to be paid owners-chrg to Right of Way $ 2,650.00

THINGS TO BE DONE BY THE STATE

State to lay 12" tile across Grantor's frontage along frontage road, cover tile to road level, and connect tile to drain frontage. State to re-establish entrance on West side of frontage road at Sta. 71+30.

No access except to frontage road.

EXHIBIT "A" (cont)

ORR CORNER-MONMOUTH SECTION-PACIFIC HIGHWAY WEST

21201 Crippen, John F. (Benson)
Right of Way for Drain Ditch
Option expires September 1, 1954

0.34 acre at $200	$	68.00
44 rods fence at $4		176.00
1 gate		30.00

Amount to be paid owner-chrg to Right of Way $ 274.00

THINGS TO BE DONE BY THE STATE

State to rebuild 18 foot approach from County Road

Access not controlled

BURNT WOODS-BLODGETT SECTION-CORVALLIS-NEWPORT HIGHWAY

21728 Wischnofske, E. R. and Vida M. (Benner)
Haul Road Easement
Option expires September 1, 1954

0.32 acre at $100	$	32.00

Amount to be paid owners-chrg to Quarry Site $ 32.00

THINGS TO BE DONE BY THE STATE

Oil haul road for a distance of 100 feet each way from residence.

21726 Marrs, Raymond G. and Ruth (Benner)
Quarry and Haul Road Easement
Option expires August 31, 1954

7 acres at $150	$	1,050.00
10 acres at $50		500.00
1.24 acres easement		186.00

Amount to be paid owners-chrg to Quarry Site $ 1,736.00

THINGS TO BE DONE BY THE STATE

Oil haul road reasonable distance from buildings.
Replace cattle guard at fence where haul road crosses.
State may relocate haul road.

BURNT WOODS-BLODGETT SECTION-CORVALLIS-NEWPORT HIGHWAY (cont)

21727 Scheele, George and Edna (Benner)
Haul Road Easement
Option expires August 31, 1954

2.2 acres at $100	$ 220.00
Amount to be paid owners-chrg to Quarry Site	$ 220.00

THINGS TO BE DONE BY THE STATE

Oil haul road for reasonable distance from buildings.
State may relocate haul road, place trees on Grantors' property.
Place cattle guard at gate where haul road crosses Northerly fence.

SIUSLAW JUNCTION-SMITHFIELD SECTION-TERRITORIAL HIGHWAY

21670 Cotten, W. L. and Evelyn F. (Holt)
Right of Way
Option expires September 2, 1954

0.14 acre, lump sum	$	100.00
Allowance for moving garage		150.00
Amount to be paid owners-chrg to Right of Way	$	250.00

Grantor to remove garage within 30 days from date of acceptance by the Commission.

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach, east side.

Access not controlled-(Confirmation of verbal approval by Reynolds 3-9-54)

21663 Phillips, John F. and Elsie B. (Holt)
Right of Way
Option expires September 9, 1954

8,276 sq. ft., lump sum	$ 180.00
0.59 acre at $300	177.00
Trees and shrubs	100.00

EXHIBIT "A" (cont)

SIUSLAW JUNCTION-SMITHFIELD SECTION-TERRITORIAL HIGHWAY
(cont)

21663 Phillips, John F. and Elsie B. (cont)

100 rods fence at $3.50 $ 350.00

Amount to be paid owners-chrg to Right of Way $ 807.00

THINGS TO BE DONE BY THE STATE

State to reconstruct existing approach, east side.

Access not controlled-

21660 Allen, Roscoe C. and Floy L. (Holt)
Right of Way
Option expires September 9, 1954

0.51 acre, lump sum $ 100.00
69 rods fence at $3.50 241.50

Amount to be paid owners-chrg to Right of Way $ 341.50

THINGS TO BE DONE BY THE STATE

State to reconstruct existing approach, west side.

Access not controlled-

21669 Boucher, Vonley I. (Holt)
Right of Way
Option expires September 21, 1954

0.16 acre, lump sum $ 50.00
28 rods fence at $3.50 98.00

Amount to be paid owner-chrg to Right of Way $ 148.00

THINGS TO BE DONE BY THE STATE

State to reconstruct approaches, west side.

Access not controlled-

SIUSLAW JUNCTION-SMITHFIELD SECTION-TERRITORIAL HIGHWAY

(cont)

21658 Allen, Merle D. and Laverne T. (Holt)
Right of Way
Option expires September 9, 1954

0.35 acre, lump sum	$ 200.00	
88 rods fence at $3.50	308.00	
Amount to be paid owners-chrg to Right of Way		$ 508.00

THINGS TO BE DONE BY THE STATE

State to reconstruct approach, west side. State agrees not to alter existing drainage pattern.

Access not controlled-

21662 Krenick, Wallace W. and Opal Z. (Holt)
Right of Way
Option expires September 15, 1954

1.38 acres at $250	$ 345.00	
52 rods fence at $3.50	182.00	
Amount to be paid owners-chrg to Right of Way		$ 527.00

THINGS TO BE DONE BY THE STATE

State to reconstruct approach, west side.

Access not controlled-

21668 Cox, Robert S. and Tora (Holt)
Right of Way
Option expires September 10, 1954

0.12 acre at $500	$ 60.00	
0.35 acre at $200	70.00	
80 rods fence at $3.50	280.00	
Amount to be paid owners-chrg to Right of Way		$ 410.00

THINGS TO BE DONE BY THE STATE

State to reconstruct existing approach, west side.

Access not controlled-

EXHIBIT "A" (cont)

SIUSLAW JUNCTION-SMITHFIELD SECTION-TERRITORIAL HIGHWAY (cont)

21661 Williams, Cecil and Laaka (Holt)
Right of Way
Option expires September 9, 1954

0.10 acre, lump sum	$ 100.00	
13 rods fence at $3.50	45.50	
Amount to be paid owners-chrg to Right of Way		$ 145.50

THINGS TO BE DONE BY THE STATE

State to reconstruct existing approach, east side.

Access not controlled-

21664 McSpadden, Virgil G. and Mary J. (Holt)
Right of Way
Option expires September 9, 1954

0.13 acre, lump sum	$ 50.00	
30 rods fence at $3.50	105.00	
Amount to be paid owners-chrg to Right of Way		$ 155.00

THINGS TO BE DONE BY THE STATE

State to reconstruct existing approach, West side.

Access not controlled-

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY

21647 Love, Karl F. and Anna C. (Landon)
Right of Way
Option expires September 1, 1954

0.47 acre at $200	$ 94.00	
57 rods fence at $3.50	199.50	
Amount to be paid owners-chrg to Right of Way		$ 293.50

Grantor to construct right of way fence.

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY (cont)

21642 Love, Karl F. and Anna C. (cont)

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, east side, at Sta. 140+56, plus approach at Sta. 141+56, east side.

Access not controlled-

21643 Amy, Harley L. and Lora E. (Landon)
Right of Way
Option expires September 1, 1954

0.1 acre at $500	$ 50.00	
Allowance for moving 2 small trees	10.00	
Amount to be paid owner-chrg to Right of Way		$ 60.00

Grantor to move trees by April 1, 1954.

Access not controlled-

21644 Brewer, G. L. and Gladys I. et al (Landon)
Right of Way
Option expires September 9, 1954

0.1 acre at $500	$ 50.00	
1 oak tree	25.00	
Flowers and shrubs	25.00	
Cutting off ornamental fence and resetting posts	15.00	
Damages due to loss of view and front yard	500.00	
Amount to be paid owners-chrg to Right of Way		$ 615.00

Grantor to salvage flowers, shrubs, oak tree and portion of fence prior to April 10, 1954.

THINGS TO BE DONE BY THE STATE

State to construct approach to frontage road, east side at Sta. 148+00.

Access not controlled-

EXHIBIT "A" (cont)

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY (cont)

21637 Soderstedt, Roger Anders and Joan (Landon)
Right of Way
Option expires September 3, 1954

0.15 acre at $200	$ 30.00	
Amount to be paid owners-chrg to Right of Way		$ 30.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, West side, at Sta. 121+37, and complete approach at Sta. 123+00, surfacing to right of way line.

Access not controlled-

21640 Harris, Louise B. and J. M. (Landon)
Right of Way
Option expires September 1, 1954

1.46 acres at $350	$ 511.00	
97 rods fence at $3.50	339.50	
Amount to be paid owners-chrg to Right of Way		$ 850.50

Grantor to take care of right of way fence.

Access not controlled-

21641 Mitchell, W. F. and Virginia et al (Landon)
Right of Way
Option expires September 3, 1954

0.17 acre at $200	$ 34.00	
28 rods fence at $3.50	98.00	
Amount to be paid owners-chrg to Right of Way		$ 132.00

Grantor to construct right of way fence.

Access not controlled-

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY (cont)

21634 Kerns, David and Janetta (Landon)
Right of Way
Option expires September 2, 1954

0.18 acre at $200	$ 36.00	
Amount to be paid owners-chrg to Right of Way		$ 36.00

Grantor to move electric fence.

Access not controlled-

21635 Soderstedt, Nero and Minnie E. (Landon)
Right of Way
Option expires September 2, 1954

0.15 acre at $200	$ 30.00	
Amount to be paid owners-chrg to Right of Way		$ 30.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, West side, at Sta. 120+75, and complete approach at Sta. 119+00, surface same to R/W line.

Access not controlled-

21636 Kildal, Helmer A. and Ella Naomi (Landon)
Right of Way
Option expires September 1, 1954

0.37 acre at $200	$ 74.00	
22 rods fence at $3.50	77.00	
5 trees at $15	75.00	
Amount to be paid owners-chrg to Right of Way		$ 226.00

Grantor to move right of way fence.

Access not controlled

EXHIBIT "A" (cont)

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY (cont)

21633 Long, Joe B. et ux and Jack G. Buck et ux (Landon)
Right of Way and Ditch Easement
Option expires September 9, 1954

0.39 acre at $200	$ 78.00	
0.62 acre easement at $200	124.00	
26 rods fence at $3.50	91.00	
24 rods fence on easement at $2.50	60.00	
Allowance for moving small tree	10.00	
Amount to be paid owners-chrg to Right of Way		$ 363.00

Access not controlled-

21632 Kizer, Clarence H. and Anne E. (Landon)
Right of Way
Option expires September 3, 1954

0.10 acre at $200	$ 20.00	
1,950 sq. ft. lawn at $0.02	39.00	
Amount to be paid owners-chrg to Right of Way		$ 59.00

Access not controlled-

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

19503 Mackey, J. A. and Marie E. (Holt)
Right of Way
Option expires August 31, 1954

19.22 acres at $210-	$ 4,030.00	
House, 750 sq. ft. at $3	2,250.00	
Shack, 616 sq. ft. at $2	1,232.00	
House, 968 sq. ft. at $3.50	3,388.00	
Barn, 2,000 sq. ft.	600.00	
Outbuildings	1,000.00	
Pump house and well	500.00	
Amount to be paid owners-chrg to Right of Way		$13,000.00

Grantor to vacate within 30 days of date of acceptance.
Takes all- (Confirmation of verbal approval by Reynolds 3-9-54)

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21222 Long, John A. and Edith M. (Reeder)
Right of Way and Easement for channel Change
Option expires August 10, 1954

6.76 acres at $450 (Plus 0.17 acre Easement)	$ 3,042.00	
Severance Damages	2,958.00	
Amount to be paid owners-chrg to Right of Way		$ 6,000.00

Grantor may remove small fruit tree before State Contractor enters.

THINGS TO BE DONE BY THE STATE

Construct fence on Easterly side of Right of Way.

Access controlled-none allowed-

21213 Durflinger, Harry and Christine et al (Reeder)
Right of Way
Option expires September 8, 1954

6.9 acres at $350	$ 2,415.00	
Severance damages	345.00	
Amount to be paid owners-chrg to Right of Way		$ 2,760.00

THINGS TO BE DONE BY THE STATE

State to fence right of way.

Access controlled-none allowed-

21447 Fetter, Peter and Susanna (Black)
Right of Way
Option expires September 2, 1954

1.76 acres at $2,000	$ 3,520.00
House, 1,380 sq. ft. at $7	9,660.00
Car Port, 234 sq. ft. at $1	234.00
Egg House, 162 sq. ft. at $2	324.00
Brooder House, 1,329 sq. ft. at $0.40	531.60

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21447 Fetter, Peter and Susanna (cont)

Allowance for moving barn	$ 1,360.00
Yard Improvements, lump sum	136.00
Damages	2,234.40

Amount to be paid owners-chrg to Right of Way $18,000.00

Grantor to move barn from R/W by May 1, 1954. Grantor to give possession of buildings on R/W by April 1, 1954. Grantor may remove fencing from R/W by May 1, 1954.

THINGS TO BE DONE BY THE STATE

State to construct approach from frontage road to R/W line at Sta. 793+20, said approach not to exceed 10% grade and wide enough for two-way traffic.

Access controlled-none allowed-

21471 Randall, Vinal T. and Ruth, et al (Black)
Right of Way
Option expires September 12, 1954

4.80 acres at $600	$ 2,880.00
Allowance for moving barn	1,620.00

Amount to be paid owners-chrg to Right of Way $ 4,500.00

Grantor to move barn from R/W by May 1, 1954.

THINGS TO BE DONE BY THE STATE

State to lay 6" concrete pipe under construction at Sta. 820+65 and parallel to north property line.

Access controlled-none allowed

21439 Coons, Glenn and Josephine (Black)
Right of Way
Option expires September 11, 1954

1.35 acre at $1800	$ 2,430.00
Timber, based on Hwy. Dept. cruise	59.00

Amount to be paid owners-chrg to Right of Way $ 2,489.00

Access controlled-none allowed

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21424 Boslaugh, Ralph B. and Bernice E. (Supplemental Report) (Black)

Right of Way
Option expires July 12, 1954

0.22 acre, lump sum	$ 1,042.00
House, 764 sq. ft. at $5.50	4,202.00
Garage, 374 sq. ft. at $2.00	748.00
GRAND TOTAL	$ 5,992.00
Less Haumont's house (File No. 21417)	3,000.00

Amount to be paid owners-chrg to Right of Way $ 2,992.00

Convey to the optionors above the Haumont's house as an exchange part of the settlement, upon the grounds and for the reason that the said house, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the property to be acquired by the State is not less value than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Takes all- (Confirmation of verbal approval by Reynolds 3-9-54)

Previously approved- - -February 24, 1954

0.22 acre, lump sum	$ 1,042.00
House: 764 sq. ft. at $5.50	4,202.00
Attached Garage: 374 sq. ft. at $2	748.00
GRAND TOTAL	$ 5,992.00

(Obligations)
Grantor to give possession not later than March 1, 1954.

21461 Flesher, Gertrude (Harrington)
Right of Way
Option expires August 31, 1954

2 and2/5 Lots at $350	$ 840.00
House, salvage value only	200.00
Out house	10.00
Barn: 360 sq. ft. at $0.50	180.00
Shed	20.00

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21461 Flesher, Gertrude (cont)

Well and pump $ 550.00

Amount to be paid owners-chrg to Right of Way $ 1,800.00

Grantor agrees to vacate within 30 days from date of approval.

Takes all- (Confirmation of verbal approval by Reynolds 3-9-54)

21463 Crites, Alice M., Estate (Holt)
Right of Way
Option expires September 7, 1954

0.11 acre, lump sum $ 400.00

Amount to be paid owners-chrg to Right of Way $ 400.00

Takes all-

21482 Latham School District No. 23-J (Holt)
Right of Way
Option expires August 1, 1954

0.04 acre, lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

State to do necessary fencing.

Access controlled-none allowed-

21425 Hiner, Neil L. and Pauline (Black)
Right of Way
Option expires August 23, 1954

92,220 sq. ft. at $0.06	$5,533.20
House, 940 sq. ft. at $10.00	9,400.00
Barn, 500 sq. ft. at $2	1,000.00

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE-SECTION-PACIFIC HIGHWAY (cont)

21425 Hiner, Neil L. and Pauline (cont)

Yard improvements and Septic tank, lump sum	$ 566.80	
Amount to be paid owners-chrg to Right of Way		$16,500.00

Grantor to give possession of R/W and building in R/W by March 15, 1954.
Grantor to give possession or rent house outside of R/W by May 1, 1954.

THINGS TO BE DONE BY THE STATE

State to fence right of way and build a 10 ft. gate, together with approach at Sta. 763+00 on Easterly R/W line.

Access controlled-none allowed

21467 McCoy, Kenneth H. and Leoana C. (Harrington)
Right of Way
Option expires August 25, 1954

2.28 acres at $500	$ 1,140.00	
Spring and well	650.00	
25 fruit trees at $8	200.00	
Damage due to loss of land, reduced value of barn	500.00	
Hog pen	10.00	
Amount to be paid owners-chrg to Right of Way		$ 2,500.00

Access controlled-none allowed-

21694 Wooden, W. B. and Mary Ann (Reeder)
Right of Way
Option expires August 23, 1954

0.15 acre, lump sum	$ 300.00	
Amount to be paid owners-chrg to Right of Way		$ 300.00

Grantor to remove small shed from right of way.

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21694 Wooden, W. B. and Mary Ann (cont)

THINGS TO BE DONE BY THE STATE

State to construct 6 rods ± fence, 2 strands barb-wire, steel posts, along North side of MF line, Sta. 5+50 to County Road.

Access controlled-none allowed-

21692 Hemenway, W. A. and Ora E. et al (Reeder)
Right of Way
Option expires August 24, 1954

3.49 acres at $300	$ 1,047.00
Severance damages	698.00
Amount to be paid owners-chrg to Right of Way	$ 1,745.00

THINGS TO BE DONE BY THE STATE

Construct 67 rods fence, woven wire, 2 Barb-wire strands, and steel posts, along R/W.
Reconstruct road approach on County Road at Sta. MF 2+15, West side, if necessary.

Access controlled-none allowed-

21470 Martin, W. C. and Mae (Harrington)
Right of Way
Option expires August 22, 1954

1.76 acres, lump sum	$ 1,000.00
Damage due to severance and reduction of area	800.00
Amount to be paid owners-chrg to Right of Way	$ 1,800.00

THINGS TO BE DONE BY THE STATE

State protect Grantors' water line at Engineer's Station 817+50.

Access controlled-none allowed

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21469 Stewart, Anna (Harrington)
Right of Way
Option expires August 23, 1954

0.82 acre, lump sum	$ 400.00
1 walnut tree	100.00
Allowance for replacement of water source	800.00
Amount to be paid owners-chrg to Right of Way	$ 1,300.00

THINGS TO BE DONE BY THE STATE

State to drain water from spring in Northeast corner under service road and highway toward Grantor's tile at Station 816+00. State to fence right of way.

Access controlled-none allowed

21464 Kuhn, Roy A. and Rosemary (Harrington)
Right of Way
Option expires August 25, 1954

0.05 acre, lump sum	$ 100.00
Amount to be paid owners-chrg to Right of Way	$ 100.00

THINGS TO BE DONE BY THE STATE

State to fence right of way

Access controlled-none allowed-

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

21178 Swann, Charles S. and Colia B. (Gemmell)
Right of Way
Option expires July 31, 1954

0.5 acre, lump sum	$ 750.00
House: 710 sq. ft. at $5	3,550.00
Garage, lump sum	200.00
Utility building	100.00

EXHIBIT "A" (cont)

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY (cont)

21178 Swann. Charles S. and Colia B. (cont)

Pump and well $ 400.00

Amount to be paid owners-chrg to Right of Way $ 5,000.00

Grantor to vacate premises not later than April 15, 1954.

Takes all-

SHADY-BCOTH RANCH UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21571 Maris, Charles W. and Ruth S. (Gemmell)
Right of Way
Option expires September 9, 1954

0.83 acre and severance damages, lump sum $ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

State to fence right of way

Access controlled-none allowed

21564 Eyben, J. H. Estate et al (Gemmell)
Right of Way
Option expires September 1, 1954

2.9 acres at $750 $ 2,175.00
Severance damages 225.00

Amount to be paid owners-chrg to Right of Way $ 2,400.00

THINGS TO BE DONE BY THE STATE

State to fence right of way.

Access controlled-none allowed-

SHADY-BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY (cont)

21619 Bounds, Edmond V. and Pauline et al (Gemmell)
Right of Way
Option expires September 3, 1954

0.02 acre, lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed-

21572 Wecks, O. E. and Gladys M. (Gemmell)
Right of Way
Option expires September 8, 1954

6.8 acres at $100 $ 680.00
Severance damages 1,128.00

Amount to be paid owners-chrg to Right of Way $ 1,808.00

Grantor to have right to go under bridge with stock, north of county road.

THINGS TO BE DONE BY THE STATE

Do necessary fencing, from right of way to pier of bridge.

Access controlled-none allowed-

21291 Berney, Louis A. and Margaret E. (Gemmell)
Right of Way
Option expires September 10, 1954

14.01 acres at $150 $ 2,101.50
Severance damages 3,840.00
Allowance to re-establish water supply 280.00
Amount to be paid owners-chrg to Right of Way $ 6,221.50

THINGS TO BE DONE BY THE STATE

State to fence right of way. State to construct approach opposite Sta. 3+00 on south side of county road. State to install 12" pipe through county road for water line near Sta. 3+00.

Access controlled-none allowed-

EXHIBIT "A" (cont)

SHADY-BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY (cont)

21559 Thompson, Orley R. and Edna B. (Gemmell)
Right of Way
Option expires September 18, 1954

3 acres at $200	$ 600.00
6.02 acres at $100	602.00
Severance damages	583.00
Damage to subdivision	400.00

Amount to be paid owners-chrg to Right of Way $ 2,185.00

THINGS TO BE DONE BY THE STATE

State to fence right of way.

Access controlled-none allowed-

21561 Holmgren, Joseph W. and Ruth E. (Gemmell)
Right of Way
Option expires September 15, 1954

24.5 acres at $50	$ 1,225.00
120 acres at $40	4,800.00
Allowance for reconstructing roadway	500.00
Damage to remainder	975.00

Amount to be paid owners-chrg to Right of Way $ 7,500.00

THINGS TO BE DONE BY THE STATE

State to fence right of way.

Access controlled-none allowed-

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY

20977 California-Oregon Power Co. (Stuntz)
Right of Way
Option expires August 25, 1954

0.098 acre, lump sum	$ 2,500.00

Amount to be paid owners-chrg to Right of Way $ 2,500.00

SEVEN OAKS-MEDFORD SECTION-PACIFIC HIGHWAY (cont)

20977 California-Oregon Power Co. (cont)

THINGS TO BE DONE BY THE STATE

State will construct road approach at Station 560+75.

Access not controlled

THOMAS CREEK-TILLER SECTION-TILLER-TRAIL HIGHWAY

(Norlin)

21594 Brooks, Perry and Betty
Stockpile Site
Option expires September 2, 1954

3.12 acre at $200- $ 600.00

Amount to be paid owners-chrg to Stockpile Site $ 600.00

THINGS TO BE DONE BY THE STATE

State to reconstruct existing approach at Sta. 708+20, Northerly Side if disturbed.

Access not controlled-

COQUILLE-DOUGLAS COUNTY LINE SECTION-COOS BAY-ROSEBURG HIGHWAY

(Norlin)

21705 Warren, J. F. and Ella L.
Maintenance Site Addition
Option expires September 4, 1954

0.38 acre, lump sum $ 200.00

Amount to be paid owners-chrg to Maintenance Site $ 200.00

Access not controlled-

WARNER STATION SECTION-POWERS HIGHWAY

21697 Evernden, J. P. and Mildred (Stuntz)
Right of Way
Option expires September 9, 1954

0.43 acre at $100	$	43.00
47 rods fence at $5		235.00
Amount to be paid owners-chrg to Right of Way	$	278.00

Grantor to remove fence within 30 days and build back of R/W line.

THINGS TO BE DONE BY THE STATE

State will not block entrance to gate, on North side.

Access not controlled-

21696 Laird, Mabel (Stuntz)
Right of Way
Option expires September 17, 1954

3.31 acres at $100	$	331.00
Fencing allowance, 175 rods ± at $2.68		469.00
Amount to be paid owners-chrg to Right of Way	$	800.00

Grantor to remove fence within 60 days.

THINGS TO BE DONE BY THE STATE

State to leave passable approach on each side of Hwy, location to be agreed upon when grade established.

Access not controlled-

BANDON SECTION-OREGON COAST HIGHWAY

21286 Davelbiss, E. H. (Norlin)
Park Site
Letter dated 3-10-54

9.44 acres at $57	$	538.08
Amount to be paid owners-chrg to Park Site	$	538.08

Takes all-

BANDON SECTION-OREGON COAST HIGHWAY (cont)

21285 Campbell, Hugh B. (Norlin)
Park Site
Option expires September 2, 1954

70 acres, lump sum $ 4,000.00

Amount to be paid owners-chrg to Park Site $ 4,000.00

Access not controlled

EAGLE ROCK-POST SECTION-PAULINA HIGHWAY

21711 McClellan, Lillie S. (Cozad)
Right of Way
Option expires September 4, 1954

0.23 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Fence to be re-established if disturbed.

Access not controlled-

21721 Knox, Roscoe R. (Cozad)
Right of Way
Option expires September 4, 1954

0.60 acre at $20	$	12.00
55 rods fence at $3		165.00

Amount to be paid owners-chrg to Right of Way $ 177.00

Grantor to re-establish fence.

Access not controlled-

21712 Porfily, Ivan et al (Cozad)
Right of Way and Quarry Site
Option expires September 7, 1954

11.35 acres at $25 (Quarry)	$ 283.75
4.70 acres at $100	470.00
4.63 acres at $10	46.30

EXHIBIT "A" (cont)

EAGLE ROCK-POST SECTION-PAULINA HIGHWAY (cont)

21712 Porfily, Ivan et al (cont)

Allowance for re-establishing 483 rods fence at $3	$ 1,449.00	
Allowance for re-establishing 825 feet ditch at $0.25+	210.00	
Amount to be paid owners-chrg to Right of Way		$ 2,175.30
Quarry Site		283.75
GRAND TOTAL		$ 2,459.05

Access not controlled-

21710 Porfily, Robert et al (Cozad)
Quarry Site
Option expires September 7, 1954

14.90 acres at $25.	$ 372.50	
Amount to be paid owners-chrg to Quarry Site		$ 372.50

Access not controlled-

21720 Shoun, J. C. (Cozad)
Right of Way
Option expires September 9, 1954

0.60 acre at $100	$ 60.00	
0.60 acre at $10	6.00	
Allowance for re-establishing 328 rods fence at $3	984.00	
100 ft. concrete base for yard fence at $2	200.00	
Re-building 200 ft. ditch at $0.25	50.00	
Amount to be paid owners-chrg to Right of Way		$ 1,300.00

THINGS TO BE DONE BY THE STATE

Protect existing irrigation system, if disturbed by construction.

Access not controlled-

EAGLE ROCK-POST SECTION-PAULINA HIGHWAY (cont)

21713 Brown, Alvin E. and D. J. Herin (Cozad)
Right of Way
Option expires September 10, 1954

6.45 acres at $100	$ 645.00
6.40 acres at $10	64.00
Re-establishing 883 rods fence at $3	2,649.00
Re-establishing 1200 ft. ditch	300.00
Amount to be paid owners-chrg to Right of Way	$ 3,658.00

Access not controlled-

21719 Gill Cattle Company (Cozad)
Right of Way
Option expires September 14, 1954

4 acres at $100	$ 400.00
3 acres at $10	30.00
5 large trees at $ 25	125.00
10 small trees at $12.50	125.00
Allowance for rebuilding 392 rods fence at $3	1.176.00
Allowance for re-establishing 400 ft. ditch at $0.25	100.00
Amount to be paid owners-chrg to Right of Way	$ 1,956.00

THINGS TO BE DONE BY THE STATE

State to protect irrigation system where disturbed.

Access not controlled-

CONDON-WEST SECTION-WASCO-HEPPNER HIGHWAY

21672 Barker, Anna L. (Brainerd)
Right of Way
Option expires August 31, 1954

14.08 acres at $60	$ 844.80
1,603 rods fence at $2.50	4,007.50
Amount to be paid owner-chrg to Right of Way	$ 4,852.30

THINGS TO BE DONE BY THE STATE

State to stake right of way so grantor may fence.

Access not controlled-

EXHIBIT "A" (cont)

EAST UNIT-PENDLETON-DEADMAN's PASS SECTION-OLD OREGON TRAIL HIGHWAY

20250 Storie, Glen E. Lessee (Corrected Final Report) (Brainerd)
B-11' Right of Way
Brainerd's letter of March 2, 1954

32.57 acres, leasehold interest	$ 10.00	
Refund of advance payment of rent	24.00	
Austrian pea seed	5.00	
Amount to be paid lessee-chrg to Right of Way		$ 39.00

Access not controlled-

Previously approved---October 29, 1953		
32.57 acres, leasehold interest	$ 10.00	

SIUSLAW JUNCTION-SMITHFIELD SECTION-TERRITORIAL HIGHWAY (cont)

21659 Gilson, Arthur B. et ux and Dale B. et ux (Holt)
Right of Way
Option expires September 19, 1954

0.15 acre, lump sum	$ 100.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access not controlled-

21666 Akerson, John A. and Lois M. (Holt)
Right of Way
Option expires September 11, 1954

0.66 acre, lump sum	$ 198.00	
99 rods fence at $3.50	346.50	
Amount to be paid owners-chrg to Right of Way		$ 544.50

THINGS TO BE DONE BY THE STATE

State to construct approach near Sta. 74+00, east side.

Access not controlled-

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY

21621 Van Wyngarden, Frank H. and Flossie O. et al (Landon)
Right of Way
Option expires September 10, 1954

1.15 acres at $675 $ 776.25

Amount to be paid owners-chrg to Right of Way $ 776.25

THINGS TO BE DONE BY THE STATE

State to construct approach, Westerly side, at Sta. 11+65, not to exceed 10% grade and surface to R/W line with highway surfacing.

Access not controlled-

21622 Veltum, Robert E. and Ina et al (Landon)
Right of Way
Option expires September 15, 1954

0.81 acre at $675 $ 546.75

Amount to be paid owners-chrg to Right of Way $ 546.75

THINGS TO BE DONE BY THE STATE

State to surface approach, west side, at Sta. 18+85, with highway surfacing.

Access not controlled-

21623 Cummins, Clem and Mildred Cummins (Landon)
Right of Way
Option expires September 16, 1954

1.54 acres at $675	$ 1,039.50
12 trees at $10	120.00
51 rods fence at $3.50	178.50
Severance damages	500.00

Amount to be paid owners-chrg to Right of Way $ 1,838.00

Grantor may cut and remove trees on R/W by April 10, 1954

EXHIBIT "A" (cont)

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY (cont)

21623 Cummins, Clem and Mildred Cummins (cont)

THINGS TO BE DONE BY THE STATE

State to place 4" steel pipe at Sta. 18+00, 3" steel pipe at Sta. 23+30, both to be 1' above existing ground level and extended 1' beyond fill, with threaded or welded joints and threaded caps each end. State to construct approaches, both sides, at Stations 20+87 and 23+00.

Access not controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21372 Greene, Milo L. and Virginia A. (Johnson)
Right of Way
Option expires September 16, 1954

0.10 acre, lump sum $ 300.00

Amount to be paid owners-chrg to Right of Way $ 300.00

THINGS TO BE DONE BY THE STATE

State to replace entrance at Sta. 500+38, construct entrance at Sta. 502+15, and pave both from pavement to property line. State may enter Grantors' property a distance not over 25' to re-grade driveway to conform with new approach at Sta. 502+15, which approach is to be on a 10.5% grade. There is to be no change in the grade of the present driveway. Access restricted to Sta. 500+38 and Sta. 502+15, Westerly side, for private residential use only.

Access controlled-

ZIGZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

21740 Root, Donald C. and Betty L. (Witt)
Right of Way
Option expires September 17, 1954

0.01 acre, lump sum $ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

Access controlled-none allowed

EXHIBIT "A" (cont)

WINCHESTER-SOUTH UMPQUA RIVER SECTION-PACIFIC HIGHWAY

21347 Steward, Earl C. and Betty Jean (Holt)
Right of Way (Access Road)
Option expires September 22, 1954

0.175 acre, lump sum $ 100.00

Amount to be paid owner-chrg to Right of Way $ 100.00

Access not controlled-

MILL CITY CONNECTION-MILL CITY-NIAGARA SECTION-NORTH SANTIAM HIGHWAY

21814 Ross, Lee S. and Edna F. (Benner)
Right of Way
Option expires September 22, 1954

2,700 sq. ft., lump sum $ 75.00

Amount to be paid owners-chrg to Right of Way $ 75.00

Access not controlled-

21815 Mason, Clarence E. and Georgia Lee (Benner)
Right of Way
Option expires September 22, 1954

1,650 sq. ft., lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access controlled-none allowed

21816 Rogers, Clyde and Dora (Benner)
Right of Way
Option expires September 22, 1954

1,950 sq. ft., lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

MILL CITY CONNECTION-MILL CITY-NIAGARA SECTION-NORTH SANTIAM HIGHWAY (cont)

21817 Hartman, Earl W. et ux, and Bert C. Morris et ux (Benner)
Right of Way
Option expires September 22, 1954

0.21 acre, lump sum $ 120.00

Amount to be paid owners-chrg to Right of Way $ 120.00

Access controlled-none allowed-

21824 Cole, Burnett L. and Audrey D. (Benner)
Right of Way
Option expires September 22, 1954

1,500 sq. ft., lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Re-establish 35 ft. unrestricted access at Sta. 808+80, North side.

Access controlled-

SIUSLAW JUNCTION-SMITHFIELD SECTION-TERRITORIAL HIGHWAY

21837 Franklin Cemetary Association (Holt)
Right of Way
Option expires September 22, 1954

0.04 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

State to reconstruct approach at Sta. 57+50, East side.

Access not controlled-

SHADY-BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21565 McNutt, J. Ira and Gilma C. (Gemmell)
Right of Way
Option expires September 18, 1954

2.6 acres at $200 $ 520.00

Amount to be paid owners-chrg to Right of Way $ 520.00

THINGS TO BE DONE BY THE STATE

State to fence right of way. If present water supply destroyed or damaged, State to furnish permanent water supply equal to present supply.

Access controlled-none allowed-

21563 Burnett, George F. and Fleta Belle (Gemmell)
Right of Way
Option expires September 21, 1954

10 acres at $200	$ 2,000.00
4.02 acres at $50	200.00
($2,200 and 14.02 Acres include a 0.48 acre channel change construction easement)	
Severance damages	300.00

Amount to be paid owners-chrg to Right of Way $ 2,500.00

Grantor to give State gateway road easement along Westerly R/W line across his property from county road to 120 acre tract acquired by State from Holmgren (File 21561).

THINGS TO BE DONE BY THE STATE

State to construct 10' bulldozed road, Easterly of R/W, from Sta. 3013+50 to Sta. 2983+00. State to fence right of way.

Access controlled-none allowed

SHADY -BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY (cont)

21560 Cooper, M. M. and Etta M. (Gemmell)
Right of Way
Option expires September 18, 1954

25.0 acres at $50	$ 1,250.00
Allowance for relocating roadway	500.00
Damages	750.00

Amount to be paid owners-chrg to Right of Way $ 2,500.00

THINGS TO BE DONE BY THE STATE

Relocate existing telephone access road. Construct an underpass 13' x 12' at Sta. 2938+50. Furnish and place 12" cement pipe conduit at Sta. 2926. Construct R/W fences. Grantors may have unrestricted access to telephone access road.

Access controlled-none allowed

21292 Smith, Edward Donald and Frances P. (Gemmell)
Right of Way
Option expires September 22, 1954

0.38 acre, lump sum	$ 100.00
Severance damages	1,000.00

Amount to be paid owners-chrg to Right of Way $ 1,100.00

THINGS TO BE DONE BY THE STATE

State to fence right of way.

Access controlled-none allowed-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21186 Kapphahn, J. A. and Sena Jane (Benner)
Right of Way
Option expires September 17, 1954

19,733 sq. ft. at $0.20 $3,946.60

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21186 Kapphahn, J. A. and Senna Jane (cont)

Allowance for moving buildings	$11,831.00
Architect's fee for platting new location	26.05
Allowance for moving nut trees off R/W	600.00
Allowance for lawn, shrubs, flowers, fish pond and 200 ft. of hedge	1,783.00
Damages, due to restricting access to frontage road and odd shape	500.00
Amount to be paid owners-chrg to Right of Way	$18,686.65

THINGS TO BE DONE BY THE STATE

State to replace 12" tile line in similar position along new R/W line.
State to gravel turnout to replace present one, and re-establish entrances to Kapphahn Road.

Access controlled-none allowed except to frontage road-

21723 First Baptist Church of Salem (Benson
Right of Way (Pacific Highway East)
Option expires September 28, 1954

280 sq. ft. at $0.20	$	56.00
Amount to be paid owners-chrg to Right of Way	$	56.00

THINGS TO BE DONE BY THE STATE

Unrestricted accesses, East side, at Stations 73+85, 74+90, and 75+80.

Access controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-
COLUMBIA RIVER HIGHWAY

21856 Seffert, William O. and Albert E. (Smith)
Right of Way to relocate County Road
Option expires September 14, 1954

2.72 acres, lump sum $ 300.00

Amount to be paid owners-chrg to Right of Way $ 300.00

Grantors may remove all timber prior to May 15, 1954.

THINGS TO BE DONE BY THE STATE

State to fence right of way at such time so as to prevent stock from leaving during construction.

Access not controlled-

21653 Zimmerman, Virginia and Raleigh R. Oester et ux (Smith)
Right of Way
Option expires September 21, 1954

2.53 acres, lump sum $ 1,305.50

Amount to be paid Virginia Zimmerman-chrg to
Right of Way $ 885.50

Amount to be paid Raleigh Oester et ux-chrg to
Right of Way 420.00

Grantor may remove timber prior to May 15, 1954.

THINGS TO BE DONE BY THE STATE

State to fence right of way.

Access controlled-none allowed-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21311 Columbia County (Mayhew)
Right of Way
Option expires September 25, 1954

6.29 acres at $713+	$ 4,485.00
2,350 ft. fence and 5 stone pillars	1,020.00
Garage, repair & storage bldg. (shops)	10,460.00
Damages	4,035.00

Amount to be paid owners-chrg to Right of Way $20,000.00

Grantor to move fence, gates, and pillars within 60 days after notice.
Grantor to vacate shops bldg. within 90 days notice.

THINGS TO BE DONE BY THE STATE

State to protect 1" water line between Stations 346+70 and 367+50, and insure entrances to Fair Grounds during construction. Nine unrestricted accesses 50' wide.

Access controlled-

21388 Larrance, Hobart P. and Vivian et al (Grant)
Right of Way
Option expires September 24, 1954

6,098 sq. ft. at $0.10	$ 609.80
Fence, lump sum	230.20
Damages due to reduced area	660.00

Amount to be paid owners-chrg to Right of Way $ 1,500.00

THINGS TO BE DONE BY THE STATE

Access allowed at Sta. 562+20, Westerly side, for private residential use, only.

Access controlled-

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21319 City of St. Helens (Grant)
Right of Way
Option expires September 24, 1954

23,087 sq. ft., lump sum	$ 200.00	
Amount to be paid owners-chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE

Unrestricted accesses at Stations 415+75 and 418+50, Westerly side.

Access controlled-

SIUSLAW JUNCTION-SMITHFIELD SECTION-TERRITORIAL HIGHWAY

21665 Mack, Grover C. and Viola M. (Holt)
Right of Way
Option expires September 23, 1954

1.23 acres at $300	$ 369.00	
126 rods fence at $3.50	441.00	
Allowance for gate posts and 80' picket fence	150.00	
Damages, due to Encroachment and loss of flowers, etc.	240.00	
Amount to be paid owners-chrg to Right of Way		$ 1,200.00

THINGS TO BE DONE BY THE STATE

Reconstruct approaches, east and west sides.

Access not controlled-

21671 Shahan, Oren E. and Kathryne, et al (Holt)
Right of Way
Option expires September 21, 1954

0.14 acre, lump sum	$ 50.00	
26 rods fence at $3	91.00	
Amount to be paid owners-chrg to Right of Way		$ 141.00

Access not controlled-

PRAIRIE ROAD JUNCTION-6th AND 7th STREETS-EUGENE SECTION PACIFIC HIGHWAY

20875 U.S.A., Bonneville Power Administration (Mayhew)
Slope Easement
Easement signed March 15, 1954

0.11 acre Gratis

Amount to be paid owner-chrg to Right of Way Gratis

Access not controlled-

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-WEST PORTLAND EXPRESSWAY

21698 Bartram, Laura E. (Smith)
Right of Way
Option expires September 23, 1954

15,469 sq. ft.	$ 1,950.00
House, 1050 sq. ft. at $5	5,250.00

Amount to be paid owners-chrg to Right of Way $ 7,200.00

Grantor to rent or vacate house within 5 days after payment.

Takes all-

CITY LIMITS-BARBUR BOULEVARD-HARBOR DRIVE-BARBUR BOULEVARD SECTION-WEST PORTLAND EXPRESSWAY

20027 Berg, O.K. and Wilma (Smith)
Right of Way
Option expires April 22, 1954

11,170 sq. ft. at $0.20	$ 2,234.00
House, 1,320 sq. ft. at $10	13,200.00
Tax adjustment	16.00

Amount to be paid owners-chrg to Right of Way $15,450.00

Grantors to occupy property without payment of rent until June 15, 1954. Grantors to keep insurance on house in effect during occupancy, with the provision that if casualty occurs after acceptance of option, payment will be made to State.

Takes all-

EXHIBIT "A" (cont)

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY

21631 Eaton, Francis M. and Evelyn B. (Landon)
Right of Way
Option expires September 26, 1954

0.06 acre at $200	$ 12.00	
17 rods fence at $3	51.00	
2 small trees	10.00	
Amount to be paid owners-chrg to Right of Way		$ 73.00

Access not controlled-

FRANKPORT-GREGGS CREEK SECTION-OREGON COAST HIGHWAY

21080 Harrison, Nellie C., deceased (Stuntz)
Right of Way
Option expires September 15, 1954

6.75 acres at $200	$ 1,350.00	
Amount to be paid owners-chrg to Right of Way		$ 1,350.00

THINGS TO BE DONE BY THE STATE

Access controlled to Sta. 770+40, West side, for private residential use only. If approach ever desired by grantors, to be constructed at own expense under State Highway permit.

Access controlled-

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21210 Wright, Clyde E. and Mary Elizabeth (Reeder)
Easement for Haul Road
Option expires September 22, 1954

0.98 acre at $200	$ 196.00	
Damages, lump sum	196.00	
Amount to be paid owners-chrg to Right of Way		$ 392.00

THINGS TO BE DONE BY THE STATE

State to construct woven wire fence, 30" high, plus 3 strands barb-wire, along Northerly side from Sta. 4+60 to Sta.

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21210 Wright, Clyde E. and Mary Elizabeth (cont)

15+25, and extend Southfence to River bank. Install 16' gates at Sta. 14+75, North and South sides. State to construct 3½' x 4' or a 42" C.I.P. Underpass at Sta. 14+50.
Grantor to use roadway as long as such use does not interfere with State.

Access not controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21305 Loyd, Elmer B. and Ida Ann (Grant)
Right of Way
Option expires September 24, 1954

5.48 acres at $500	$ 2,740.00
Damages, due to odd shape, restricted access	2,460.00

Amount to be paid owners-chrg to Right of Way $ 5,200.00

Grantor may remove 5 fruit trees by May 1, 1954.

THINGS TO BE DONE BY THE STATE

State to fence right of way. Access at Sta. 315+00 (site of existing access Road), westerly side, for farm and residential use, only.

Access controlled-

21325 Field, G. Donald et ux and William H. Lanier et ux (Grant)
Right of Way
Option expires September 28, 1954

5,009 sq. ft. at $0.25+	$ 1,300.00
Building, 1,900 sq. ft. at $7.00	13,300.00

Amount to be paid owners-chrg to Right of Way $14,600.00
Grantor to vacate premises by June 1, 1954, and leave two bars in building.

Takes all-

EXHIBIT "A" (cont)

SPRINGFIELD-JASPER SECTION-SPRINGFIELD-CRESWELL HIGHWAY

19579 Tennis, Leo W. and Erdine C. (Reeder)
Gravel pit and Haul Road Easement
Option expires September 29, 1954

23.87 acres, gravel pit
3.00 acres± , haul road ease
lump sum $ 7,000.00

Amount to be paid owners-chrg to Gravel Pit $ 7,000.00

Grantor to use haul road so long as it does not interfere with State

THINGS TO BE DONE BY THE STATE

State to construct and maintain fence and gates. Construct 3 cattle guards, one near river bank, and at Stations 12+50 and 12+60. Install two 12" C. I. P. across haul road, one near river bank, and one near beginning overflow channel.

Access not controlled-

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN -DIVIDE SECTION-PACIFIC HIGHWAY

21211 Woods, Forrest M. and Sheila D. (Reeder)
Right of Way
Option expires September 23, 1954

0.49 acre at $250 $ 122.50
Damages 77.50

Amount to be paid owners-chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE

State to construct fence along Westerly side of right of way.

Access controlled-none allowed-

21232 Cole, Anne Poole and Eugene S. (Reeder)
Right of Way
Option expires September 1, 1954
11.29 acres at $1000 $11,290.00
Amount to be paid owners-chrg to Right of Way $11,290.00

Takes all-

SIUSLAW JUNCTION-SMITHFIELD SECTION-TERRITORIAL HIGHWAY

21667 Sweet, Ray A. and Mary E. (Holt)
Right of Way
Option expires September 29, 1954

0.16 acre, lump sum	$	50.00
Fencing		98.00
Amount to be paid owners-chrg to Right of Way	$	148.00

Access not controlled-

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY

21645 Burt, C. L. and Frances (Landon)
Right of Way
Option expires September 29, 1954

0.4 acre at $600	$	240.00
Amount to be paid owners-chrg to Right of Way	$	240.00

THINGS TO BE DONE BY THE STATE

Construct approach, east side, opposite Sta. 148+75.

Access not controlled-

21624 Hills, Raymond and Ida D. (Landon)
Right of Way
Option expires September 29, 1954

1.23 acres at $350	$	430.50
41 rods fence at $3.50		143.50
Severance damages		152.25
Amount to be paid owners-chrg to Right of Way	$	726.25

Grantor to salvage material from shed on R/W prior to April 10, 1954.

THINGS TO BE DONE BY THE STATE

Construct approaches at Station 32+90, East side, and Station 28+50, West side. Construct bridge near Sta. 27+50, consisting of 3 - 25' spans with maximum vertical clearance of 6', and install 36" culvert pipe at Sta. 30+50.

Access not controlled-

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21381 Dillard, Susie B. et al (Grant)
Right of Way
Option expires September 29, 1954

1.36 acres at $1,102+ $ 1,500.00

Amount to be paid owners-chrg to Right of Way $ 1,500.00

THINGS TO BE DONE BY THE STATE

State to do work or pay for moving existing private water line, extending from Columbia City Water system to Grantors' property at $750.00
Estimate $ 750.00
Provide unrestricted access at Stations 526+70 and 530+90, Westerly side.

GRAND TOTAL (Estimate)-chrg to Right of Way $ 2,250.00

Access controlled-

21365 Ross, Charles G. and Winnifred Mae (Johnson)
Right of Way
Option expires September 29, 1954

1,307 sq. ft., lump sum $ 200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE

Construct driveway 10' wide and pave same from pavement to property line at Sta. 502+65, Easterly side, for private residential use only.

Access controlled

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21648 Workman, E. L. And Alberta (Smith)
Right of Way
Option expires September 30, 1954

0.8 acre at $400	$ 320.00
4.6 acres at $150	690.00
800 feet fence at $0.25	200.00

Amount to be paid owners-chrg to Right of Way $ 1,210.00

Grantor may remove timber by July 1, 1954.

THINGS TO BE DONE BY THE STATE

State to fence right of way and install gates at access points. Install 84" metal tube at Sta. 8+00 for stock underpass. Construct cattle path on side of fill to underpass, and if Hwy. widened later State to provide another path. Build driveway at Sta. 10+40 to Sta. 13+50 with no greater than 10% incline, and surface with 6" of base fractured material and 2" of top material 14 ft. wide. Lower upper limits of elevation of driveway by 5' and surface to Sta. 3+75. Construct 16' approaches at Stations 10+40, 268+40, 280+30, and 281+90, Westerly Side, for Residential and all farm purposes, and Stations 276+65, and 7+75, Easterly side for all farm purposes only.

Access controlled-

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN DIVIDE SECTION PACIFIC HIGHWAY-

21221 Van Nortwick, John and Hazel (Reeder)
Right of Way
Option expires September 22, 1954

6.26 acres at $250	$ 1,565.00
Damages	3,435.00

Amount to be paid owners-chrg to Right of Way $ 5,000.00

THINGS TO BE DONE BY THE STATE

Construct fence, Westerly side, from Sta. 649+50 to Sta. 663+60, and install 16' metal Gate at Sta. 653+50.

EXHIBIT "A" (cont)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21221 Van Nortwick, John and Hazel (cont)

Reconstruct approach at Sta. 653+60, Westerly side, and construct roadway from approach to County road.

Access controlled-none allowed to Pacific Hwy.

21430 Scott, Winston W. and Linda K. (Black)
Right of Way
Option expires July 31, 1954

0.52 acre, 4 Lots at $400	$ 1,600.00
Amount to be paid owners-chrg to Right of Way	$ 1,600.00

Takes all-

21405 Dulley, Bert L. et ux and Fred C. Hollemon et ux (Harrington)
Right of Way
Option expires September 29, 1954

1.81 acres +, lump sum	$ 2,000.00
House, 894 sq. ft. at $5.50+	5,000.00
Well and Pump	500.00
Misc. buildings	200.00
Damages	500.00
Amount to be paid owners-chrg to Right of Way	$ 8,200.00

House to be vacated 30 days from date of approval.

THINGS TO BE DONE BY THE STATE

Protect water supply and line for a period of 90 days from date of approval. Permission granted for purchaser of house to enter on property to remove house, provided reasonable care is exercised in removing same.

Access controlled-none allowed

EXHIBIT "B"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes; and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

COUNTY AND SECTION	FILE NO. AND NAME	PURPOSE	HIGHWAY
JOSEPHINE			
Wolf Creek Bridge	21829- Porter & Morse	Right of Way	Pacific

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this Miscellaneous Resolution No. 108 shall be entered in the minutes and records of the Commission as of April 1, 1954, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

EXHIBIT "C"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the land on the Viento-Hood River Section of the Columbia River Highway. The description of the land is as follows:

> A parcel of land lying in the Southeast quarter of the Southwest quarter of Section 27, Township 3 North, Range 10 East, Willamette Meridian, Hood River County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 46, Page 309 of Hood River County Record of Deeds. The said parcel being described as follows:
>
> Beginning at the intersection of the Westerly line of the foregoing described property with a line which is parallel to and 100 feet Northerly of the center line of the Columbia River Highway, as said center line is relocated, said place of beginning being approximately 742 feet North and 1250 feet West of the South quarter corner of said Section 27; thence following the boundaries of said property as follows: North 2° 17' West 490 feet more or less to the top of a bluff above the Columbia River; thence Northeasterly along the top of said bluff 165 feet more or less to the most Northerly Northeast corner of said property; thence South along the Easterly line of said property 165 feet to a stone monument; thence East 6.4 feet; thence South 30° 12' East 341 feet more or less to a line which is parallel to and 100 feet Northerly of said center line; thence Westerly along said parallel line 300 feet more or less to the point of beginning.
>
> The parcel of land to which this description applies contains 1.9 acres, more or less.

WHEREAS, after consideration, the Commission hereby finds and declares the said property is no longer needed, required or useful for highway purposes.

WHEREAS, the said property has been appraised by competent and experienced appraisers and the final value found and estimated to be the sum of $4,000.00, and the Commission is desirous of selling and disposing of the said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the State Highway Commission be and he hereby is, authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 237.060 Et. Seq.

BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 109 shall be entered in the minutes and records of the Commission as of April 1, 1954.

EXHIBIT "D"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the Mt. Hood Highway, also known as U. S. Highway No. 26, is one of the major state primary highways and is likewise a Federal Aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, field investigation discloses that at the intersection of S. E. Powell Boulevard (route of the said Mt. Hood Highway in Multnomah County) with S. E. 136th Street in Portland, the parking of vehicles on the north and south sides of Powell Boulevard at said intersection restricts sight distance for traffic on 136th Street ; and

WHEREAS, the parking of said vehicles on said highway at said location tends to restrict and impair the sight-distance at said intersection to such an extent that, in the opinion of the Highway Commission, a hazard is created not only for through traffic but also for the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the parking of vehicles at such location should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along the north side of Powell Boulevard (US 26) for a distance of 300 feet west of the center line of S. E. 136th Street, and for a distance of 250 feet east of the center line of S. E. 136th Street, and on the south side of US 26 for the entire distance of the island area located directly in front of the service station and which lies easterly of S. E. 136th Street, creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the north side of the right of way of said highway within said termini and on the south side of the right of way of said highway within the island area should be prohibited.

EXHIBIT "D" (cont)

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resblution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 112 be entered in the minutes and records of the State Highway Commission as of the 1st day of April, 1954.

EXHIBIT "E"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Ochoco Highway in Wheeler County known as the Jones Ranch-Mitchell Section, which begins at State Highway Engineer's Station 228+50 on the new route and ends at State Highway Engineer's Station 746+43.4 on the new route; and

WHEREAS, as a consequence of the relocation of said section of highway certain portions or units of the old route have been eliminated from the boundaries of the relocated highway and are no longer needed for State Highway purposes; and

WHEREAS, Wheeler County, the City of Mitchell, and the Highway Commission entered into an Agreement under date of June 4, 1952, relating to the disposition to be made of the said eliminated portions or units; and

WHEREAS, the said Agreement provided that after the said relocated section was completed and opened to public travel, that certain eliminated portions or units therein and herein referred to as Units "E" and "F" would be abandoned as a part of the said Ochoco Highway and the jurisdiction and control thereover would pass to Wheeler County and thereafter that County Court of said County would surrender jurisdiction and control over said units to the City of Mitchell and thereafter said units would be maintained by said City as city streets; and

WHEREAS, said Agreement also provided that after the said relocated section was completed and opened to public travel that the eliminated portion or unit therein and herein referred to as Unit "D" would be abandoned as a part of the said highway and thereafter would be maintained by Wheeler County as a county road; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of said portions or units of the old route of said highway; and

WHEREAS, the said Jones Ranch-Mitchell Section of the Ochoco Highway has been completed and opened to public travel;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portions or units of the old route which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way and which are identified as Units "E" and "F" are shown colored in blue on the map attached hereto, which is marked Exhibit "A"

and by this reference made a part hereof. The locations of Units "E" and "F" are more particularly described as follows: *

Unit "E"

Beginning at the intersection of the present Ochoco Highway with the West City Limits of the City of Mitchell on the line between Sections 35 and 36, Township 11 South, Range 21 East, W. M.; thence Southeasterly via the former route of the Ochoco Highway to its intersection with the Service Creek-Mitchell Secondary Highway in the Northwest Quarter of the Southwest quarter of Section 36, Township 11 South, Range 21 East, W. M.

Unit "F"

Beginning at State Highway Engineer's Station 722+10 of the relocated Ochoco Highway in the Southeast quarter of the Southwest quarter of Section 36, Township 11 South, Range 21 East, W. M.; thence Easterly via the former route of the Ochoco Highway to State Highway Engineer's Station 743+80 of the relocated Ochoco Highway in the Southwest quarter of the Southeast quarter of Section 36, Township 11 South, Range 21 East, W. M.

2. That pursuant to the aforesaid Agreement, Units "E" and "F" are hereby duly abandoned as a part of the Ochoco Highway and all right, title, and interest which the State has in the same hereby passes to and vests in Wheeler County. It being further understood that the County Court of said County, pursuant to and under the provisions of ORS 373. 270, shall surrender to the City of Mitchell complete jurisdiction and control over said Units "E" and "F" and thereafter the same shall be maintained by the City as city streets.

3. That the portion or unit of the old route which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "D" is shown colored in red on said Exhibit "A". The location of said Unit "D" is more particularly described as follows: *

Unit "D"

Beginning at State Highway Engineer's Station 696+50 of the relocated Ochoco Highway in the Northeast quarter of the Southeast quarter of Section 35, Township 11 South, Range 21 East, W. M.; thence Easterly via the former route of the Ochoco Highway on the West City Limits of the City of Mitchell, on the line between Sections 35 and 36, Township 11 South, Range 21 East, W. M.

EXHIBIT "E" (cont)

4. That pursuant to the aforesaid Agreement, Unit "D" is hereby duly abandoned as a part of the Ochoco Highway and jurisdiction and control over said unit is hereby transferred to Wheeler County and all right, title, and interest which the State has in the right of way of said Unit "D" hereby passes to and vests in the said County and the same shall be maintained hereafter by the said County as a county road.

5. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

6. That this resolution be entered in the minutes and records of the Commission as of this 1st day of April, 1954, as Abandonment and Retention Resolution File No. 259; and the Secretary is directed to mail a duly certified copy thereof to the County Court of Wheeler County.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 259 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3855, with Johnson & Amens for constructing three structures on the Rowena-Chenoweth Creek Unit of the Mosier-The Dalles Section of the Columbia River Highway in Wasco County, completed March 19, 1954.

"Contract No. 3885, with R. H. Jones for constructing Heppner Junction Overcrossing on the Columbia River Highway in Gilliam County, completed March 1, 1954.

"Contract No. 3958, with General Construction Company for grading on the Union Avenue-Swift Road Junction Section of the Pacific Highway West in Multnomah County, completed December 10, 1953.

"Contract No. 4002, with Babler Brothers, Inc., for constructing Fall Creek Bridge on the Alsea Highway in Lincoln County, completed March 2, 1954.

"Contract No. 4003, with Tom Lillebo for constructing Luckiamute River Bridge on the Pacific Highway West in Polk County, completed March 18, 1954.

"Contract No. 4005, with Wells and Ray for widening Maxwell Canal Bridge on the Old Oregon Trail in Umatilla County, completed March 5, 1954.

"Contract No. 4034, with C. J. Eldon for placing "D" River dolphins on the Oregon Coast Highway in Lincoln County, completed March 17, 1954.

"Contract No. 4040, with Steeck Electric Company for constructing Salem traffic signals in Marion County, completed March 24, 1954.

"Contract No. 4041, with Burger Construction Company for constructing Sylvan Maintenance Building in Multnomah County, completed March 23, 1954.

"Contract No. 4088, with Walton-Brown Electric Company for illumination on the Bonneville Highway Connection of the Columbia River Highway in Multnomah County, completed March 26, 1954."

EXHIBIT "F" (cont)

THEREFORE BE IT RESOLVED that the work covered by State highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 32 shall be entered in the minutes and records of the Commission as of the first day of April, 1954.

EXHIBIT "G-1"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Eastside..... $2,794.04

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 1st day of April, 1954.

EXHIBIT "G-2"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Eastside..... $2,408.99

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 1st day of April, 1954.

EXHIBIT "G-3"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Helix	$ 603.39
Umatilla	2,927.43

AND, WHEREAS, each of said cities and gowns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 1st day of April, 1954.

EXHIBIT "G-4"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Eastside	$2,570.31
Helix	525.61
Lonerock	109.74
Mitchell	1,198.51

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 1st day of April, 1954.

EXHIBIT "G-5"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1954 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Aurora	$ 850.89
Bay City	2,675.73
Bonanza	910.66
Corvallis.....	56,985.01
Lonerock	133.61
Malin	2,081.52
Manzanita	1,191.95
Moro.....	1,262.27
Nehalem	949.34
North Powder.....	1,416.98
Sherwood	2,021.74
Siletz.....	2,004.16
Troutdale.....	1,807.26
Waldport	2,422.58
Wheeler.....	1,023.18

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records

of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 1st day of April, 1954.

EXHIBIT "H-1"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OLD OREGON TRAIL

Highway number 6 Route number US 30

Location of Termini			Established Speed
M.P. 428.42 (1.35 miles north of the north city limits of Nyssa)	to M.P. 428.81 (0.96 mile north of the north city limits of Nyssa)		50 M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 142 be entered in the minutes and records of the Commission as of the 1st day of April, 1954.

EXHIBIT "H-2"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: REDWOOD HIGHWAY

Highway number 25 Route number US 199

Between M. P. 14.84 (250 feet south of Holton Creek) and M. P. 15.54 (0.21 mile north of the Kerby Post Office) 40MILES PER HOUR

EXCEPT THAT BETWEEN

M. P. 14.88 and M. P. 15.14 the established speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of subsection 1.a. of ORS 483.104.

EXHIBIT "H-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 143 be entered in the minutes and records of the Commission as of the 1st day of April, 1954.

EXHIBIT "H-3"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: WILSON RIVER

Highway number 37 Route number Oregon 6

Between M.P. 0.48 (East city limits of Tillamook) and M.P. 0.77 (Evergreen Drive) 35 MILES PER HOUR

Between M.P. 0.77 (Evergreen Drive) and M.P. 2.92 (0.36 mile east of the Trask River Road) 45 MILES PER HOUR

EXCEPT THAT BETWEEN

M.P. 1.04 and M.P. 1.24 and between M.P. 2.47 and M.P. 2.65 the established speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of subsection 1.a. of ORS 483.104.

EXHIBIT "H-3" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 144 be entered in the minutes and records of the Commission as of the 1st day of April, 1954.

EXHIBIT "H-4"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem; Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: WILSON RIVER HIGHWAY CONNECTION (temporary route west of Forest Grove)

Highway number 37 Route number ORE 6

Between M. P. 51.40 (0.04 mile north of 23d Avenue in Forest Grove) and M. P. 51.44 (23d Avenue) 40 MILES PER HOUR

Between M. P. 51.75 (0.05 mile west of the west limits of Forest Grove) and M. P. 51.80 (West city limits of Forest Grove) 30 MILES PER HOUR

EXCEPT THAT BETWEEN
M. P. 51.75 and M. P. 51.80 the established speed shall be 20 MILES PER HOUR during the hours of school crossings as per provisions of subsection 1. a. of ORS 483.104.

EXHIBIT "H-4" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 145 be entered in the minutes and records of the Commission as of the 1st day of April, 1954.

EXHIBIT "H-5"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: KLAMATH FALLS-LAKEVIEW

Highway number 20 Route number Oregon 66

Location of Termini			Established Speed	
M.P. 94.75 (0.61 mile west of the west city limits of Lakeview)	to M.P.	95.24 (0.12 miles west of the west limits of Lakeview)	40	M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 146 be entered in the minutes and records of the Commission as of the 1st day of April, 1954.

EXHIBIT "H-6"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number 9 Route number US 101

Location of Termini			Established Speed
M.P. 229.57	(0.11 mile northerly from 8th St. in Winchester Bay)	to M.P. 229.93 (0.07 mile southerly from Broadway St.)	40 M.P.H.

EXHIBIT "H-6" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 147 be entered in the minutes and records of the Commission as of the 1st day of April, 1954.

EXHIBIT "H-7"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number 9 Route number US 101

Between M.P. 280.14 (0.10 mile north of Myrtle Street in the community of Riverton) to M.P. 280.47 (0.13 mile south of Main Street) 40 MILES PER HOUR

EXCEPT THAT BETWEEN

M.P. 280.30 and M.P. 280.38 the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as per provisions of subsection 1. a. of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 148 be entered in the minutes and records of the Commission as of the 1st day of April, 1954.

EXHIBIT "H-8"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: KLAMATH FALLS-LAKEVIEW

Highway number 20 Route number Oregon 66

Location of Termini		Established Speed
M.P. 3.37 (0.65 mile east of U.S.R.S. Canal west of Klamath Falls)	to M.P. 4.00 (1.08 mile west of junction with Klamath Falls-Malin Highway)	35 M.P.H.

EXHIBIT "H-8" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 149 be entered in the minutes and records of the Commission as of the 1st day of April, 1954.

EXHIBIT "H-9"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, during construction of the Detroit Dam and the Big Cliff Dam on the North Santiam River and adjacent to the North Santiam State Secondary Highway, the Commission on May 16, 1949, adopted a resolution designating reduced speed zone on said highway between M. P. 39.10 and M. P. 40.20; and on August 20, 1951 adopted a resolution designating a reduced speed zone on said highway between M. P. 36.86 and M. P. 37.36; and on October 11, 1951, adopted a resolution designating a reduced speed zone on said highway between M. P. 36.46 and M. P. 36.86, to provide safety for the traveling public during the construction of said dams; and

WHEREAS, construction of said dams has now been completed and an engineering investigation has disclosed that said reduced speed zones no longer are required.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting as follows:

1. The Commission does hereby find and declare, based upon investigations, reports and recommendations of the members of its staff, because of changed conditions that a reduced speed limit no longer is necessary between M. P. 39.10 and M. P. 40.20 nor between M. P. 36.86 and M. P. 37.36 nor between M. P. 36.46 and M. P. 36.86.

2. That this Commission does hereby declare and order that said resolutions of May 16, 1949, August 20, 1951 and October 11, 1951, fixing 25-miles per hour as the established speed for traffic on the North Santiam Highway between the aforementioned Mileposts be and the same hereby are rescinded.

3. That this speed limit resolution No. 150 be entered in the minutes and records of the State Highway Commission as of the first day of April, 1954.

EXHIBIT "H-9" (cont)

4. That the Secretary be and he hereby is instructed to send a certified copy of this resolution to the Superintendent of State Police.

EXHIBIT "I"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the County Court of Umatilla County and the County Court of Union County have heretofore petitioned the State Highway Commission to extend what is presently known as the Starkey State Secondary Highway, No. 341, approximately 34 miles southwesterly to a junction with the Pendleton-John Day Highway near Ukiah, and

WHEREAS, said County Courts have proposed that approximately 34.26 miles be added to the said Starkey Highway and that the name of said highway be changed by the Highway Commission to the name of Ukiah-Hilgard State Secondary Highway, No. 341, and

WHEREAS, the Highway Commission has considered said proposals and made a study of the matters involved and is of the opinion that the best interests of the public will be served by extending said highway as proposed by said County Courts.

WHEREAS, ORS 366.220 (1) authorizes the Highway Commission to select, establish, and designate a system of state highways within the State and provides further that said highways shall be designated by name and by the point of beginning and the terminus thereof.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the Highway Commission, pursuant to the authority vested in it by law, does hereby select, establish, and designate the following described road as a part of the Starkey State Secondary Highway, to-wit: :

> Beginning at a junction with the Pendleton-John Day Primary Highway at Mile Post 49.63 near Ukiah, thence northeasterly to a junction with the existing Starkey State Secondary Highway, a total distance of approximately 34.26 miles.

Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a print upon which is shown colored in green the above described extension of the said Starkey State Secondary Highway. *

2. That the Starkey State Secondary Highway as hereinabove extended shall be known and officially designated henceforth as the Ukiah-Hilgard State Secondary Highway, No. 341. Said highway which is herein designated as the Ukiah-Hilgard State Secondary Highway, No. 341, is described as follows:

EXHIBIT "I" (cont)

Beginning at a junction with the Pendleton-John Day Highway at Mile Post 49.63 near Ukiah; thence northeasterly to a junction with the Old Oregon Trail Highway at Mile Post 279.04 near Hilgard, including the Starkey connection, a total distance of approximately 51.26 miles.

The location of said highway is as shown colored in green and yellow on said Exhibit "A". *

3. That this resolution be entered in the minutes and records of the Commission as of this 1st day of April, 1954, as Secondary Highway Designation Resolution File No. 25; and the Secretary is directed to mail a duly certified copy thereof to Umatilla County and also a duly certified copy thereof to Union County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 25 under the heading Secondary Highway Designation and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco and Jefferson Counties, and of the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, and of the Booth Ranch-Myrtle Creek Section of the Pacific Highway in Douglas County, and in connection therewith to prepare maps showing the proposed route and location of each of said highway sections and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Sherman Junction-Willowdale Section of The Dalles-California Highway, beginning at Highway Engineer's Station 0+00 at the junction of the Sherman Highway with The Dalles-California Highway, and extending southerly to Highway Engineer's Station 449+00 in the community of Willowdale, together with the map, which for identification purposes bears Map File Nos. 7B-27-1 and 7B-27-2 and the date of March, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That the survey of the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway, beginning at Highway Engineer's Station 282+50 at the junction of the Willamette Highway with The Dalles-California Highway, and extending southerly to Highway Engineer's Station 1225+50 at the junction of East Diamond Lake Secondary Highway with The Dalles-California Highway, together with the map, which for identification purposes bears Map File Nos. 7B-26-17, 18 and 19, 6B-14-3 and 6B-14-4 and the date of March, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

EXHIBIT "J" (cont)

3. That the survey of the Booth Ranch-Myrtle Creek Section of the Pacific Highway, beginning at Highway Engineer's Station 3176+00 at Booth Ranch, and extending southerly to Highway Engineer's Station 3391+18, a short distance north of the existing highway bridge over the Umpqua River near the town of Myrtle Creek, together with the map, which for identification purposes bears Map File Nos. 7B-27-4 and 7B-27-5 and the date of March, 1954, field notes and other engineering data hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

4. That when the above described sections of said highways are permanently constructed, the same shall be done in accordance with the said surveys and locations unless otherwise directed or ordered by the Commission.

5. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the said highway sections along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

6. That heretofore by resolution of this Commission, dated November 3, 1948, said sections of said highways were designated as throughways within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and for reasons stated therein, construction of the above named sections of said highways should be accomplished and it is hereby directed that construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of any of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

7. That this resolution be entered in the minutes and records of the Commission as of the 1st day of April, 1954, as Survey Resolution No. 100.

EXHIBIT "K"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the County Court of Wallowa County has heretofore petitioned the State Highway Commission to extend the Joseph-Wallowa Lake State Secondary Highway as hereinafter described; and

WHEREAS, the Highway Commission has heretofore entered into an agreement with the County Court of Wallowa County wherein said Commission agreed to extend said highway as requested by said County Court; and

WHEREAS, ORS 366.220 (1) authorizes the Highway Commission to select, establish and designate a system of state highways within the State;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the Highway Commission pursuant to the authority vested in it by law does hereby select, establish and designate the following described road as a part of the Joseph-Wallowa Lake State Secondary Highway, to-wit:

> Beginning at Mile Post 6.05 of the existing Joseph-Wallowa Lake State Secondary Highway; thence southerly approximately 1.08 miles to the Pacific Power and Light Company power house which is located in Section 29, Township 3 South, Range 45 East, W.M.

2. That this resolution be entered in the minutes and records of the Commission as of this 1st day of April, 1954, as Secondary Highway Designation, Resolution File No. 26; and the Secretary is directed to mail a duly certified copy thereof to the County Court of Wallowa County.

EXHIBIT "L-1"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 22nd day of July, 1953, by resolution declared the necessity for the acquisition of certain real property owned by Edward Rieben, et al, File No. R-19844, situated in Section 32, Township 2 North, Range 3 West, W M., Washington County, Oregon for right of way purposes, for the establishment, construction and maintenance of the Washburn-North Plains Section of the Wilson River Highway; and

WHEREAS, said resolution declared the necessity that there shall be no rights of access to and from the right of way of the said highway and the remaining lands of the said Edward Rieben, et al, except a right to cross said highway for farm purposes; and

WHEREAS, the said Highway Commission, after further investigation and consideration of the necessity for the control of access from said remaining land to said highway, has found that it will not be detrimental to the interests of the State and the motoring public to provide access as hereinafter set forth to serve the said remaining land if such change of access is desired by the owners of said remaining land in lieu of that access provided in paragraph 2 of the said resolution of July 22, 1953;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission all members thereof being present and voting affirmatively, as follows:

1. That that certain resolution duly made and entered in full in the minutes and records of the Commission on the 22nd day of July, 1953, pertaining to that property owned by Edward Rieben, et al, be and the same hereby is supplemented by adding paragraph 2a, as follows:

2a. That if the owners desire, the following access control may be effected in lieu of that provided in paragraph 2 above; otherwise, the access control will be as set forth in said paragraph 2 above:

That it is necessary that there shall be no rights of access of any nature between the right of way of the said Washburn-North Plains Section of the Wilson River Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; provided, however, that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right to establish, maintain and use a crossing of a width of 25 feet, opposite Highway Engineer's center line Station 2668+80, only so long as no use is made thereof other than for

(cont.)

farm purposes; said right of crossing to continue only so long as the portions of the property severed by the said highway and served by this crossing are held under a common ownership.

b. A right of access to the said Wilson River Highway of a width of 25 feet, on the North side of the said highway, opposite Highway Engineer's center line Station 2668+80, only so long as no use is made thereof other than for the production and transportation to market of farm products from the owners' remaining land, and for private residential purposes.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, the right of access herein reserved to and from the aforesaid highway which is on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs and assigns, shall have access to the frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road or roads shall be connected to the said Wilson River Highway at a point not a greater distance to the West of the owners' remaining land than a point opposite Highway Engineer's center line Station 2628+50.

The construction of a frontage road shall not defeat the right of farm crossing herein granted.

2. That this resolution be entered in full in the minutes and records of the Commission this 1st day of April, 1954, as Condemnation Resolution No. 497.

EXHIBIT "L-2"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 16th day of July, 1951, by resolution declared the necessity for the acquisition of certain real property owned by the J. A. Lyons heirs, File No. R-15871, situated in Section 25, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, for the purpose of the establishment, construction and maintenance of the T. H. Banfield Expressway; and

WHEREAS, said resolution declared the necessity of extinguishing all rights of access to and from the said highway and the remaining lands of the said J. A. Lyons heirs; and

WHEREAS, the said Highway Commission after further investigating the necessity for the said acquisition, and having found that it is to the best interests of the State and the owners to acquire a temporary easement for a period of time to and including December 31, 1956, across a portion of the owners' real property for the purpose of the construction of a retaining wall over the property being acquired;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That that certain resolution duly made and entered in full in the minutes and records of the Commission on the 16th day of July, 1951, pertaining to that property owned by the J. A. Lyons heirs be and the same is amended to read as follows:

> 1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way of the T. H. Banfield Expressway, for the purpose of establishing, constructing, and maintaining a throughway, the following-described parcel of real property, to wit:
>
> Owner: J. A. Lyons heirs
> File No.: L 1996 (R 15871)
>
> A parcel of land lying in the Southeast quarter (SE$\frac{1}{4}$) of Section 25, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of that tract of land described in that certain deed to J. A. Lyons, recorded in Book 900, Page 13 of Multnomah County Records of Deeds; the said parcel being described as follows:
>
> All of said property lying Northerly of the following

(cont.)

described right of way line: Beginning on the east line of N. E. 33rd Avenue at a point which is North 1° 26' 21" East 152 feet from the intersection of said East line of N. E. 33rd Avenue with the South line of said Section 25; thence North 64° 07' 19" East 57.28 feet more or less to a point on the arc of a 648.69 foot radius curve, which curve is parallel to and 168 feet southerly, (Measured radially) from the Oregon-Washington Railroad and Navigation Company railroad center line as of October 8, 1946, said point being 55 feet northeasterly along said 648.69 foot radius curve from the intersection of said curve and the east line of said N. E. 33rd Avenue; thence easterly along said 648.69 foot radius curve to the right 313.61 feet (the long chord of which bears North 85° 31' 54" East 310.75 feet) to a point in the east line of said property, which point is North 1° 26' 21" East 208.74 feet from the Southeast corner of said property, containing 1.00 acre, more or less.

It is necessary to acquire a temporary easement for a period of time to and including December 31, 1946, across a portion of the owners' real property for the purpose of the construction of a retaining wall over property being acquired in connection with the construction of Unit No. 2 of the T. H. Banfield Expressway. The real property across which this temporary easement is required is described as follows, to wit:

Also a temporaty construction easement lying southeasterly of the above described right of way line and described as follows: Beginning at the intersection of said right of way line and the easterly line of N. E. 33rd Avenue; thence South 1° 26' 21" West along the east line of N. E. 33rd Avenue 10 feet; thence northeasterly 105 feet more or less, to a point in the right of way line described above, said point being 100 feet easterly along the arc of the 648.69 foot radius curve, from the intersection of said curve and the east line of N. E. 33rd Avenue, said curve lying 168 feet southerly of, parallel to the Oregon-Washington Railroad and Navigation Company center line as of October 8, 1946; thence westerly along the above described right of way line to the point of beginning. Easement contains 640 square feet, more or less.

2. That this amending resolution be entered in full in the minutes and records of the Commission this 1st day of April, 1954, as Condemnation Resolution No. 498.

EXHIBIT "L-3"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power or eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites, stock pile sites; or for the acquisition or manufacutre of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Vale-Cairo Junction Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Com-

(cont.)

mission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Vale-Cairo Junction Section of the Central Oregon Highway as a throughway, certain interests in or fee simple title to certain real property. The said real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Central Oregon Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to the said real property on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Vale-Cairo Junction Section of the Central Oregon Highway and the highway facilities for which the said real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of April, 1954, as Condemnation Resolution No. 499.

EXHIBIT "L-3" (cont.)

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 499, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-4"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such

stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of April, 1954, as Condemnation Resolution No. 500.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 500, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-5"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way,either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "L-5" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Goshen-Divide Section of the relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "L-5" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of April, 1954, as Condemnation Resolution No. 501.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 501, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minue entry to the same extent as if copied in full herein.

EXHIBIT "L-6"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits, storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission has widened, improved and maintained the Tigard-Tualatin River Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway should be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "L-6" (cont.)

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the Tigard-Tualatin River Section of the Pacific Highway West as a throughway, fee simple title to a certain parcel of real property. The said parcel of real property needed and required and the specific use made thereof are more particularly described in the attached list marked Exhibit A, under the name of the record owner, and the Commission's file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to the said real property on the attached list marked Exhibit A. *

3. That the widening, improvement and maintenance of the said Tigard-Tualatin River Section of the Pacific Highway West and the highway facilities for which the said property was required and has been taken was necessary in the public interest, and the same has been planned, designed, located and constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of April, 1954, as Condemnation Resolution No. 502

* FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 502, under the heading "Real Property Condemnation Resolution" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-7"

Minutes of April 1 and 2, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Lana Avenue-Hayesville School Section of the Pacific Highway East; and.

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members therof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the Lana Avenue-Hayesville School Section of the Pacific Highway East, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

(cont.)

EXHIBIT "L-7" (cont.)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel of parcels on the said attached list marked Exhibit A. *

3. That the widening, improvement and maintenance of the said Lana Avenue-Hayesville School Section of the Pacific Highway East and the highway facilities for which each of the said parcels of real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of April, 1954, as Condemnation Resolution No. 503.

FOOTNOTE: *

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 503, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
May 11, 1954

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Assistant Secretary

Mr. H. B. Glaisyer, Secretary, was absent on vacation.

Bids, as follows, for highway construction were opened and read aloud by the Assistant Secretary who then announced that the Commission would award contracts at 4:30 p.m. in the same room:

ASTORIA-MEGLER FERRY
INSURANCE

Durham & Bates, Portland	$ 8,510.87
Alfred J. Davis Co., Portland	8,647.78
R. W. Neighbor Co., Inc., Portland	9,047.78
Dooly & Co., Portland	9,047.78
Rogers Insurance Co., Portland	9,047.78
Ship Service Co., Astoria	9,906.30
Robert O. Fleming, Seattle, Washington	10,199.90
Wride Agency, Portland	10,199.90

CLACKAMAS COUNTY
TIMBERLINE JUNCTION TRAILER SHELTER ADDITION

Thompson & Dare, North Bend	$ 7,930.00
J. E. Jeremiah, Portland	8,467.50
V. C. Johnson, Gladstone	8,655.00
O. B. Blakely Construction Co., Portland	9,198.00
Enoch I. Maerz, Salem	9,275.00
Gilbert Roberts, Hood River	9,513.00
Ferguson-Cassady Co., Portland	11,585.00
Maynard Construction Co., The Dalles	12,846.60

CLACKAMAS & MARION COUNTIES
PORTLAND-SALEM EXPRESSWAY STRUCTURES

Birkemeier & Saremal, Portland	$218,140.00

Portland-Salem Expressway Structures (cont.)

Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors, Portland	$221,455.00
Hannan Brothers Company, Portland	223,132.00
Valley Construction Company, Portland	223,665.00
Tom Lillebo, Reedsport	223,845.00
Murray Brothers Construction Company, Bend	229,895.00
Larson Construction Company, Astoria *	230,000.00
J. G. Watts Construction Company, Portland	233,085.00
Parker-Johnson Company, Portland	236,250.00
Natt McDougall Company, Portland	236,540.50
Hamilton & Thoms, Eugene	236,800.00
Glenn Snook, Eugene	237,755.00
Carl M. Halvorson, Inc., Portland	241,285.00
Lee Hoffman, Beaverton	247,329.00
Babler Brothers, Inc., Portland	249,560.00

* Bidder will accept award of only two projects

COOS RIVER HIGHWAY IN COOS COUNTY
SURFACING ENEGREN FERRY-MARLOW CREEK SECTION

E. C. Swaggart, Eugene	$ 39,362.50
Rogers & Kuni, Coos Bay	40,875.00
Coos Bay Dredging Company, Coos Bay	43,412.50

CURRY COUNTY
BRUSH CREEK-GREGGS CREEK FENCING PROJECT

Mark Smith & Company, Klamath Falls	$ 19,580.00
Colorado Fuel & Iron Corporation, Pacific Coast Division, Portland	22,719.82
Wold Brothers, Bandon	23,872.00
Kissell & Robinson, Caldwell Idaho	26,116.00
Sprague-McDowell Company, Seattle, Washington	26,210.00
Peter Kiewit Sons' Company, Longview, Washington	30,960.00
A. C. Bubak, Woodburn	33,830.00
Johnson & Amens, McMinnville	35,967.58

CURRY COUNTY
ROCK POINT VIADUCT

Wall, Bartram and Sandford, Junction City	$120,465.00
Tom Lillebo, Reedsport	140,725.00
Hamilton & Thoms, Eugene	180,650.00
Larson Construction Company, Astoria *	186,900.00

* Bidder will accept only two projects

PACIFIC HIGHWAY IN DOUGLAS COUNTY
SHADY-CANYONVILLE SEC.

Berke Brothers & C. R. O'Neil, Pendleton	$165,015.00

May 11, 1954

Shady-Canyonville Section Pacific Highway (cont)

Babler Brothers, Inc., Portland	$168,150.00
Gibbons & Reed Company, Salt Lake City, Utah	168,374.00
Fred Rouse & Henry H. Miller, Salem	170,598.00
Durbin Brothers, Eugene	173,330.40
George E. Blaisdell & Son Construction Company & Steelman-Duff, Portland	186,485.50
C. J. Montag & Sons, Portland	187,334.00
Parker-Schram Company, Portland	188,560.50
R. A. Heintz Construction Company, Portland *	196,455.50
Vernie Jarl, Gresham	198,049.00
D & H Construction Company and M. H. Hasler Construction Company, Sacramento, California	208,995.10
Peter Kiewit Sons' Company, Longview, Washington	210,647.00
White Brothers Company, Walla Walla, Washington	211,442.50
A. H. Saxton & Son, Corvallis	214,635.00
Fred H. Slate Company Oreg. Ltd., & E. C. Hall Company, Portland	216,033.50
Herman Kathman, Seattle, Washington	216,427.00
Natt McDougall Company, Portland	229,418.50
Funderburk Construction Company, Sutherlin	231,330.00
McNutt Brothers, Eugene	243,662.00
J. W. Briggs, Bend	279,905.00
Coos Bay Dredging Company, Coos Bay	283,924.50

* Bidder will accept award of only one project

DOUGLAS COUNTY
MYRTLE CREEK PAVING PROJECT

Roseburg Paving Company, Roseburg	$ 7,505.00
Rogue River Paving Company, Grants Pass	8,145.00
K. F. Jacobsen & Company, Inc., Portland	8,915.00

DOUGLAS COUNTY
RIDDLE GRADING AND PAVING PROJECT

Roseburg Paving Company, Roseburg	$ 13,606.50
Rogue River Paving Company, Grants Pass	15,015.00
K. F. Jacobsen & Company, Inc., Portland	16,939.00

GILLIAM COUNTY
CONDON GRADING AND PAVING PROJECT

Coast Blacktop Paving Company, Bend	$ 35,731.00
J. W. Briggs, Bend	41,196.00

May 11, 1954

JACKSON COUNTY
SISKIYOU SLIDE CORRECTION AND ROCK PRODUCTION PROJECT

M. C. Lininger & Sons, Medford	$95,230.50
Fred Rouse and Henry H. Miller, Salem	100,456.00
F. L. Somers, Medford	108,278.00
McNutt Brothers, Eugene	108,729.00

JACKSON COUNTY
ASHLAND TRAFFIC SIGNALS

Trowbridge & Flynn Electric Company, Medford	$ 3,796.00
Steeck Electric Company, Roseburg	3,799.00

KLAMATH COUNTY
MERRILL PAVING PROJECT

Asphalt Paving Company, Klamath Falls	$16,950.00
Farmers Sand & Gravel Company, Klamath Falls	19,140.00

LANE COUNTY
OP & ER OVERCROSSING

The Central Heating Company Oreg. Ltd., Eugene	$26,785.00
Columbia Empire Constructors, Inc., Portland	26,952.50
Glenn Snook, Eugene	28,215.00
Johnson & Amens, McMinnville	28,365.00
Hamilton & Thoms, Eugene	28,960.00
Larson Construction Company, Astoria *	29,220.00
Tom Lillebo, Reedsport	29,375.00
Valley Construction Company, Portland	30,217.50
A. H. Saxton & Son, Corvallis	30,800.00
Peter Kiewit Sons' Company, Longview, Washington	35,585.00

* Bidder will accept award of only two projects

LINN COUNTY
CRABTREE CREEK BRIDGE

Hamilton & Thoms, Eugene	$71,624.50
A. H. Saxton & Sons, Corvallis	71,896.50
Valley Construction Company, Portland	72,021.20
Larson Construction Company, Astoria *	73,294.00
Orlando C. Bennard, Portland	79,271.90
The Central Heating Company, Oreg. Ltd., Eugene	79,386.00
Schrader Construction Company, Portland	82,102.00

May 11, 1954

Crabtree Creek Bridge (cont.)

Murray Brothers Construction Company, Bend	$86,052.00

* Bidder will accept award of only two projects

LINN COUNTY
BROWNSVILLE GRADING AND PAVING PROJECT

P. B. Doherty & Son, Portland	$15,344.70
Lebanon & Harrisburg Sand & Gravel Company, Lebanon	16,333.00
Western Paving & Construction Company, Albany	17,327.00
Q. L. Rufener, Portland	17,863.00

MALHEUR COUNTY
HY-LINE COUNTY ROAD GRADING AND OILING

C. E. Leseberg, Nyssa	$139,557.36
K. C. Dack Construction Company, Milton-Freewater	149,779.40
Babler Brothers, Inc., Portland	152,910.00
Stevenson Construction Company, Salem	163,565.00
Warren Northwest, Inc., Portland	166,422.00
McNutt Brothers, Eugene	175,000.30

MALHEUR COUNTY
MALHEUR RIVER BRIDGE

George E. Berry, Beaverton	$69,760.00
R. H. Jones, Hillsboro	75,660.00
Valley Construction Company, Portland	79,430.00
Larson Construction Company, Astoria *	86,890.00
Marshall Construction Company, Hermiston	88,865.00
J. O. Young & Son, Nampa, Idaho	89,400.00
Lind & Marr Construction Company, Beaverton	91,885.00

* Bidder will accept only two projects

MALHEUR AND HARNEY COUNTIES
BUCHANAN-VALE ROCK PRODUCTION

C. E. Leseberg, Nyssa	$67,130.00
N. A. Toole Construction Company, Ontario	71,030.00
McNutt Brothers, Eugene	80,850.00
E. H. Itschner, Molalla	84,625.00
Homer G. Johnson, Portland	87,450.00

UMATILLA COUNTY
UMATILLA GRADING AND PAVING PROJECT

Leslie Harris, Pendleton	$6,772.00
Warren Northwest, Inc., Portland	6,909.00

OILING LOWER COVE COUNTY ROAD IN UNION COUNTY
WEST UNIT, ALICEL JUNCTION-COVE SECTION

Russell Olson Construction Company, Inc., Pendleton	$34,159.00
C. C. Meisel, McMinnville	34,728.00
J. C. Compton Company, McMinnville	35,525.50
Babler Brothers, Inc., Portland	35,745.50
Leslie Harris, Pendleton	38,399.35
Morrison & Lamping, Walla Walla, Washington	39,755.00
Central Paving Company, Independence	45,035.00

WASCO AND JEFFERSON COUNTIES
GRADING AND PAVING SHERMAN JUNCTION-WILLOWDALE SECTION

J. W. Briggs, Bend	$693,998.00
Rogers Construction Company, Portland	707,343.25
Vernie Jarl, Gresham	710,800.50
Berke Brothers and C. R. O'Neil, Pendleton	719,983.00
Gibbons & Reed Company, Salt Lake City, Utah	734,078.50
Guy F. Atkinson Company, Portland	737,310.50
White Brothers Company, Walla Walla, Washington	750,858.00
Natt McDougall Company, Portland	757,791.50
Kuckenberg Construction Company, Inc., Portland	760,453.00
Parker-Schram Company, Portland	773,792.50
Newport Construction Company & Durbin Bros, Portland	788,828.00
McNutt Brothers, Eugene	797,311.00
R. A. Heintz Construction Company, Portland *	807,509.50
Morrison-Knudsen Company, Inc., Boise, Idaho	808,483.60
Fred H. Slate Company Oreg. Ltd. & E. C. Hall Company, Portland	817,183.50
Peter Kiewit Sons' Company, Longview, Washington	817,581.50
The Central Heating Company Oreg. Ltd., Eugene	821,944.30
J. N. Conley, Portland	826,560.50
Clifton & Applegate, Yardley, Washington	912,056.00

* Bidder will accept only one project

WASCO AND SHERMAN COUNTIES
BIG EDDY-RUFUS SECTION COLUMBIA RIVER HIGHWAY

Rogers Construction Company, Portland	$365,311.00
Vernie Jarl, Gresham	396,350.00

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Big Eddy-Rufus Section (cont.)

Newport Construction Company, Portland	424,884.60
J. N. Conley, Portland	450,576.00
E. C. Hall Company, Portland	466,706.00
McNutt Brothers, Portland	473,305.00
Porter W. Yett, Portland	482,188.00

YAMHILL COUNTY
AMITY GRADING AND PAVING PROJECT

O. C. Yocom Company, McMinnville	$14,296.50
Central Paving Company, Independence	15,244 50

The Commission approved the minutes of February 24 and 25, 1954 and the minutes of April 1 and 2, 1954 with corrections to be made on page 48 of the April minutes concerning the drinking fountain at Elgin and on page 31 concerning the "Seven Devils" road.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Timber sale in the Van Duzer Corridor on the Salmon River Highway: The Parks Superintendent reported that an auction sale had been held on April 20, 1954 for the sale of approximately 1,200,000 FBM of timber. The bidding started at $25,000 and the timber was sold to the Henry Logging Company of Dallas, Oregon, for $31,000, or slightly above $25 per MFBM. The logging company, he stated, plans to complete the work soon after June 1. The Commission accepted the report.

2. Encroachment on state parks property along the Pendleton-John Day Highway in Umatilla County by the Columbia Power Cooperative Association: The Parks Superintendent reported that the Co-op had started construction in November, 1953 without a permit and in its operations, had cut 11,085 FBM of pine and 1,600 FBM of fir. He recalled that their operations on state property had been carried on without permit in spite of objections raised by State field forces. To determine the location of the crossings and the encroachments on State property, it had been necessary to conduct a survey. The single value of the timber, he estimated at $238.44, or $476.88, double value, and recommended that at least double value be sought as payment for the timber and in addition that the Co-op be required to pay the cost of the survey. The Commission approved collection of the survey costs and damages for the timber as circumstances may warrant.

3. Encroachment on State highway property by loggers: The Parks Superintendent reported that in Silver Creek Falls Park, Mr. L. D. Gibby

had cut timber amounting to 60,000 FBM of Douglas Fir and 1,000 FBM of Hemlock which, at double value, amounts to $756. Mr. Gibby, he stated, has signed an agreement to pay $756 on or before October 15, 1954. The Commission approved the agreement.

He also reported that the P. M. Logging Company of Brookings had cut 11,000 FBM on State property on the Carpenterville-Brookings wayside areas. This encroachment was due to the property owner being mistaken as to the corners of his property. The logging company has agreed to pay for the timber at double value amounting to $220. He recommended and the Commission approved collection of this sum.

He also reported another encroachment in Jackson County on the north side of the Tubb Springs Park area. The parties responsible for the encroachment, he stated, are not known nor is the amount of damage. He recommended that the Commission approve appropriate action against those responsible for encroaching when the facts in the matter are fully determined. The Commission accepted the recommendation.

4. Proposed purchase of property on the west side of Wallowa Lake adjoining Wallowa Lake State Park: The Parks Superintendent reported that the people of Wallowa County have urged that this property be acquired as a park. The property is owned principally by Mr. Clyde H. Harris, of the Harris Pine Mills, who has indicated that he wishes to exchange his property for property containing two and one-half or three times as much timber. This price, the Parks Superintendent felt was too high.

He also brought up the matter of acquiring property on a lease basis from the Pacific Power and Light Company in connection with an extension of the secondary highway within the park. It now develops that the Power Company officials have made no decision concerning leasing of the land for park purposes. He recalled that the people of Wallowa County and the former manager of the Pacific Power and Light Company, Mr. Thrasher, have repeatedly requested the State to extend the secondary highway, holding out the inducement that the Power Company area would be available for park purposes on the basis of a 99-year lease. Commissioner Reynolds suggested that the Boy Scout officials be contacted concerning their attitude. Action was deferred at this time until the following day. (Near the close of the meeting on the following day, the matter of acquiring park property from the Power Company and the extension and improvement of the secondary highway in the park was again discussed. The Engineer reported that he had been told earlier that no answer could be secured on the park property for possibly a year or more. He recommended that no action be taken to improve the highway at this time. The Parks Superintendent stated that in a recent conversation with the Power Company's right of way man, he had indicated that the matter would be taken up with the Power Company officials in the near future and that a report could be expected at the June meeting. The Parks Superintendent also recommended that no action be taken towards improving the road

until satisfactory arrangements can be made relative to the park area. The Commission accepted the recommendations.)

5. Request of Gold Beach Rotary Club for a park area in the vicinity of Gold Beach: The Parks Superintendent reported that Mr. R. C. Dunlap, Parks Planner, had examined several areas near Wedderburn along the route of the proposed new highway. A desirable area, he stated, was found along the relocated section of the Oregon Coast Highway between Engineer's Stations 1150+00 and 1253+00, approximately three miles north of Wedderburn. This land, he stated, is covered with a moderate growth of timber, brush, and a great number of native azaleas. He suggested that this land be purchased and a reasonable development made when the new road is constructed. Action in this matter was deferred at Chairman Chandler's request until he has had an opportunity to discuss the matter with the interested people in Curry County.

6. Report on public swimming in areas without supervision: The Parks Superintendent pointed out that in several areas, particularly Sunset Bay State Park, Wallowa Lake State Park, and Hat Rock State Park, facilities have been installed which offer an inducement to swimmers. Only at Honeyman State Park is a lifeguard on duty and charges made for the use of swimming facilities. It was his feeling that even though the State might have no legal responsibility in case of accident or drowning, there might be a moral obligation. In the discussion of this matter, it was brought out that to provide lifeguards at all locations where there might be swimming would be very expensive. The Chief Counsel stated that in case of accident or drowning, the Parks Superintendent and the Commission might be liable for suit if negligence could be proved. Where a charge is made for use of the swimming facilities, there is a definite legal obligation, but where no facilities are furnished and where there is no inducement to swimming, he felt that no legal obligation would be incurred. Commissioner McIver called attention to any installation or inducement which might be considered as an invitation to swimming, and that in case of an accident, the State, he felt, would be blamed. Also discussed was the matter of erecting signs indicating that prople swim at their own risk or that no supervision is provided. Action in this matter was deferred for further study, and the Commission instructed that it be brought up again at the June meeting.

7. Oiling of Hat Rock Park Road to relieve dusty condition: The Parks Superintendent reported that use of the park this year has been much greater than anticipated, and the road and parking area in the park have become very dusty. He recommended, and the Commission approved, oiling of approximately one mile of road and the parking area at a cost of approximately $7,000. The work is to be performed by a state oiling crew when operating in that area, and the funds are to be taken from the allocation made to Rooster Rock Park.

8. Attendance of Richard C. Dunlap, Parks Planner, at a meeting

of the American Association for the Advancement of Science at Pullman, Washington, June 21, 1954: The Parks Superintendent stated that Mr. Dunlap had been invited to speak to the group relative to state parks and preservation of natural areas. He recommended that he be allowed to attend at an estimated cost of $65. The Commission accepted the recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for various state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the options for highway right of way, the matter of placing insurance on the buildings of the Howard Cooper Corporation on the T. H. Banfield Expressway was discussed. The Right of Way Engineer recommended and the Commission approved placing of plate glass and fire insurance on the properties. They also instructed that as soon as practical the excess property should be placed on the market for sale.

The meeting was recessed at 12:00 noon to reconvene at 2:00 p.m. with the same persons present and participating.

Chairman Chandler inquired of the Right of Way Engineer concerning cost of right of way to be acquired for the development of the road to the Liquor Control Commission's property at Ochoco Avenue in Milwaukie adjacent to US 99E. (This information was given to the Chairman on the following day.)

The Right of Way Engineer presented the following list of properties to be acquired for which no specific authority previously has been granted by the Commission

COUNTY AND SECTION	FILE NUMBER	PURPOSE	HIGHWAY
CLACKAMAS			
S. E. Flavel St. - King Road	21876 - Milwaukie Rural Fire Protection Dist. 21877 - Cooke 21878 - Strandberg	R/W	Cascade
CROOK			
Prineville-Marks Creek	21857 - Welch	Drainage Area, Borrow Pit, & Easement	
	21858 - Ochoco Timber Co.	Drainage	Ochoco

SHERMAN			
Deschutes River-Biggs	22023 - Carlisle	Stockpile Site	Columbia River
UMATILLA			
Cold Springs Jct.	21879 - Richmond	Rip Rap Quarry	Columbia River
YAMHILL			
Rex Hill	21881 - Barry	R/W	Pacific West

He requested authority to acquire these properties. The Commission approved the request by adopting the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission accepted the Right of Way Engineer's report on sales of miscellaneous properties made since the last Commission meeting. (For a list of properties sold, see copy of a report prepared by C. W. Parker, Property Manager, dated May 11 and 12, 1954, filed in the Secretary's office under the heading "Miscellaneous Sales".)

The access problem on the McCabe property at Lapine was discussed. It was brought to the Commission's attention that in the option secured from Mr. and Mrs. McCabe that three accesses were granted; two for commercial purposes and one for residential use. The commercial accesses are so situated that property under lease to the Union Oil Company is served by only one approach. The Union Oil Company is making demand for an additional driveway. Mr. McCabe had always thought that he could settle this matter with his lessee and was to do his best to reconcile the problem at the time of his death last fall. Since that time, Mrs. McCabe has been able to accomplish nothing in getting the Union Oil Company to accept only one access and has stated that she will not sigh the deed until her lessee is satisfied. The Right of Way Engineer recommended that the additional point of access be granted as our only other alternative would be to institute suit against Mrs. McCabe and even if we were successful, we could probably not recover more than the amount of the option which was $392.70. It was explained that an eminent domain proceeding could be instituted against Union Oil, but that it would be an expensive procedure. Commissioner Reynolds inquired if all property owners in Lapine had been treated alike in the matter of controlling access to the highway. Chairman Chandler pointed out that if access is granted in this instance, there will be many requests from other parties in various parts of the state for similar concessions. After additional discussion, the matter was deferred for further study.

The Right of Way Engineer presented for consideration a number of changes in points of access to various properties. He stated that no additional access is being granted, only changes in location for existing points of access.

Upon his favorable recommendation, the Commission approved changes in access points as follows:

1. Chenoweth property on the Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County, File No. 20203.

2. Wilson property on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County, File No. 20265.

3. Thomas property on the Hauser-North Bend Section of the Oregon Coast Highway in Coos County, File No. 18809.

4. Wait property on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, File No. 19291.

5. Kellogg property on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, File No. 19292.

6. Boyer property on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, File No. 19293.

7. McDonald property on the Forest Boundary-Hauser Section of the Oregon Coast Highway in Coos County, File No. 18239.

Sale of Lots 1 and 2, Block 10 of McClure's Addition to Astoria in Clatsop County was discussed. The Right of Way Engineer explained that the property is no longer needed for highway purposes, and he recommended that it be advertised for sale by public auction at a minimum price of $1,350. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was also given to the sale of 225 square feet of land in Lot 8, Block 21, Laughlin's Addition to The Dalles in Wasco County. The Right of Way Engineer stated that this property is no longer needed for highway purposes, and Mr. A. N. Muler who owns adjoining property has agreed to pay $4.25 a square foot for the land or a total of $956.25. This property, he stated, can not be used by anyone except Mr. Muler. The price is fair as it was established by a condemnation action in which Mr. Muler was defendant and is in line with the value set by the jury. He, therefore, recommended that the property be sold to Mr. Muler for $956.25. The Commission approved the sale.

The Right of Way Engineer also recommended sale of 0.16 acre of right of way on the Scotts Creek Section of the Alsea Highway in Benton County to a Mr. A. R. Turley for a consideration of $150.00. This property, he stated, is not needed for highway purposes. The Commission approved the sale as recommended.

Sale of 2.18 acres at Keno to the Klamath County School District was discussed. The Engineer reported that last fall negotiations had been started for purchase of a building site for a section maintenance headquarters at Keno. In

April the School District wrote a letter stating that the land being acquired is the only land suitable for the grade school's athletic field. Further investigation disclosed that the school could be accommodated by selling to them approximately one-half of the 4.2 acres purchased from Daniel R. Doten and still have adequate acreage for state needs. He recommended that 2.18 acres be sold to the school board for the price the State paid for it, being the sum of $436.00. The Commission approved the recommendation.

A request from Mrs. F. W. Koehler for access to her property in Terrebonne on The Dalles-California Highway was considered. Right of Way Engineer pointed out that the Koehler property was the only parcel within about three blocks that was not given direct access to the new highway. As the property was acquired for a reasonable price, he recommended that a residential access be granted. The Commission accepted the recommendation.

Payment to Mr. H. G. Mallett for constructing his own irrigation ditch was discussed. The Right of Way Engineer explained that it would cost the State about $1,400 to build the ditch by contract. This obligation was incurred in construction of the East Unit of the Vale-Cairo Section of the Central Oregon Highway. Mr. Mallett, he stated, has agreed to construct his own ditch under an easement acquired from John R. Buermann for the sum of $941.50. He recommended that Mr. Mallett be paid this amount, and he, in turn, relieve the State of all responsibility. The Commission approved this arrangement.

Also discussed was payment to Rex Payne and Robert and Grace Bain in the sum of $1,218.00 for construction of an irrigation ditch on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County. The Right of Way Engineer explained that Mr. Payne had not been satisfied with the relocation of the irrigation ditch. To reconstruct it in a satisfactory manner, he estimated would cost $1,500 plus maintenance for two or three years. These people, he stated have offered to construct the ditch for the sum of $1,218 and relieve the State of all responsibility in the matter. He recommended that the Commission approve the payment. The Commission accepted his recommendation.

The Right of Way Engineer stated that the Production Manufacturing Company have requested that the State enter into immediate negotiations to acquire their property on the Clay-Columbia Street interchange on the West Portland Expressway in Multnomah County. It was his thought that the property would cost about $200,000, and he inquired if the Commission wished him to negotiate with the Company. The Commission authorized negotiations.

The Right of Way Engineer stated that the Central Lincoln Public Utility District had requested that they be allowed to purchase approximately 0.09 acre north of the McCullough Bridge on the Oregon Coast Highway in Coos County. He explained that their substation is partially on state property. As the encroachment does not affect the usefulness of the highway, he recommended that the parcel of property that they occupy be sold to them for $100 and without access to the highway. The Commission approved the recommendation.

The Right of Way Engineer brought up the matter of an encroachment of the George W. and Zelma Pierce property on the Springfield Section of the McKenzie Highway in Lane County. He explained that when right of way had been acquired they had been told that the right of way line would be four feet from the corner of their building. It has now been determined that the eave of the building overhangs the right of way. To clear the matter, he recommended that 115 square feet of land be deeded to them for the sum of $1.00. The Commission approved the recommendation.

Also presented for the Commission's consideration was a proposed sale to Mr. Zimmerman of 0.13 acre at New Era on the Pacific Highway East for the sum of $300 and without access to the highway. The Right of Way Engineer stated that this property is no longer needed for highway purposes and the price represents a fair value for the land. Upon his favorable recommendation the Commission approved the sale.

The matter of payment to the U. S. Forest Service for timber cut under a special use permit on the Willamette Junction-Walker Road Unit of The Dalles-California Highway in Klamath County was considered. The Right of Way Engineer explained that the Forest Service had asked reimbursement for timber cut in constructing the highway. Payment, he stated, has been requested in the amount of $35 per thousand for Ponderosa Pine and $5 per thousand for lodge pole timber. The exact amounts are to be determined by scale at the time of cutting, but he estimated the total amount at $850 and requested authority to make payment. The Commission granted the request.

The disposition of property purchased from Mrs. Powell on the Goshen-Divide Section of the Pacific Highway in Lane County was discussed. It was explained by the Engineer that because of a line change on the Row River County Road connection, the property is no longer needed. Mrs. Powell, however, has given a deed for the property but has not been paid the stipulated amount of $1,745.00. She has agreed to release the State of all obligations under the settlement for the sum of $75 and the State to deed the property back to her. He recommended the transaction be approved. The Commission accepted the recommendation.

Chairman Chandler requested the Right of Way Engineer to submit an up-to-date statement showing the acquisition of right of way on the Banfield Expressway.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other public purposes, and to tender offer for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Sherman Junction-Willowdale Section of The Dalles-California Highway

R 21841 - John G. Bolter
(Wasco)
Parcel No. 1: 66.56 acres for right of way
Parcel No. 2: 0.78 acre for right of way

Sherman Junction-Willowdale Section of The Dalles-California Hwy (cont.)

R 21841 - John G. Bolter (cont.)

Parcel No. 3: 2.37 acres for right of way
Parcel No. 4: 5.21 acres for quarry site
Parcel No. 5: 0.10 acre for easement for ditch purposes

Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway

R 21861 - Clay Ulam
(Douglas)
Parcel No. 1: 64.3 acres for right of way
Parcel No. 2: 0.40 acre for easement for haul road

R 21862 - Fir Manufacturing Company
Right of Way (Douglas)
5.3 acres

R 21864 - Thomas E. Payne
Right of Way (Douglas)
3.0 acres

R 21865 - Leonard A. Dyer
Right of Way (Douglas)
6.6 acres

R 21866 - J. O. Ledgerwood
Douglas
Parcel No. 1: 7.16 acres for right of way
Parcel No. 2: 0.12 acre for easement for road approach
Parcel No. 3: 0.63 acre for easement for access road

Chemult-Beaver Marsh Unit, Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway

R 21777 - Pacific Portland Cement Company
Right of Way (Klamath)
4.9 acres

Frontage Road-McLaughlin Boulevard Section of the Pacific Highway East

R 21903 - Elizabeth J. Shackelford
Right of Way (Clackamas)
225 square feet

R 21904 - Alameda Snyder
Right of Way (Clackamas)
7,820 square feet

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Zig Zag-Rhododendron Section of the Mt. Hood Highway

R 21786 - H. L. Perkins
Right of Way (Clackamas)
0.03 acre

Battle Creek-Jefferson Junction Section of the Pacific Highway East

R 20453 - Louis C. Lorenz
Right of Way (Marion)
0.14 acre

Gobel-St. Helens Section of the Columbia River Highway

R 21368, R 21882 - Wales Wood
Right of Way (Columbia)
Parcel No. 1: 0.02 acre
Parcel No. 2: 0.03 acre

Noble Slough-Foster Section of the Santiam Highway

L 1981 - J. F. McGlothren, et al
New resolution required for increasing use of residential access to that of farm and timber purposes also.

Reedsport-Hauser Section of the Oregon Coast Highway

L 1893 - Raymond M. McKeown, et ux.
New resolution required for change of location of accesses.

County Farm-Ashland Section of the Pacific Highway

L 1935 - Charles W. Koyl, et al.
New resolution required for change in description caused by creek erosion

Washburn-North Plains Section of the Wilson River Highway

L 2042 - Ernest Behrman, et ux
New resolution for change of description

The Commission approved the request by adopting the attached resolutions relative thereto, marked EXHIBITS "M-1" through "M-8", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In discussing the parcels of property to be condemned, the Engineer brought up the matter of adopting a survey of the Salem By-pass-Jefferson Junction Section of the Pacific Highway East in Marion County. Improvement of this section, he stated, is contemplated in the five-year program, and he recommended that the survey be adopted. The Commission accepted the recommenda-

tion by adopting the attached resolution relative thereto marked EXHIBIT "K-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried in court since the April meeting of the Commission as follows:

1. State vs James E. Fulton, L 1767: An offer was made in the sum of $8,000.00, the defendants asked $52,000.00, and the jury awarded $32,500.00.

2. State vs Edward Rieben, et al, L 2023: An offer was made in the sum of $6,900.00, the defendants asked $16,648.50, and the jury awarded $8,785.50.

3. State vs Charles Hunt, L 2031: An offer was made in the sum of $6,585.00, the defendants asked $16,270.00, and the jury awarded $9,000.00.

4. State vs Pacific Shore Land Company, L 1410: The Supreme Court ruled that the lower court was correct in its ruling dismissing a portion of the complaint relating to Parcel No. 2.

5. State vs Benjamin L. Eppers, et ux, L 2076: An offer was made in the amount of $10,232.00, the defendants asked $23,500.00, and the jury awarded $15,000.00.

6. State vs George Towy, et ux, L 2066: An offer was made in the sum of $3,462.00, the defendants asked $36,000.00, and the jury awarded $6,250.00 plus attorney's fees amounting to $900.

(For details, see copy of the Chief Counsel's letters to the Commission dated May 6 and May 7, 1954 in General Files.)

The Commission also considered and approved the Chief Counsel's written report of cases on which complaints have been filed and settlements made prior to trials since the meeting of the Commission held April 1 and 2, 1954, as follows:

1. State vs Thaddeus Quinn, et al, L 2116: Offer was made in the amount of $225.00, the owners demanded $1,000, and settlement was made in the sum of $600.00.

2. State vs Mae Grabbert , L 2169: Offer was made in the amount of $1,750.00. Settlement in the sum of $2,765.00 for 9.16 acres was reached, whereas the original offer had been for 4.43 acres.

3. State vs Winston W. Chambers, et al, L 2013: Offer was made in the sum of $13,500.00. Settlement for $10,550.00 after construction of fencing.

4. State vs Eagle Lumber Yards, L 2107: Offer was made in the sum of $22,000, the owners asked $27,220, and settlement was made in the amount of $21,900.00 with improvements to be removed by the defendant.

5. State vs Vernon Chamberlin, L 2084: Settlement of a damage claim in the total amount of $458.00. Settlement agreed upon for one-half this amount, or $229.00.

(For details concerning the above-listed settlements, see copy of the Chief Counsel's report to the Commission dated May 6, 1954 in General Files.)

The Commission considered and confirmed offers reported by the Chief Counsel for acquisition of real property required for various highway purposes, which offers were tendered to the owners prior to the commencement of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 20, 1951:

Unit No. 2 of the T. H. Banfield Expressway

L 1996 - Owner: James Arthur Lyons, et al. Increase in offer from $52,000.00 to $52,500.00, to cover slight increase in taking for right of way purposes and the acquisition of a temporary construction easement. Authorized by Commissioner Reynolds on April 7, 1954.

Goshen-Divide Section of the Pacific Highway

R 21209 - Owner: G. R. Sears, et al. 26.24 acres for right of way, 0.36 acre for haul road easement, 0.14 acre for drain pipe easement and 0.02 acre for slope easement. Amount of offer $11,580.00. Authorized by Commissioner McIver on April 19, 1954.

R 21216 - Owner: Walter S. Tracey, et al. 6.23 acres for right of way. Amount of offer $4,800.00. Authorized by Commissioner McIver on April 19, 1954.

R 21217 - Owner: LeRoy F. Luten, et ux. 7.90 acres for right of way. Amount of offer $10,154.00. Authorized by Commissioner McIver on April 27, 1954.

R 21223 - Owner: Edgar George Sherrill, et al. 7.90 acres for right of way, 26.03 acres for borrow area. Amount of offer $8,726.00. Authorized by Commissioner McIver on April 27, 1954.

R 21227 - Owner: George E. Finnerty, et al. 8.06 acres for right of way. Amount of offer $4,836.00. Authorized by Commissioner McIver on May 3, 1954.

R 21233 - Owner: Herbert W. Lombard, et ux. 1.85 acres for right of way. Amount of offer $4,000.00. Authorized by Commissioner McIver on May 3, 1954.

Goshen-Divide Section of the Pacific Highway (cont.)

R 21239 - Owner: John W. Doyle, et al. 0.04 acre for right of way. Amount of offer $900.00. Authorized by Commissioner McIver on April 27, 1954.

R 21415 - Owner: Cecil C. Wooley, et ux. 0.02 acre for right of way. Amount of offer $1,258.00. Authorized by Commissioner McIver on April 27, 1954.

R 21416 - Owner: G. B. Arnest, et ux. 3.81 acres for right of way. Amount of offer $10,745.00. Authorized by Chairman Chandler on April 22, 1954.

R 21426 - Owner: M. H. Andersen. 0.40 acre for right of way. Amount of offer $1,700.00. Authorized by Commissioner McIver on April 19, 1954.

R 21468 - Owner: Ruth Delong, et al. 1.92 acres for right of way. Amount of offer $3,523.00. Authorized by Commissioner McIver on May 3, 1954.

R 21478 - Owner: Robert B. Merrick, et al. 7.23 acres for right of way and 2.27 acres for excess taking. Amount of offer $6,484.00. Authorized by Commissioner McIver on May 3, 1954.

R 21484 - Owner: Gilbert Allen Yearous, et al. 1.32 acres for right of way. Amount of offer $417.00. Authorized by Chairman Chandler on April 22, 1954.

Goble-St. Helens Section of the Columbia River Highway

R 21315 - Owner: Frank Trachsel. 1.64 acres for right of way. Amount of offer $1,500.00. Authorized by Chairman Chandler on May 7, 1954.

R 10008 - Owner: George M. Walmsley, et ux. 5,000 sq. ft. for right of way. Amount of offer $555.00. Authorized by Commissioner McIver on April 27, 1954.

R 21320 - Owner: Ivan S. Rogers, et ux. 0.28 acre for right of way. Amount of offer $10,500.00. Authorized by Commissioner McIver on May 3, 1954.

R 21329 - Owner: Albert Diss, et al. 0.33 acre for right of way and 0.72 acre for excess taking. Amount of offer $28,000.00. Authorized by Commissioner McIver on April 19, 1954.

R 21362 - Owner: John Zak, et ux. 0.02 acre for right of way and 0.04 acre for slope easement. Amount of offer $610.00. Authorized by Commissioner McIver on April 27, 1954.

R 21367 - Owner: Alvin A. Weber, et ux. 0.08 acre for right of way. Amount of offer $2,650.00. Authorized by Commissioner McIver on April 27, 1954.

Goble-St. Helens Section of the Columbia River Highway (cont.)

R 21369 - Owner: Chester J. Thorp, et ux. 0.16 acre for right of way. Amount of offer $200.00. Authorized by Commissioner McIver on April 27, 1954.

R 21370 - Owner: Vera M. White. 0.14 acre for right of way. Amount of offer $239.00. Authorized by Commissioner McIver on April 27, 1954.

R 21371 - Owner: William A. Wysock, et ux. 0.14 acre for right of way. Amount of offer $239.00. Authorized by Commissioner McIver on April 27, 1954.

R 21373 - Owner: Kenneth R. Aspgren, et ux. 0.02 acre for right of way. Amount of offer $750.00. Authorized by Commissioner McIver on May 3, 1954.

R 21379 - Owner: Donald Baker, et al. 0.36 acre for right of way. Amount of offer $4,000.00. Authorized by Commissioner McIver on May 3, 1954.

R 21390 - Owner: Myrle A. Strachan, et al. 0.35 acre for right of way. Amount of offer $8,064.00. Authorized by Commissioner McIver on May 3, 1954.

R 21654 - Owner: Agnes Meehan. 1.03 acre for right of way. Amount of offer $669.00. Authorized by Commissioner McIver on April 27, 1954.

Medford-County Farm-Ashland Section of the Pacific Highway

L 1935 - Owner: Charles W. Koyl, et al. 2.93 acres for right of way. 5.8 acres for channel change. 1.03 acres for gravel pit, and 0.82 acre for excess taking. Amount of offer $15,080.00. Authorized by Chairman Chandler on May 7, 1954.

Vale-Cairo Junction Section of the Central Oregon Highway

R 21113 - Owner: Hot Springs, Inc. 2.18 acres for right of way. Amount of offer $4,231.00. Authorized by Commissioner Reynolds on April 7, 1954.

R 21625 - Owner: Floyd G. Miller, et ux. 6.08 acres for right of way and 0.12 acre for easement for channel change. Amount of offer $6,000.00. Authorized by Commissioner McIver on May 3, 1954.

L 2071 - Owner: Blanche Tipton, et al. 28.41 acres for right of way and 1.37 acres for excess taking. Amount of offer $9,206.00. Authorized by Commissioner McIver on May 3, 1954.

Goshen-Divide Section of the Pacific Highway

R 21212 - Owner: Mary Elizabeth Wright. 29.95 acres for right of way. Amount of offer $19,065.00. Authorized by Chairman Chandler on May 7, 1954.

Goshen-Divide Section of the Pacific Highway (cont.)

R 21220 - Owner: W. C. Schilling, et al. 8.7 acres for right of way. Amount of offer $3,000.00. Authorized by Chairman Chandler on May 7, 1954.

R 21230 - Owner: Katie A. Burrows, et al. 0.38 acre for right of way. Amount of offer $1,350.00 for land and $1,225.00 for barn if owned by defendant. Authorized by Chairman Chandler on May 7, 1954.

R 21396 - Owner: W. A. Woodard Lumber Company, 13.28 acres for right of way. Amount of offer $31,400.00. Authorized by Chairman Chandler on May 7, 1954.

R 21451 - Owner: William Perini, et ux. 2.91 acres for right of way. Amount of offer $875.00. Authorized by Chairman Chandler on May 7, 1954.

R 21453 - Owner: E. C. M. Spriggs. 0.17 acre for right of way. Amount of offer $300.00. Authorized by Chairman Chandler on May 7, 1954.

R 21466.- Owner: William T. Morris, et ux. 2.05 acres for right of way. Amount of offer $2,300.00. Authorized by Chairman Chandler on May 7, 1954.

R 21490 - Owner: Central Oregon Plywood, Ore. Ltd., et al. 4.94 acres for right of way and 1.1 acres for excess taking. Amount of offer $2,250.00. Authorized by Chairman Chandler on May 7, 1954.

R 21224 - Owner: Margaret Hemenway, et al. 10.39 acres for right of way. Amount of offer $8,300.00. Authorized by Chairman Chandler on May 7, 1954.

R 21242 - Owner: Peter B. Kuiper, et ux. 0.03 acre for right of way. Amount of offer $2,300.00. Authorized by Chairman Chandler on May 7, 1954.

R 21491 - Owner: Alsea Hawley, et al. 53.28 acres for right of way. Amount of offer $13,500.00. Authorized by Chairman Chandler on May 7, 1954.

R 21215 - Owner: Gwendolyn E. Jaqua, et al. 37.57 acres for right of way. Amount of offer $10,500.00. Authorized by Chairman Chandler on May 7, 1954.

Zig Zag-Rhododendron Section of the Mt. Hood Highway

R 21786 - Owner: H. L. Perkins, et ux. 0.03 acre for right of way. Amount of offer $150.00. Authorized by Chairman Chandler on May 7, 1954.

Goble-St. Helens Section of the Columbia River Highway

R 21308 and $ 21309 - Owner: Alger Chaney, et al. 1.31 acre for right of way. Amount of offer $600.00. Authorized by Commissioner McIver on May 3, 1954.

R 21380 - Owner: Gladys E. Peterson, et al. 2.44 acres for right of way. Amount of offer $19,350.00. Authorized by Chairman Chandler on May 7, 1954.

R 21368 and R 21882 - Owner: Wales Wood, et ux. 0.05 acre for right of way. Amount of offer $1,000.00. Authorized by Chairman Chandler on May 7, 1954.

Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Highway

R 21625 - Owner: Floyd G. Miller, et ux. 6.08 acres for right of way and 0.12 acre for easement for channel change. Amount of offer $6,000.00. Authorized by Commissioner McIver on May 3, 1954.

Shady Point-Booth Ranch Section of the Pacific Highway

L 2071 - Owner: Blanche Tipton, et al. 28.41 acres for right of way and 1.37 acres for excess taking. Amount of offer $9,206.00. Authorized by Commissioner McIver on May 3, 1954.

The Chief Counsel reported that at the April meeting employment of Mr. Robert B. Holland had been authorized, but since that time Mr. Holland has decided to engage in the practice of law in California. Mr. Leslie B. Hampton, he stated, has been interviewed and has agreed to accept employment in the Legal Department at a monthly salary of $394.00. He recommended and the Commission approved his employment.

The Commission discussed briefly with the Engineer and the Chief Counsel matters of legislation to be presented at the 1955 legislative session. The Commission took under advisement proposed legislation submitted by the Chief Counsel and advised that final action would be taken thereon at the June meeting so that the proposed legislation could be presented to the Highway Interim Committee by August 1.

A report was made by the Chief Counsel concerning the institution of actions against the Highway Commission for damages allegedly caused by a change of grade in construction of the Center Street Bridge in Salem. Nine claims, he stated, have been filed for a total amount of $222,500. In addition to this, a settlement was previously made with Mr. and Mrs. A. B. Seely for damages in the amount of $3,000. The Commission accepted the report.

Consideration was given to executing a "Quitclaim Deed" in favor of Safeway Stores, Inc., covering a slope easement over a certain property in Newport, Oregon, on the Oregon Coast Highway in exchange for an easement for lateral support to the highway conveyed by Safeway Stores to the State. The Chief Counsel recalled that at the meeting in February, action had been taken clarifying the effect of the slope easement granted to the Highway Commission. It appears that Safeway Stores are constructing a grocery store on the property adjacent to the parcel conveyed by the slope easement and plan to extend a parking lot over that portion subject to the slope easement. Their financial arrangements have been made difficult by reason of the easement and they have requested the Highway Commission to quitclaim the easement in exchange for a conveyance by Safeway Stores of an easement for lateral support covering the same property. This transaction, he stated, will work no detriment to the State, and he recommended that it be approved. The Commission accepted the recommendation.

Upon the Chief Counsel's favorable recommendation, the Commission approved institution of legal proceedings in the following cases:

1. James Franklin Thrasher, CAO-52-26, claim for damage to state vehicle caused by collision.

2. Paul Koger Lowe, CAO-53-95, claim for damages to traffic signal installations caused by collision.

3. W. E. McLachlan, CAO-52-30, claim for damages to bridge structure caused by collision.

4. John P. Fay, R 21614, suit to obtain specific performance of option to purchase real property.

Consideration was given by the Commission to a revision in the standard endorsement for insurance furnished by applicants for permit for special movements of oversize or overweight vehicles upon state highways. The Chief Counsel explained that the revision has been made to preclude the reducing of coverage of an assured if the endorsement were attached to an insurance policy having greater limits than $50/100/25,000. He recommended the following amendment:

"Limits provided herein are the minimum limits required by the Oregon State Highway Commission and shall in no way be considered a reduction in limits as originally provided in this policy."

He also stated that it would be necessary to revise the standard endorsement and certificate of insurance so that references may be made to the Oregon Revised Statutes rather than the Session Laws of the State of Oregon which have been repealed. The suggested change has been approved by the Insurance Commissioner. The Commission approved the changes.

Attention was also given to revocation of the Commission's policy that applicants for permits for special movements of vehicles having a size, weight or description not permitted by law to operate upon highways be required to furnish indemnity insurance or indemnity bond in addition to having public liability and property damage insurance. The Chief Counsel explained that the effect of an endorsement to the permittee's public liability and property damage insurance approved in October, 1953, is to permit the Highway Commission to collect for damages to its own property under the insurance policy notwithstanding that the Commission is a named insured. He pointed out that the requirement that indemnity insurance or an indemnity bond be furnished in addition to the public liability and property damage insurance is an unwarranted financial burden upon the applicants,for protection to the state is accomplished by the previously mentioned endorsement. He recommended that such indemnity insurance or indemnity bond not be required for the issuance of special trip permits unless the proposed movement is of a highly unusual and extremely hazardous nature, in which case the indemnity insurance or indemnity bond may be required by the State Highway Engineer, the Deputy State Highway Engineer, any assistant State Highway Engineer, the Director of

Permits or the Transportation Permit Supervisor. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel recommended and the Commission approved payment of $100 to Mr. Edward Rieben for damages to his wheat crop caused by a survey crew while working on the Washburn-North Plains Section of the Wilson River Highway in Washington County in 1952.

A report was made by the Chief Counsel concerning institution of an action by W. F. Heskett against the Highway Commission and H. J. and H. W. Miller, contractors. He stated that on May 6, 1954, a summons and complaint had been served in which the plaintiff claims to have suffered loss in the amount of $435 due to destruction of an irrigation ditch by the contractor in his operations on the Lostine River Bridge Section of the Wallowa Highway in Wallowa County. The matter, he stated, is being investigated by the Engineering Department and appropriate action will be taken to defend or settle the claim. The report was accepted.

Payment of insurance premium to the Medford Irrigation District was considered. The Chief Counsel stated that this matter arises from the provisions of an agreement entered into on January 22, 1953, with the Irrigation District concerning construction of an irrigation ditch in connection with highway construction on the Medford County Farm Section of the Pacific Highway. Essentially the problem is whether the Commission wishes to pay the premium of approximately $200 per year for coverage by endorsement to the District's present policy or to get prices on a separate policy to provide similar protection. The Commission turned the matter over to Commissioner Reynolds and instructed the Engineer and the Chief Counsel to provide such information as may be required.

A request was considered from the City of Medford, the Jackson County Court, and a citizens' committee for consent of the Highway Commission to incorporate within the City of Medford by annexation a portion of the right of way on the Medford-County Farm Section of the Pacific Highway adjacent to the present southerly boundary of the City of Medford. The Chief Counsel stated that the matter had been investigated by the Legal and the Engineering Departments and no objection could be seen, and he recommended that the Commission concur in the request. The Commission accepted the recommendation and instructed that the City officials be so advised.

A similar request was also considered from the City of Corvallis concerning proposed annexation of highway property along the Pacific Highway West north of the present Corvallis city limits. The Deputy State Highway Engineer stated that he had investigated the matter and recommended that their request be granted. The Commission accepted the recommendation.

Chairman Chandler inquired of the Chief Counsel concerning the status of right of way acquisition on the section of the Oregon Coast Highway between Rocky Point and Frankport. The Chief Counsel explained the status in regard to several owners.

The Commission accepted a report from the Engineer that pursuant to authority previously granted him by the Commission he has awarded contracts in which the conditions governing the awards have been satisfied and contract and bond forms have been sent to the respective contractors for signature as follows:

1. Grading and paving and construction of a reinforced concrete bridge on Sage Hen Hill-Hines Section of Central Oregon Highway in Harney County. Bids received February 25, 1954. Conditions of award satisfied April 6, 1954. J. C. Compton Company, McMinnville, contractor.

2. Grading and paving on West Main Street in the City of Carlton, Yamhill County. Bids received April 1, 1954. Conditions of award satisfied April 7, 1954. W. G. Wright, McMinnville, contractor. (Combination bid with Lafayette Project)

3. Grading and paving on Madison Street in the City of Lafayette, Yamhill County. Bids received April 1, 1954. Conditions of award satisfied April 7, 1954. W. G. Wright, contractor. (Combination bid with Carlton Project)

4. Construction of Coast Fork Willamette River Bridge, North Crossing, on the Pacific Highway, new alignment, in Lane County. Bids received February 24, 1954. Conditions of award satisfied April 9, 1954. Tom Lillebo, Reedsport, contractor.

5. Grading on Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County. Bids received February 24, 1954. Conditions of award satisfied April 9, 1954. D & H Construction Company and W. H. Hasler Construction Company, Sacramento, California, contractor.

6. Grading and paving on Vale-Cairo Section of Central Oregon Highway in Malheur County. Bids received February 24, 1954. Conditions of award satisfied April 9, 1954. Warren Northwest, Inc., Portland, contractor. (Combination bid with Nyssa Project)

7. Grading on First Street in City of Nyssa in Malheur County. Bids received February 24, 1954. Conditions of award satisfied April 9, 1954. Warren Northwest, Inc., Portland, contractor. (Combination bid with Vale-Cairo Project)

8. Construction of Deschutes River Bridge and Fulton Canyon Creek Bridge on Columbia River Highway in Sherman and Wasco Counties. Bids received April 1, 1954. Conditions of award satisfied April 19, 1954. Young and Smith Construction Company, Portland, contractor.

9. Paving and furnishing crushed material in stockpile on Deady-South Umpqua River Unit, Deady-Shady Section of Pacific Highway in Douglas County. Bids received April 2, 1954. Conditions of award

satisfied April 21, 1954. E. C. Hall Company and J. C. Compton Company, Portland, contractor.

10. Construction of Wolf Creek Bridge on Pacific Highway in Josephine County. Bids received April 1, 1954. Conditions of award satisfied April 26, 1954. Hamilton and Thoms, Eugene, contractor.

11. Grading and paving Beaverton Junction-Progress Section of Olson County Road in Washington County. Bids received April 2, 1954. Conditions of award satisfied April 26, 1954. Porter W. Yett, Portland, contractor.

12. Grading and paving Salem-Roberts Section of Independence-Salem Road in Marion County. Bids received April 1, 1954. Conditions of award satisfied May 6, 1954. Fred Rouse & Henry H. Miller, Salem, contractors.

The Engineer reported that under authority previously granted him he had approved reclassification of several sections of state highways from a Group II to a Group I classification. These changes, he stated were based on the results of a test run with a 60-foot vehicle on the following sections of state highways:

1. Nyssa-Adrian Secondary Highway No. 450 from Nyssa to the Idaho state line.

2. Oregon Coast Highway No. 9 between Hebo and Otis Junction.

3. The southerly half of the Elkton-Sutherlin Secondary Highway No. 231 from M. P. 14.31 at the intersection of a county road to Tyee to M. P. 28.30 in Sutherlin.

4. The Dallas-Coast Highway No. 192 from Dallas northwesterly to a junction with the Salmon River Highway.

Consideration was given to a request from the City of Toledo for construction of a footpath along the Corvallis-Newport Highway through the City. The Engineer stated that city officials had pointed out that construction of this footpath had been promised before the war. Investigation of the minutes disclosed that construction had been authorized by the Commission at a meeting on October 17, 1941; however, before construction of the path could be undertaken, the second World War was underway, and the Commission on April 2, 1942, decided to defer further footpath construction during the war emergency. The Engineer also pointed out that the 1941 cost was estimated at $5,050 based on the alignment of the highway at that time; however, plans for the highway through the City have changed and the present cost is not known. He recommended that the footpath be constructed. The Commission instructed the Engineer to prepare a report on the cost of the walk and other pertinent matters and present it, if possible, at the June meeting.

A request from the South Tillamook Coast Road Committee for improvement of the Little Nestucca Secondary Highway was considered. The Engineer reported that the highway is 9.35 miles in length and has nine bridges, three of which have been

built to modern standards leaving six that need to be reconstructed. Preliminary studies indicate that it would cost about $840,000 to construct the 9.35-mile section to a modern standard, including the six new bridges. He suggested that an attempt be made to program federal secondary monies from the new road bill for the two miles on the west end which has the most populous area. The cost of this improvement he estimated at $165,000. No action was taken at this time pending the appearance of a delegation on the following day. (The Commission informed the delegation that no money is available now, but consideration would be given to their request when the next secondary program is formulated.)

Chairman Chandler pointed out that to his way of thinking, secondary highway funds should be used principally to pave or oil surface the more important existing secondary highways. He pointed out that some secondary highways which now have a gravel surface carry a lot of traffic and should be paved to secondary standards. It was his thought that the heavily traveled secondary highways should be modernized.

The Engineer reported the results of bids received in Salem on April 28, 1954, for the purchase of used equipment and scrap materials stored at the highway shops in Salem. He recommended that all bids for items Nos. 11, 38, 44 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, and 58 be rejected as being too low and that all other items be sold to the high bidder with the exception of items Nos. 36 and 37 on which no bids were received. The total amount of high bids on which sale is recommended is $13,583.01 compared with the total estimated value for these same items in the sum of $10,457.50. The Commission accepted his recommendation.

A report was presented by the Engineer concerning a request from Jack Latourette to purchase a tract of state-owned land near the intersection of 5th and Water streets in Oregon City. This tract of land, he stated, lies between the Pacific Highway East and the Willamette River and is an excellent location for a service station. He pointed out that if a service station is installed there would be not only the marginal friction of southbound traffic entering and leaving the station, but there would be the more dangerous feature of northbound traffic entering the station and thereby crossing the highway in front of southbound traffic. He recommended that the property be retained. The Commission accepted the recommendation.

Consideration was given to a request from E. R. Fatland of Condon for improvement of the John Day Highway and the Wasco-Heppner Highway. The Engineer reported that to improve the John Day Highway from Dayville Junction to Condon is estimated to cost $5,860,000 and to complete the Wasco-Heppner Secondary Highway between Condon and Wasco would cost approximately $603,000. The Commission took no action at this time pending the appearance of a delegation on the following day. (On the following day the Commission informed the delegation that careful consideration would be given to their request but no commitment was made.)

The Commission gave attention to the following items of unfinished business as they appeared on the Secretary's Summary, dated April 2, 1954:

1. Request of Coos County Court for the construction of Seven Devils Route of US 101 from the south end of Cape Arago Secondary Highway via Bullards Bridge to Bandon: The Engineer stated that his report in the matter is not yet ready, but it appears that a preferable connection should be made at or near Coaledo and thence to Bandon via Bullards Bridge. The Commission ordered the item deleted from the list of unfinished business.

2. Request of Coos County Delegation for elimination or improvement of a curve at Rocky Point on the Cape Arago Secondary Highway: The Engineer reported that the minutes of May 26 and 27, 1952 showed that the request had been investigated and improvement approved at an estimated cost of $30,000 with the project to be given consideration in the programming of future allotments of secondary highway funds to Coos County. The Engineer recommended, and the Commission approved, contracting of the work as a State project in 1954 at an estimated cost of $30,000. The item was ordered deleted from the list of unfinished business.

Chairman Chandler called attention to another project to eliminate a curve at the end of the Spruce Street bridge on the Coos Bay-Roseburg Highway in Myrtle Point. The Deputy Engineer stated that it is planned to do this work in the $350,000 project between Coquille and Myrtle Point.

3. Request of Earl M. Bush for fencing of publicly-owned land along US 20 between Sage Hen Hill and Riley Store: The Engineer stated that his report in this matter is not yet ready. The item is to remain on the list of unfinished business.

4. Request for wayside parking area at Unity Reservoir: The Engineer reported that this request had been carefully investigated by the Landscape Engineer who reported that the site does not conform to the standards for roadside picnic areas, and due to its remoteness from the highway, it appeared that the area would be used principally as a parking place for fishermen. The Commission took no action to approve the request, but instructed the Engineer to forward a copy of the Landscape Engineer's report to Commissioner Reynolds. This item is to be deleted from the list of unfinished business.

5. Request of Commissioner J. C. Minson, Crook County, for construction of a climbing lane on the Ochoco Highway west of Prineville: The Engineer reported that an investigation disclosed that it does not appear practical to construct a climbing lane on the section without a complete rebuilding of the road. To widen the existing road to provide a climbing lane on the 1.25-mile section involved, he estimated would cost about $50,000 which would mean retaining the present surfacing. To provide an adequate climbing lane and decrease the curvature will require almost complete reconstruction at an estimated cost of $140,000. As the average daily traffic is only 1,200 vehicles, he recommended that construction be not undertaken at this time. The Commission accepted the recommendation and ordered the item deleted from the list of unfinished business.

6. Claims of Hodges and Kaptur, through their attorney, Howard H. Campbell, for payment for damage to their properties by reason of highway construction at Miroco Beach on U. S. Highway 101 about 2½ miles south of Depoe Bay: The Engineer recalled that this matter had been previously discussed, and it appears that the Commission has no legal responsibility. The Commission denied the claim and ordered the item deleted from the list of unfinished business.

7. Request from the City of Beaverton for designation of Hall Street in Beaverton as a secondary highway route: The Engineer reported that his investigation of the matter is not yet complete, and he recommended that the item be deleted from the list of unfinished business to be taken up as new business when the report is made. The Commission accepted the recommendation.

8. Request of residents in the vicinity of Norwood for access to the Portland-Salem Expressway at Norwood Crossing: The Engineer recalled that at the April meeting he had been instructed to conduct an origin and destination survey when the new highway is completed to determine if an access may be needed. He suggested that the item be deleted from the list of unfinished business and be taken up again as new business when the survey has been made. The Commission approved the suggestion.

Chairman Chandler presented a letter from Mr. Willard L. Archer requesting an immediate traffic count at the Norwood crossing which was read aloud by the Assistant Secretary. The Commission instructed that Mr. Archer be advised by letter that it is not planned to conduct the traffic count until the highway is completed and traffic is routed over it.

The Engineer reported that under authority previously granted he had placed a reduced load limit on the West Diamond Lake Secondary Highway No. 233 from M. P. 1.00 to the end of the highway at M. P. 23.89, being the junction with the Crater Lake North Secondary Highway. He also reported placing a reduced load limit on the Crater Lake North Secondary Highway No. 232 over the entire length of the highway. Both reduced load limits are effective at 8:00 a.m. on May 8, 1954 and involve a load limit of 11,000 pounds gross on any single axle, 20,000 pounds gross on any pair of tandem axles, and 36,000 pounds maximum gross load. The Commission accepted the report.

The Engineer presented for consideration proposed surveys for relocating sections of state highways. He pointed out that the proposed relocations represent the most feasible routes, considering funds available and the benefits to be derived by the traveling public. He recommended that the following surveys be adopted:

1. Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington and Multnomah Counties.

2. Depot Slough Section of the Corvallis-Newport Highway in Lincoln County.

3. Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County.

The Commission approved the surveys by adopting the attached resolutions relative thereto marked EXHIBITS "K-1" and "K-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A request from Mr. Carl Driskill, Secretary-Treasurer of the John Day Chamber of Commerce for an economic study concerning a route connecting the southerly end of the Pendleton-John Day Highway with the John Day Highway was considered. The Engineer reported that a survey had been made in 1926 and a further study was made about 10 years later. This latter study was only preliminary, and he recommended that authority be granted to make a reconnaissance survey and an economic analysis at an estimated cost of $1,000. The Commission accepted the recommendation.

Also considered was a request from the City of Prineville for investigation concerning the feasibility of constructing a truck by-pass route through Prineville and involving an underpass under Elm Street. The Engineer reported that he believed the plan the City has in mind would be quite costly. He suggested that a reconnaissance study be made, not to take over two or three days, to determine roughly what route could be used and the cost thereof and that this information be furnished to the City. He also suggested that the State refrain from participation in the construction of such a truck route. The Commission accepted the suggestions.

The Commission gave attention to a request from John Prideaux, member of the Mari-Linn School Board near Lyons for school signs, crosswalks, and a footpath on the Mill City-Mehama Highway in the vicinity of Mari-Linn School. The Engineer reported that the requests had been carefully investigated, and it was found that adequate warning signs have been in place for some time. Concerning construction of the footpath, it was found that evaluation figures determined its relative warrant at 0.87 which is below the required unit value of 1.00. Captain Walter Lansing of the State Police, he stated, will contact school authorities concerning establishing of a school boy patrol and the painting of crosswalks. He recommended and the Commission approved denial of the request for a footpath.

The Coos County Court submitted a written request that the State conduct a survey of the Riverton area to determine the best location for a bridge to replace the existing ferry. The Engineer stated that to conduct such a survey, including foundation borings and studies of the effect of high water in the Coquille River would cost approximately $3,200. He pointed out, however, that it should be understood that this amount does not include the cost of designing the bridge. Upon his favorable recommendation, the Commission authorized the survey when crews are available with the understanding that the cost is to be borne by Coos County.

A petition from residents along Beardsley Road, sometimes known as Chemawa Road, in the Keizer district north of Salem was discussed. These people requested hard surfacing or oiling to hold down the dust caused by increased traffic of gravel trucks. The Engineer reported that some gravel had been hauled by the State from a nearby pit, but the work had been completed and the road was graded smooth after the hauling had been completed. He recommended that a light oil dust palliative be placed on the road when the bid operation of surfacing the Portland-Salem Expressway starts. The Commission approved the recommendation.

Residents of Paulina submitted a petition requesting oiling of the Paulina

Secondary Highway from the west boundary of the Paulina School to the end of the highway. The length of this improvement, the Engineer reported, is only one-fourth mile, but it has a very light base and will need additional surfacing before any kind of an oil mat can be placed. The cost of the job, he estimated at $8,000 which is high by reason of remoteness of the job and the small quantities involved. He recommended that the request be denied until such time as money is available to build a section of sufficient length to justify a contract. The Commission accepted the recommendation.

A petition was also considered from residents of Spray requesting completion of the Heppner-Spray Highway by surfacing the section between Rock Creek and Spray Junction. The actual distance, the Engineer reported, is 25.8 miles. He recalled that this matter had been considered in the past, the last request being on May 18, 1953, and was denied on the basis that the volume of traffic did not warrant the improvement. Since that time there has been a small increase in traffic, but the section still carries one of the lowest traffic volumes of any highway in the State, the traffic being approximately 50 vehicles at the Morrow-Wheeler County Line, 60 vehicles at the southern terminus, and 90 vehicles at the north terminus. The cost of improvement he estimated at $650,000 for a medium-type oil surface 18 feet wide. Upon his adverse recommendation, the Commission denied the request.

The Engineer requested authority to expend approximately $6,000 to raise the grade on a section of the Siuslaw Highway adjacent to the river about 1.6 miles east of Florence. He pointed out that several sections in this vicinity have been affected by unequal subsidence and in this particular area the settlement has been so much that the road is subjected to flooding with high tides. Flooding sufficient to stop all traffic occurred in December, 1951 and in January and November, 1953. He recommended that the project be approved as a minor betterment item with finances to be secured from the reserve for projects to be selected. The Commission approved the project with the work to be done by contract.

The Engineer also requested authority to oil shoulders on the newly constructed section of the Oregon Coast Highway between Hauser and Coos Bay. He pointed out that although it was not contemplated originally to oil the shoulders, it has been found that it is very difficult to set them up without oiling. He called attention to the fact that the road tests conducted in Idaho had shown that practically no distress occurred in the outside wheel tracks on those sections on which the shoulders were oiled. He recommended and the Commission approved the expenditure of $12,000 to oil the shoulders.

An additional authorization of $1,000 was requested by the Engineer for the WASHO Test Road Project at Malad City, Idaho. He explained that the original plan had been to conduct the tests for a period of two months after the frost had left the ground, but subsequent developments indicated that much valuable information would be lost if the test were not continued for a longer time. The Advisory Committee, he stated, decided to extend the spring test for an additional $1\frac{1}{2}$ months or until May 31. The additional cost for this period is $2,500 for each of the participants, but as Oregon already has a balance of $1,500 on hand an increased authorization of only $1,000 is required, and he rec-

ommended that this be done. The Commission approved the recommendation.

Recommendations submitted by the Klamath County Chamber of Commerce for construction projects in the Klamath Basin were considered. The Engineer reported that these people wish to have their projects considered when the next program is formulated. The Commission ordered the letter filed. (For details concerning the projects requested, see Klamath County Chamber of Commerce letter dated April 15, 1954, in the General Files.)

The Commission also gave attention to a request submitted by L. Orth Sisemore for relocation of the southern terminus and rerouting of certain sections of Lake of the Woods Road (Klamath Lake Secondary Highway) particularly in the Lakeshore Drive area. The letter was ordered filed for future reference.

Expenditure of approximately $5,000 was requested by the Engineer for the purchase of equipment to measure moisture and density of soil. He stated that the University of California has developed a method of measuring moisture and density of soil by the use of radioactive materials now available from the Government's atomic piles. The use of neutrons and gamma rays, he stated, make such measurements possible without the necessity of extracting samples from the soil for laboratory testing, thus providing a great saving of time and money in conducting such tests. He described briefly the method used in conducting the tests and pointed out that certain precautions must be taken by personnel and that it will be necessary to do some assembling and preliminary testing before the regular work can get under way. Also, it will be necessary to train men in the use of the equipment. This preliminary cost, he estimated at about $2,000 and the cost of the equipment at approximately $2,500. He recommended the expenditure of $5,000 in order to start the testing program. The Commission approved the recommendation.

A petition was discussed from the Kelso Farmers Union Local No. 279 and Sandy Grange No. 392 for investigation of a traffic hazard on the Mt. Hood Highway at a county road intersection in the community of Kelso about 1½ miles west of Sandy. The Engineer stated that careful investigation had been made by the Traffic Engineering Department and the primary difficulty is caused by parking in front of certain business establishments, thereby restricting sight-distance. Speed zoning, he stated, did not appear to be practicable. To improve the sight-distance and lower the accident potential, he recommended the installation of two sections of closely spaced guard posts to control access and to prevent parking, one section in front of the grocery store and service station and the other section in front of a grocery and feed and seed store. The cost of this installation he estimated at $400 to be performed with 1954 minor betterment funds for Channelization Projects to be Selected. The Commission approved the recommendation.

Attention was given to a request from the Rebekah Lodge and others in the vicinity of Lyons for construction of a pedestrian walk on the Santiam River Bridge over the North Santiam Highway at Mehama. The Engineer in his report pointed out that a similar request had been considered in May, 1951, and on the basis of low traffic and pedestrian volume had been denied. Since the opening of the new Santiam Highway between Mehama and Mill City, a traffic check was taken in the month of April, 1954, which showed a decrease of vehicles and pedestrians using the bridge.

The cost of placing the sidewalk he estimated at $6,200, and on the basis of pedestrian and vehicular traffic, recommended that the request be denied. The Commission deferred action pending the appearance of a delegation the following day. (On the following day, the Commission informed the delegation that the Engineer would be instructed to reinvestigate the matter.)

A request from the City Council of Rainier was considered for widening, construction of curbs and drainage on the south side of US 30 between Second Street and Sixth Street in Rainier. The Engineer explained that the reason for requesting only one-half of the highway improvement is that there is practically no development on the north side while there is almost continuous culture on the south side. An investigation, he stated, reveals that there is no particular congestion of traffic and the priority of the project is quite low. Also, he questioned the desirability of constructing one-half the roadway width to a full street section. In view of these conditions he recommended, and the Commission accepted the recommendation,that the request be denied.

The Commission also discussed a request from the Hood River Chamber of Commerce to lease a parcel of land inside the Hood River interchange on which to construct a tourist information building, and also a request for pavement widening, a request for a sign indicating access to Hood River, and a request for lighting the Hood River approach on the Columbia River Highway. In discussing these matters, the Engineer pointed out that the placement of an information center as requested would create a definite traffic hazard and at the same time cause the breakdown of a long-established policy of not permitting buildings within interchange areas. He recommended that no development other than landscaping be permitted within the area. The Commission approved the recommendation.

In the matter of pavement widening, signs and lighting, the Engineer reported that there appeared to be no need for the pavement widening as a deceleration lane has already been provided for the Hood River approach and luminaire units are now being installed at the interchange. He recommended that a sign be installed reading "Hood River Junction Ahead" and that the pavement widening be denied at least until further study. The Commission accepted the recommendations.

The Engineer reported that the following cities and towns have fulfilled legal requirements for expenditure of State Tax Street Funds accrued to them as follows:

During the first six-months' period of 1954:

Adams	$ 541.48
Banks	1,322.04
Clatskanie	3,167.98
Cove	991.53
Echo	1,606.85
Glendale	3,062.50
Gold Hill	2,176.45
Ione	921.21

Metolius	$ 552.02
Monument	801.66
Mt. Vernon	1,585.75
Prescott	418.41
Riddle	2,229.19
Rogue River	2,074.48
Sodaville	552.02
Sublimity	1,290.40
Yoncalla	2,201.06

During the second six-months' period of 1953:

Gates	$1,218.73
Hubbard	1,423.78
Island City	398.54
Merrill	2,411.47
Stanfield	2,440.35

During the first six-months' period of 1953:

Chiloquin	$2,214.64
Paisley	709.48
Merrill	2,768.28

During the second six-months' period of 1952:

Bonanza	$ 701.04

During the first six-months' period of 1952:

Grass Valley	$ 612.18
Merrill	2,621.37

He stated that the plans for the improvements proposed to be financed with the funds under discussion have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission accepted the recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "D-1" through "D-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A request was considered from the City Recorder at Cascade Locks for installation of a traffic signal on the Columbia River Highway at the location of the Cascade Locks Fire Station. An investigation which was made, the Engineer reported, indicated that a signal would not be of any benefit. He pointed out that what the City has in mind is a signal which would be flashing amber on the highway except when a push button was actuated which would turn the light to red. This would result in a very surprising stop signal which would probably cause accidents. He therefore recommended that the request be denied. The Commission approved the recommendation.

The Engineer requested an increase of $70,000 in the project authorization for paving shoulders on Contract No. 3853 for the Boones Ferry Road-Willamette

River Section of the Portland-Salem Expressway in Washington and Clackamas Counties. He pointed out that this contract had been let before the practice had been adopted of paving or oiling shoulders during construction. He called attention to the results of the WASHO Road Test in Malad, Idaho, where considerable damage had occurred to the outer edge of the pavement on unpaved shoulders whereas no damage occurred where the shoulders were paved. The shoulder paving, he stated, is to be four feet wide on each side and two inches deep. It is also contemplated to increase the thickness of the pavement proper from $3\frac{1}{2}$ inches to 4 inches. The Commission approved the increase as requested.

The Engineer presented a request from the U. S. Army Engineers for the State to assume maintenance of the six lighting units installed in the vicinity of Detroit Dam on the North Santiam Highway. He recommended that the State take over maintenance of the units under condition that the U. S. Government furnish the electrical energy required without cost to the State. The Commission approved the recommendation.

The Commission considered a request from the City of Hines for installation of a flashing beacon at the intersection of the Central Oregon Highway and Barnes Avenue in the town of Hines. The investigation which was conducted, the Engineer stated, disclosed that there was but one accident at this intersection from January 1, 1949 to December 31, 1953, and only 18 percent of the vehicles entering the intersection entered from Barnes Avenue. In view of the favorable accident record and the low traffic volume on the cross street, he recommended and the Commission approved denial of the request.

The Commission considered and by unanimous vote granted the following requests for extensions of time within which to complete state highway contracts, the Commission's action in each instance being in accord with the Engineer's recommendation:

1. Babler Brothers, Inc., Contract No. 3772 for grading and paving on the Anlauf-Elkhead Road Unit on the Pacific Highway in Douglas County, requested an extension of time from October 31, 1953 to April 24, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

2. Steeck Electric Company, Contract No. 4044 for installation of traffic signals at Tigard on the Pacific Highway West, requested an extension of time from March 31, 1954 to April 30, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty.

3. Tom Lillebo, Contract No. 3870 for construction of four structures on the State Street-Battle Creek Unit of the Salem By-pass in Marion County requested an extension of time from March 31, 1954 to May 30, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty. A

letter was presented from the Bureau of Public Roads concurring therein.

4. Birkemeier & Saremal, Contract No. 3859 for construction of the Boeckman Road Grade Separation on the West Portland-Hubbard Highway in Clackamas County requested an additional extension of time from April 1, 1954 to May 1, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

5. United Builders, Inc., Contract No. 3851 for construction of the 92d Avenue Overcrossing of the T. H. Banfield Expressway requested an additional extension of time from April 1, 1954 to July 31, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein.

6. Steeck Electric Company, Contract No. 4022 for installation of Medford Traffic Signals requested an extension of time from February 28, 1954 to April 10, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty.

(For further details regarding the extensions of time listed above, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.) *

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*FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendations of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for extensions of time.

The Engineer reported that Contracts Nos. 3758, 3848, 3859, 3871, 3889, 3899, 3941, 3979, and 4022 for construction of state highway projects have been completed according to requirements of the contracts or modifications thereof, and said projects are now ready for acceptance. The Commission, after due consideration, accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that on January 30, 1954 a slide occurred at M. P. 24.60 on the Willamette Highway on a section recently constructed by the U. S. Army Engineers around Meridian Dam. The slide, he stated, blocked the highway and threatened possible damage to the Southern Pacific Railroad line. The Division Engineer, after an investigation for possible sources of equipment and labor, hired Babler Brothers to remove the slide on the basis of AGC rental rates plus 5 percent allowance on the equipment and 15 percent on labor costs. This, he pointed out, is

the same basis as if the work had been performed by price agreement in connection with any ordinary contract. The work was completed by Babler Brothers on April 13 at a cost of $40,759.60, and there had been no damage to the Railroad facilities nor serious inconvenience to the traveling public. He recommended that Babler Brothers be paid the amount as stated. The Commission approved the payment.

A petition was considered from residents in the vicinity of Tuckers Bridge on the Hood River Secondary Highway for the establishment of a speed zone. The Engineer reported that the request had been carefully investigated, and in view of the favorable accident experience, the low volume of vehicular traffic and the scattered residential culture, he recommended that the request be denied. The Commission accepted the recommendation.

Also considered was a request from W. S. Fullerton of Beaverton for better traffic control and possible establishment of a speed zone and a stop light at Huber on the Tualatin Valley Highway. The investigation conducted in this matter, the Engineer reported, indicated that there is no warrant for signalization at the intersection, but it does appear that speed zoning might offer some benefit. He, therefore, recommended that a reduced speed zone of 45 miles per hour be placed between M. P. 5.69 and M. P. 6.35 and between M. P. 6.68 and M. P. 7.49. Also that a 35 miles per hour speed zone be established between M. P. 6.35 and M. P. 6.68 and between M. P. 7.49 and M. P. 8.26 except for a section 450 feet east and 450 feet west of Union Avenue, and a section 500 feet east of Kinnesswood Avenue and 300 feet west of Kinneswood Avenue the indicated speed shall be 20 miles per hour during the hours of school crossings as provided by law. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Topaz Rebekah Lodge at Brookings submitted a written request for a 40-mile per hour speed zone on the Oregon Coast Highway between Cedar Lane Cannery and the home of Mrs. L. D. Harvey south of the town of Harbor. The section investigated, the Engineer reported, is 0.49 mile in length. The investigation disclosed that the prevailing speeds are such that without a great deal of enforcement, speed zoning would be of no benefit. The roadside culture is relatively light and the average daily traffic was found to be 2,540 vehicles in 1953. In view of these facts, he recommended that the request for speed zoning be denied. The Commission accepted the recommendation.

The Commission also gave attention to a request from property owners residing on US 97 south of Bend for an extension of the existing 35-mile per hour speed zone for a distance of 1.49 miles south of Bend. In the investigation conducted by the Traffic Engineering Department, it was found that the accident rate on this section has been far below the average for similar sections of highway; also, that prevailing speeds are such that speed zoning would provide little benefit. In view of these facts, the Engineer recommended that the request for speed zoning be denied. The Commission approved his recommendation.

Consideration was given to a request from the Rev. T. R. Yaws of Swiss-

home for establishment of a 35-mile per hour speed zone on the Siuslaw Highway through the community of Tide about two miles west of Swisshome. This matter, the Engineer stated, was investigated by the Traffic Engineering Department disclosing a relative lack of roadside culture, a favorable accident record and a reasonable prevailing vehicular speed. Upon the Engineer's adverse recommendation, the Commission denied the request.

The Engineer reported that the State Speed Control Board had taken action designating reduced speeds in certain towns. He recalled that at previous Highway Commission meetings in September and October, 1953, the Highway Commission had approved certain reduced speed zones adjacent to towns but final action had to be withheld pending contingent action within the towns by the State Speed Control Board. As this action has now been taken, he recommended that the Commission adopt resolutions establishing the reduced speed zones. The Commission approved the speed zones as follows by adopting the attached resolutions relative thereto marked EXHIBITS "G-1" through "G-6", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

1. 35 miles per hour on the easterly half of the McMinnville Highway between M. P. 1.05 and M. P. 1.28. (See EXHIBIT "G-1")

2. 35 miles per hour on the Redwood Highway between the north city limits of Cave Junction at M. P. 13.19 and a point 0.06 mile north of the north city limits of Cave Junction, M. P. 13.25. (See EXHIBIT "G-2")

3. 35 miles per hour on the Oregon Caves Highway between the east city limits of Cave Junction at M. P. 0.13 and the county road at M. P. 0.36. (See EXHIBIT "G-3")

4. 40 miles per hour on the Pacific Highway between the Wagner-Binford access road at M. P. 143.90 and the north city limits of Cottage Grove at M. P. 144.20. 45 miles per hour between the south limits of Cottage Grove at M. P. 145.51 and a point 200 feet south of the Sweet Lane Road at M. P. 146.27. (See EXHIBIT "G-4")

5. 45 miles per hour on the Oregon-Washington Highway between the Little Walla Walla River which is the city limit boundary of Milton-Freewater at M. P. 30.74 and Northeast First Avenue at M. P. 30.97. (See EXHIBIT "G-5")

6. 40 miles per hour on the Oregon Coast Highway between the south city limits of Brookings at M. P. 388.64 and the Chetco Grange Hall at M. P. 389.19. (See EXHIBIT "G-6")

The Engineer reported that the Oregon Historical Society wishes to erect a textboard in commemoration of the Lewis and Clark expedition immediately east of Corbett on US 30. The cost of the textboard, he stated, is estimated at $450 and a text as follows has been approved by the Memorials Committee of the Oregon Historical Society:

LEWIS AND CLARK

THE LEWIS AND CLARK EXPEDITION CAMPED BY THIS ROCK ON NOVEMBER 2, 1805. UNDER THE LEADERSHIP OF MERIWETHER LEWIS AND WILLIAM CLARK THIS WAS THE FIRST AND MOST IMPORTANT AMERICAN TRANS-CONTINENTAL EXPEDITION. IT HELPED TO ESTABLISH THE CLAIM OF THE UNITED STATES TO THE PACIFIC NORTHWEST AND TO ADD TO THE NATIONAL DOMAIN THE PRESENT STATES OF OREGON, WASHINGTON, IDAHO AND PARTS OF MONTANA AND WYOMING.

Upon his favorable recommendation, the Commission approved installation of the textboard.

The Commission gave attention to a request from the Grand Ronde Chapter of the Daughters of the American Revolution to place an historical marker on the Old Oregon Trail near Five Points in Union County to mark the spot where the first wagon trains crossed the Grand Ronde River. The Engineer stated that Five Points is about 8 miles west of La Grande. He recalled that there has been a long-standing policy to discourage the placing of small plaques along state highways as they are a hazard to traffic in that they cannot be easily read. People park their cars and walk across the highway. He recommended that if a textboard is desired, the matter be referred to the Memorials Committee of the Oregon Historical Society and that the request for an historical marker be denied for the reasons stated and also because of a possible change in location of the highway. The Commission accepted the recommendation.

The Commission considered and approved out-of-state travel expense for the following:

1. F. B. Crandall, Traffic Engineer, to attend meeting of the Highway Research Board at Chicago, Illinois, June 15 and 16, 1954 and a meeting of the Board of Directors of Traffic Engineers at Detroit, Michigan, June 17 and 18, 1954 at an estimated cost of $325.

2. L. E. George of the Traffic Engineering Division to attend Annual Northwest Conference of International Municipal Signal Association in Bellingham, Washington, June 23 to 26, 1954 at an estimated cost of $60.

3. R. H. Baldock, State Highway Engineer, to attend Executive Committee of American Association of State Highway Officials in Washington, D. C., June 8 and 9, 1954 at an estimated cost of $345.

4. George C. Hester, Administrative Assistant, to attend meeting of Highway Research Board Subcommittee regarding highway costs in Chicago, Illinois, May 13 and 14, 1954 at an estimated cost of $250.

5. W. C. Williams to Malad, Idaho concerning operation of test road, June 13 and 14, 1954 at an estimated cost of $105.

Chairman Chandler brought up the matter of road trips to be taken by the Commission during the coming summer. He suggested that the members of the Commission provide the Engineer with a list of dates on which they are not available and that he prepare from this list an itinerary for proposed trips.

The Engineer reported that traffic difficulties are being experienced at the channelized junction of US 101 and the Coos River Secondary Highway in Bunker Hill, south of the City of Coos Bay. The difficulty, he stated, stems from friction developed by the westbound traffic entering the intersection from the Coos River Highway and vehicles parking and unparking along the northerly curb line of the roadway section. To eliminate this situation, he recommended that a no parking zone be made effective along the northerly curb line of the Coos River Secondary Highway from the westerly property line of Mullen Street to a point 100 feet west of the west property line of Center Street. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also called attention to a hazardous condition that exists on the Pacific Highway at the Med-O-View Auction about five miles south of Junction City. An investigation conducted on a typical Sunday showed a number of parked cars on the highway shoulders. Investigation also disclosed there had been four accidents in this section from January 1, 1949 to December 31, 1953, and that most of the vehicles travel at a high rate of speed. He, therefore, recommended that a no parking on highway shoulders zone be established on both sides of the Pacific Highway between M. P. 113.81 and M. P. 114.01. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Reimbursement of the West Coast Telephone Company for the cost of moving its telephone facility on the Hauser-Lakeside Section of the Oregon Coast Highway was presented by the Engineer. After the phone line had been moved, the Bureau of Public Roads determined that due to lack of proper drainage it would be necessary to move one of the poles again. The Telephone Company moved the pole but objected to absorbing the cost and has submitted a bill in the amount of $115.71. It was his opinion that the Telephone Company was not at fault, and he recommended that the bill be paid. The Commission approved the payment.

Consideration was given to a letter from Mr. Terry D. Schrunk, Sheriff of Multnomah County requesting that emergency access roads be provided to the Banfield Expressway in the vicinity of 102d Avenue and 122d Avenue. In discussing this request the Engineer explained that the accesses were requested for emergency police use to take care of serious accidents or fires on the Expressway. After further consultation with Sheriff Schrunk, it was felt that the 122d Avenue access is the most critical, and he recommended that access be granted at this location with a locked gate to be used only by the police and fire departments in case of emergency. The Commission approved the recommendation.

Consideration was given to a form of resolution covering extension of the Havana-Helix Secondary Highway No. 335 southerly from its connection with the old route of the Oregon-Washington Highway to a connection with the new route of the

same highway. He recalled that it had been previously agreed with the Umatilla County Court to take this action, and he recommended that the resolution be adopted. The Commission accepted the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for Commission action four resolutions covering abandonment of rights of way in connection with construction of new sections of state highways. These new sections, he pointed out, have now been opened to public travel and under provisions of the agreements previously entered into with the various counties, the old sections of highways are to be turned over to the jurisdiction of the respective counties. He recommended abandonment of portions of the following sections of old state highways:

1. The East Unit, Deschutes County Line-Prineville Section of the O'Neil Secondary Highway in Crook County. (See Exhibit "J-1")

2. The Lostine Section of the Wallowa Lake Highway in Wallowa County. (See Exhibit "J-2")

3. The Lake of the Woods Junction-Rocky Creek Section of the Klamath Lake Secondary Highway in Klamath County. (See Exhibit "J-3")

4. The Rocky Creek-Wocus Marsh Section of the Klamath Lake Secondary Highway in Klamath County. (See Exhibit "J-4")

The Commission approved the recommendation by adoption of the attached resolutions relative thereto marked EXHIBITS "J-1" through "J-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A form of agreement with Wasco and Jefferson Counties was discussed providing for abandonment to the counties of old rights of way in connection with construction of the Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco and Jefferson Counties. Under provisions of the agreement, the Engineer reported, the counties have agreed to take over certain portions of the old highway when the newly constructed section is completed and opened to public travel. He recommended that the agreement be approved. The Commission accepted the recommendation.

A request from the City of Port Orford was considered for the installation of school bus loading and unloading signs between Silver Springs and Port Orford on the Oregon Coast Highway. An investigation was made by the Traffic Engineering Department, the Engineer reported, disclosing that no particular benefit would be gained by the installation of the requested signs. Motorists, he stated, are now becoming accustomed to stopping when school buses are loading or unloading passengers. In this particular instance he commented that the school bus driver appeared to be very alert and cautious in handling the bus and the children. On the basis that the installation of the signs would be of no value, he recommended, and the Commission approved, that the request be denied.

Attention was given to a form of agreement with the City of Scappoose pertaining to the maintenance of landscaped areas on the Columbia River Highway within the city. The Engineer recalled that when the highway was improved through Scappoose, several grass islands were constructed as a part of the project which the City Council verbally agreed to maintain, but no written agreement was ever entered into. Maintenance of the islands, he stated, has not been satisfactory, and he recommended the State take over the maintenance of these islands under a written agreement in which the City will agree to provide water without cost to the State. The Commission approved the recommendation.

Settlement of a claim presented by Mr. Jack D. Colburn for a toilet bowl broken by a rock was given consideration. The Engineer reported that one of the survey parties while working in Mill City accidentally dislodged a rock which rolled down the hill and broke the toilet bowl which was stored on the property of Mr. Colburn. Mr. Colburn, he stated, has presented a bill for $15, and he recommended that it be paid. The Commission approved the payment.

A compromise settlement for damage to Mr. Wayne Lister's automobile was also considered. The Engineer reported that the car had been struck by a shovelful of sand thrown by a member of a maintenance crew while sanding bleeding oil near Gold Beach in July, 1953. Mr. Lister's insurance company submitted a bill in the amount of $177.37 which was considered excessive. The insurance company, he stated, has now agreed to accept one-half of this amount, or $88.69, and he recommended that the claim be settled for that amount. The Commission approved the settlement.

A proposed agreement with Charles J. Austin and Sara Davis for installation of a tide gate on a new drainage structure under the Coos River Secondary Highway was given consideration. The Engineer reported that it had been found necessary to replace an existing inadequate wooden structure at this location to which a tide gate was attached. An agreement has been reached in which Austin and Davis agree to furnish the tide gate without cost to the State and the State will install it on the new structure; also Austin and Davis agree to maintain and operate the tide gate in the future. Upon the Engineer's favorable recommendation, the Commission approved the agreement.

A request from the Bureau of Land Management for temporary access at certain points on The Dalles-California Highway between Bend and Lapine and for permanent access points as necessary to connect with fire control roads was discussed. In acquiring right of way on this section, the Engineer explained that the Bureau of Land Management had granted necessary right of way for construction of the highway, but there was no reference to access control. The points of access that they request are those necessary for the harvesting of timber and to connect with fire control roads. The Bureau of Land Management, he stated, has cooperated whole-heartedly in the matter, and he recommended that access points be granted as requested when the need for the same is determined at which time permits are to be granted good during the period of timber removal, except for those access points that must be permanent to serve fire patrol roads. The recommendation was approved.

The Commission approved the Secretary's Report showing papers signed by him and the Assistant Secretary in behalf of the Commission during the period

March 30, 1954 through May 6, 1954.

The Commission confirmed the dates of June 23 and 24, 1954 as the date for the next Commission meeting to be held in the Imperial Hotel, Portland. A tentative date of August 9 and 10 was set for the meeting following.

Attention was given to a request from the State Board of Forestry for erection of a textboard on the Wilson River Highway in the N. S. Rogers State Forest in the Tillamook Burn in memory of former State Forester N. S. Rogers who promoted reforesting of the burn. The proposed location, the Engineer commented, indicates no obstruction to sight-distance and the textboard could be located approximately one hundred feet from the center line of the highway. He recommended approval of the installation with the understanding that the State Board of Forestry will clear and level the land and with the further understanding that the text to be placed on the board is to be cleared with the Memorials Committee of the Oregon Historical Society. The Commission accepted his recommendation.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:30 p.m. Commissioner Reynolds publicly announced the Commission's decisions with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Marine insurance for the Astoria-Megler Ferry: The contract was awarded to the low bidder, Durham & Bates, Portland, at their bid price of $8,510.87.

"Construction of Addition to Trailer Shelter at Timberline Junction on the Mt. Hood Highway in Clackamas County: All bids were rejected on this project.

"Construction of eight structures on Willamette River-Gervais Unit of the Portland-Salem Expressway in Clackamas and Marion Counties: The Commission awarded the contract to the low bidder Birkemeier & Saremal, Portland, at their bid price of $218,140.00.

"Rock or gravel surfacing on the Enegren Ferry-Marlow Creek Section of the Coos River Highway about six and one-half miles east of Coos Bay in Coos County: The Commission awarded the contract to the low bidder, E. C. Swaggart, Eugene, at his bid price of $39,362.50.

"Brush Creek-Greggs Creek Fencing Project on the Oregon Coast Highway in Curry County: The Commission awarded the contract to Mark Smith & Co., Klamath Falls, the low bidder, at their bid price of $19,580.00.

"Construction of Rock Point Viaduct on the Rocky Point-Brush Creek Unit of the Oregon Coast Highway south of Port Orford in Curry County: The Commission awarded the contract to the low bidder, Wall, Bartram and Sandford, Junction City, at their bid price of $120,465.00.

"Grading on the Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway about two miles north of Myrtle Creek in Douglas County: The Commission elects to accept the bid of Berke Brothers and C. R. O'Neil, Pendleton, in the sum of $165,015.00 and the State Highway Engineer is directed to award

the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Myrtle Creek (1st Street) Paving Project in Douglas County: The Commission awarded the contract to the low bidder, Roseburg Paving Company, Roseburg, at their bid price of $7,505.00.

"Riddle (Front Street) Grading and Paving Project in Douglas County: The Commission elects to accept the bid of Roseburg Paving Company in the sum of $13,606.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Riddle is received and the sum of $750.00 is deposited by the City.

"Condon (Highway and City Streets) Grading and Paving Project in Gilliam County: The Commission elects to accept the bid of Coast Blacktop Paving Company, Bend, in the sum of $35,731.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Condon is received and the sum of $5,200 is deposited by the City.

"Siskiyou Slide Correction and Rock Production Project on the Pacific Highway south from Ashland in Jackson County: The Commission awarded the contract to M. C. Lininger & Sons, Medford, the low bidder, at their bid price of $95,230.50.

"Installation of Ashland Traffic Signals on the Pacific Highway at East Main and Second Streets in Jackson County: The Commission awarded the contract to Trowbridge & Flynn Electric Company, Medford, the low bidder, at their bid price of $3,796.00.

"Merrill (Monroe, 3d and Washington Streets) Paving Project in Klamath County: The Commission elects to accept the bid of the Asphalt Paving Company, Klamath Falls, in the sum of $16,950.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Merrill is received and the sum of $4,400 is deposited by the City.

"Construction of OP & ER Overcrossing near Cottage Grove on the Pacific Highway in Lane County: The Commission elects to accept the bid of The Central Heating Company, Inc. Oreg. Ltd., in the sum of $26,785.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Crabtree Creek Bridge Section of the Albany-Lyons Secondary Highway in Linn County: The Commission awarded the contract to Hamilton & Thoms, Eugene, the low bidder, at their bid price of $71,624.50.

"Brownsville (Linn Street) Grading and Paving Project in Linn County: The Commission elects to accept the bid of P. B. Doherty & Son, Portland, in the sum of $15,344.70 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Brownsville is received and the sum of $3,100.00 is deposited by the City.

"Grading and oiling Hy-Line Road Section of the Hy-Line County Road between the Weiser and Payette Spurs north of Ontario in Malheur County: The Commission elects to accept the bid of C. E. Leseberg, Myssa, in the sum of $139,557.36 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Malheur County and the Bureau of Public Roads is received and the sum of $31,400 is deposited by the County.

"Construction of Malheur River Bridge on the Central Oregon Highway east of the City of Vale in Malheur County: The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at his bid price of $69,760.00.

"Buchanan-Vale Rock Production on the Central Oregon and Vale-West Highways between Burns and Vale in Malheur and Harney Counties: The Commission awarded the contract to C. E. Leseberg, Nyssa, the low bidder, at his bid price of $67,130.00.

"Umatilla ("K" Street) Grading and Paving Project in Umatilla County: The Commission awarded the contract to Leslie Harris, Pendleton, the low bidder, at his bid price of $6,772.00.

"Oiling on the West Unit, Alicel Junction-Cove Section of the Lower Cove County Road about 4 miles north of Island City in Union County: The Commission elects to accept the bid of Russell Olson Construction Company, Inc., in the sum of $34,159.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Union County and the Bureau of Public Roads is received and the sum of $7,600 is deposited by the County.

"Grading and paving; also 120 feet concrete bridge on the Sherman Junction-Willowdale Section of The Dalles-California Highway about 19 miles north of Madras in Wasco and Jefferson Counties: The Commission elects to accept the bid of J. W. Briggs, Bend, in the sum of $693,998.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Rock base and oiling on the Big Eddy-Rufus Section of the Columbia River Highway about 3 miles east of The Dalles in Wasco and Sherman Counties: The Commission elects to accept the bid of Rogers Construction Company, Portland, in the sum of $365,311.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Amity (6th and Stanley Streets) Grading and Paving Project in Yamhill County: The Commission elects to accept the bid of O. C. Yocom Company, McMinnville, in the sum of $14,296.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Amity is received and the sum of $1,900 is deposited by the City."

Chairman Chandler complimented Mr. Carl Jordan, Director of the Travel and Information Department, for the fine issue of the Oregon Outdoor Guide and also those people responsible for preparation of the 1954 State High-

way Road Map.

Commissioner Reynolds inquired of the Engineer if a route number could be assigned to the highway extending from Stanfield to Hermiston to Umatilla. The Engineer was instructed to investigate the matter and submit a report.

The Commission discussed with the Engineer a proposed forest highway program. The Engineer called attention to those projects listed in his letter of April 30, 1954, totalling $2,600,000. He explained details concerning each of the projects and suggested that the Forest Service and the Bureau of Public Roads be requested to construct them as soon as possible. Forest Service officials, he stated, have already called to his attention that they will object to early construction of the Neskowin-Otis Section of the Oregon Coast Highway. Action was deferred pending appearance of representatives of the Forest Service and the Bureau of Public Roads on the next day.

The meeting was adjourned at 5:00 p.m. to reconvene at 9:00 a.m. the following day.

Portland, Oregon
May 12, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Assistant Secretary

Mr. H. B. Glaisyer, Secretary, was absent on vacation.

Bids, as follows, for highway construction were opened and read aloud by the Assistant Secretary who then announced that the Commission would award contracts at 4:00 p.m:

BAKER COUNTY
GRADING AND OILING ROCK CREEK COUNTY ROAD

Stephens & Carnes, Junction City	$42,575.30
Arthur Simonsen, Baker	43,557.00

CLACKAMAS COUNTY
OCHOCO AVENUE AND O.L.C.C. FRONTAGE ROAD

K. F. Jacobsen & Company, Inc., Portland	$32,475.90
Inland Construction Company, Milwaukie	33,767.00
Q. L. Rufener, Portland	35,269.00
Logan, Taylor & Company, Portland	35,907.90
Portland Road & Driveway Company, Portland	36,593.50
Parker-Schram Company, Portland	37,633.10
Erland & Blickle, Portland	38,345.40

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY
PAVING CLATSKANIE-DELENA SECTION

Rogers Construction, Inc., Portland	$289,179.00
Parker-Schram Company, Portland	321,635.50
Warren Northwest, Inc., Portland	321,703.00
Newport Construction Company, Portland	331,369.00
J. N. Conley, Portland	334,082.50
Acme Construction Company, Eugene	336,813.00
McNutt Brothers, Eugene	340,704.00
F. H. McEwen, Eugene	346,533.00
Porter W. Yett, Portland	369,934.00
Peter Kiewit Sons' Company, Longview, Washington	376,664.00

PAULINA HIGHWAY IN CROOK COUNTY
GRADING AND PAVING WEST UNIT, EAGLE ROCK-POST SECTION

The Central Heating Company Oreg. Ltd., Eugene	$162,637.00
C. C. Meisel, McMinnville	163,745.00
F. H. McEwen, Eugene	164,031.00
P. B. Doherty & Sons, Portland	165,163.60
Calkins Crushing Company, Oceanlake	165,390.00
Rogers Construction, Inc., Portland	167,081.00
Homer G. Johnson, Portland	167,971.00
Barney B. Helser, Moro	171,837.00
Vernie Jarl, Gresham	172,536.00
Parker-Schram, Portland	177,314.00
McNutt Brothers, Eugene	186,927.50
J. N. Conley, Portland	188,364.00
Newport Construction Company, Portland	194,341.00

May 11, 1954

CURRY COUNTY
BROOKINGS PAVING PROJECT

K. F. Jacobsen & Company, Inc., Portland	$14,175.00
Rogue River Paving Company, Grants Pass	14,410.00
Western Paving & Construction Company, Albany	15,202.00
Arthur D. Lawn, Smith River, California	15,892.00
Peter Kiewit Sons' Company, Longview, Washington	16,652.00
Coast Blacktop Paving Company, Bend	18,350.00

DOUGLAS COUNTY
SUTHERLIN GRADING AND PAVING PROJECT

K. F. Jacobsen & Company, Inc., Portland *	$11,120.50
J. C. Compton Company, McMinnville	13,490.00
Roseburg Paving Company, Roseburg **	14,657.50

* Bidder will make reduction of $200.00 if also awarded the Oakland Paving Project.

** Bidder will accept award of this project only in combination with the Sutherlin Paving Project.

DOUGLAS COUNTY
OAKLAND GRADING AND PAVING PROJECT

K. F. Jacobsen & Company, Inc., Portland	$ 6,173.00
J. C. Compton Company, McMinnville	6,758.00
Roseburg Paving Company, Roseburg *	7,572.00

* Bidder will accept award of project only in combination with Sutherlin Project.

DOUGLAS COUNTY
GLENDALE GRADING AND PAVING PROJECT

Roseburg Paving Company, Roseburg	$ 8,790.00
Rogue River Paving Company, Grants Pass	9,370.00

DOUGLAS COUNTY
REEDSPORT PAVING PROJECT

K. F. Jacobsen & Company, Inc., Portland	$ 8,937.50
J. C. Compton Company, McMinnville	9,400.00
Baker Paving Company, Coos Bay	11,630.00

May 11, 1954

JACKSON COUNTY
BEAVER CREEK AND FOREST CREEK BRIDGES

C. P. Patterson, Redmond	$28,780.00
Ausland & Dodson, Grants Pass	29,640.00
Lind & Marr Construction Company, Beaverton	29,650.00
Bessonette & Graff, Medford	30,970.00
Minshall Construction, Jacksonville	31,280.00
Johnson & Amens, McMinnville	31,320.00
The Central Heating Company, Oreg. Ltd., Eugene	31,520.00
H. Barnhart, Medford	31,633.20
R & M Construction Company, Central Point *	32,495.00

* Bidder will not accept projects totaling more than $75,000

JACKSON COUNTY
NEIL CREEK AND JACKSON CREEK CULVERTS

R & M Construction Company, Central Point *	$15,340.00
F. L. Somers, Medford	16,330.00
Bessonette & Graff, Medford	16,370.00
Minshall Construction, Jacksonville	16,380.00
Ausland & Dodson, Grants Pass	16,630.00
Wiley Company, Ashland	16,777.50
The Central Heating Company Oreg. Ltd., Eugene	19,095.00
Wall, Bartram & Sandford, Junction City	19,300.00
H. Barnhart, Medford	20,361.60
Johnson & Amens, McMinnville	20,502.50
C. P. Patterson, Redmond	20,710.00

* Bidder will not accept projects totaling more than $75,000

JACKSON COUNTY
BEAR CREEK BRIDGE ON UPTON ROAD

The Central Heating Company Oreg. Ltd., Eugene	$52,439.00
Bessonette & Graff, Medford	52,780.00
Murray Brothers Construction Company, Bend	53,295.00
R & M Construction Company, Central Point *	54,065.00
Wall, Bartram and Sandford, Junction City	56,025.00
Lind & Marr Construction Company, Beaverton	61,560.00
Hannan Brothers Company, Portland	63,525.00
H. Barnhart, Medford	64,696.56

* Bidder will not accept projects totaling more than $75,000

May 11, 1954

KLAMATH COUNTY
GRADING AND PAVING THE DALLES-CALIFORNIA HIGHWAY

Rogers Construction, Inc., Portland	$544,349.00
J. W. Briggs, Bend	549,684.00
Steelman-Duff, Inc., & George E. Blaisdell & Son Construction Company, Portland	564,891.00
Babler Brothers, Inc., Portland	571,542.00
White Brothers Company, Walla Walla, Washington	593,693.00
Parker-Schram Company, Portland	599,258.50
Peter Kiewit Sons' Company, Longview, Washington	608,995.00
The Central Heating Company Oreg. Ltd., Eugene	609,729.50
Inter City Sand & Gravel Company, Eugene	610,042.00
McNutt Brothers, Eugene	615,626.50

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY
PAVING KIRK ROAD-SPRING CREEK HILL SECTION

Acme Construction Company, Eugene	$88,721.00
Babler Brothers, Inc., Portland	91,990.00
The Central Heating Company, Oreg. Ltd., Eugene	105,467.00

KLAMATH COUNTY
MODOC POINT-BARKLEY SPRINGS SLOPE GRADING PROJECT

F. O. Laws, Salem	$37,000.00
White Brothers Company, Walla Walla, Washington	42,325.00
Babler Brothers, Inc., Portland	47,870.00
F. L. Somers, Klamath Falls	54,490.00

LANE COUNTY
GOSHEN-DIVIDE FENCING PROJECT

Kissell & Robinson, Caldwell, Idaho	$59,857.00
Colorado Fuel & Iron Corporation, Pacific Coast Div., Portland	62,380.59
San Jose Steel Company, Portland	70,640.00
McWaters & Bartlett, Boise, Idaho	70,987.00
Sprague-McDowell Company, Seattle, Washington	73,570.00
Van Tassel Brothers, Terrebonne	79,474.00
Mark Smith & Company, Klamath Falls	80,095.00
Anderson & Toretta, Walla Walla, Washington	84,601.57

ALSEA-DEADWOOD HIGHWAY IN LANE COUNTY
GRADING AND SURFACING PARIS SECTION

Coast Construction & Excavating Company & Jeske Brothers Construction Company, Junction City	$22,755.00

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Paris Section of the Alsea-Deadwood Highway (cont.)

A. L. Harding, Inc., Eugene	$25,717.50
Jed Wilson, Seaside	31,240.00
T. M. Nielson, Deadwood	31,300.80
Glen Ousley, Eugene	38,365.00

LINN COUNTY
ONE HORSE SLOUGH BRIDGE

Orlando C. Bennard, Portland	$15,040.00
C. P. Patterson, Redmond	15,515.00
A. H. Saxton & Son, Corvallis	16,840.00
Lind & Marr, Beaverton	16,910.00
R. H. Jones, Hillsboro	16,930.00
Hamilton & Thoms, Eugene	18,090.00
Glen Snook, Eugene	19,070.00
Wall, Bartram & Sandford, Junction City	19,115.00
United Builders, Inc., Beaverton	19,235.00
Valley Construction Company, Portland	19,430.00
The Central Heating Company Oreg. Ltd., Eugene	20,040.00

MARION COUNTY
DETROIT PAVING PROJECT

Warren Northwest, Inc., Portland	$ 7,261.50
Daniels & Son, Mulino	8,110.00

MULTNOMAH COUNTY
BANFIELD EXPRESSWAY UNDERCROSSING OF 47TH AVENUE

Schrader Construction Company, Portland	$125,800.00
United Builders, Inc., Beaverton	133,872.00
Lee Hoffman, Beaverton	133,925.00
Valley Construction Company, Portland	138,065.00
H. A. Starr Concrete Company, Portland	138,165.00
Carl M. Halvorson, Inc., Portland	139,720.00
Murray Brothers Construction Company, Bend	143,652.00
Natt McDougall Company, Portland	144,822.50
C. J. Montag & Sons, Portland	148,925.00
Parker-Johnson Company, Portland	149,525.00
Donald M. Drake Company, Portland	163,785.00

POLK COUNTY
GRADING AND OILING BURNS CORNER-SUVER COUNTY ROAD

Fred Rouse & Henry H. Miller, Salem	$94,928.50

May 11, 1954

Burns Corner-Suver County Road (cont.)

D. F. McKenzie, Salem	$108,911.50
Durbin Brothers, Eugene	113,952.50
Logan, Taylor & Company, Inc., Portland	114,447.50
McNutt Brothers, Eugene	161,164.00

TILLAMOOK COUNTY
BAY CITY PAVING PROJECT

United Contracting Company, Portland	$ 6,291.00

A delegation representing the Bureau of Public Roads and the U. S. Forest Service came before the Commission to discuss the forest highway program. The following people were present: representing the Bureau of Public Roads, F. E. Andrews, Portland, Division Engineer; R. N. Kellogg, Portland, Assistant Division Engineer; and C. G. Polk, Salem, District Engineer; representing the U. S. Forest Service, R. F. Grefe, Portland, Regional Engineer; William L. McDonald, Portland, Principal Assistant to Regional Engineer. Mr. Andrews stated that there was available for the 1955 fiscal year apportionment the sum of $2,785,000. The projects as listed in the Engineer's letter of April 30, 1954 were discussed at length. The following program was finally agreed upon with the understanding that a study is to be made of improving the Laurel Hill Section of the Mt. Hood Highway in some future program:

FOREST HIGHWAY PROGRAM FOR THE FISCAL YEAR 1954

REVISIONS APPROVED

Project and Account No.	Present Program: Route Name, Type of Work and Mileage	Present Program: Amount	Recommended Revision: Type of Work and Mileage	Recommended Revision: Amount	Recommended Increase
9-A4, E4, C1 (3020-00)	Oregon Coast Hwy Surf. & Bit Paving 8.8 Mi.	500,000	Surf. & Bit. Paving 8.5 Mi.	700,000	200,000
10-C1 (3070-00)	Oregon Coast Hwy. Grading 8.0 Mi.	840,000	Grading 8.44 Mi.	1,000,000	160,000
21-D5 (3071-00)	Willamette Hwy. Grading, 4.4 Mi. Surf. & Bit. Surf. 2.1 Mi.	300,000	Grad. 3.0 Mi. Bit. Pav. 5.04 Mi. Rock Prod. 4.04 Mi.	300,000	---

May 12, 1954

Project and Account No.	Present Program: Route Name, Type of Work and Mileage	Amount	Recommended Revision: Type of Work and Mileage	Amount	Recommended Increase
38-B2 (3073-00)	Flora-Enterprise Hwy. Grading, 8 Mi.	225,000	Grad. Surf. & Bit. Pav. 8 Mi.	555,000	330,000
47-E (3024-00)	North Umpqua Hwy. Grading 4.0 Mi.	495,000	Grading 4.4 Mi.	640,000	145,000
51-A (3076-00)	Belknap Springs Hwy. Adv. Clear 8 Mi.	50,000	Grading 8 Mi.	400,000	350,000
	Total Increased Allocation to Previously Programmed Projects				$1,185,000
	Balance remaining for new projects				1,600,000

Recommended Allocations to New Projects, 1955 Fiscal Year

Project and Account No.	Route Name and Type of Work	Length Miles	Recommended Allocation
16-D2, M1 (3122-00)	Tiller-Trail Hwy. Bituminous Paving	3.5	$100,000
21-D6 (3123-00)	Willamette Hwy. Bridge	.11	
	Grading	1.2	450,000
	Surf. & Bit. Paving	4.04	
27-A5, B6 (3124-00)	Ochoco Hwy. Bituminous Paving	18.2	400,000
47-A4, B7, C2, D3 (3125-00)	North Umpqua Hwy. Bit. Paving Rock Production	16.9	120,000
52-A (3126-00)	Ukiah-Starkey Hwy. Grading	6.5	280,000
(3127-00)	Location Survey		100,000
(3128-00)	Maintenance		150,000
	Total allocations to new projects		$1,600,000

May 12, 1954

(For further details in regard to these projects, see U. S. Forest Service letter, dated May 19, 1954 in the General Files.)

Mr. Roy Dunn, President of the South Tillamook Coast Road Committee, and Mr. A. H. Lindberg, member of the same committee, appeared before the Commission to request improvement of the Little Nestucca Secondary Highway. Mr. Dunn read from a resolution enumerating points in favor of improving the highway. He pointed out that the road had been built in the late 1880's and had been improved but little, excepting the construction of three new bridges. He also pointed out that there is a three-mile section on this road which is single lane construction with turnouts provided at infrequent intervals. Chairman Chandler informed the delegation that no money is available at this time, and before money could be expended it would be necessary to conduct a survey to determine the cost and the priority for the improvement. Consideration, he stated, will be given to their request when the secondary program is formulated this fall or early winter.

The meeting was recessed at 12:00 noon to reconvene at 1:30 p.m. in the same room with the same persons present and participating.

During the noon hour, Mr. Alfred Adler from Creswell discussed with the Commission the proposed acquisition of his property in connection with the construction of the Pacific Highway near Creswell. Chairman Chandler informed him that a right of way man would be sent to discuss the matter with him in a few days.

Mrs. W. R. Stevens and Mrs. Joseph Johnson from Lyons and E. G. Husted from Mehama came before the Commission concerning construction of a sidewalk on the North Santiam River Bridge at Mehama. Mrs. Stevens protested an article which appeared in today's newspaper stating that the Commission had denied the request on the previous day. She pointed out that the bridge is exceedingly narrow and few pedestrians cross the bridge because of the extreme danger. The bridge, she stated, lies between two growing communities and people who would ordinarily walk across the bridge generally drive their cars for reasons of safety. Mr. Husted called attention to a large number of school children in the area who have occasion to cross the bridge but must do so in a vehicle of some sort to avoid the danger of walking on the narrow structure. Chairman Chandler stated that a report had been made to the Commission by the Engineer showing that the pedestrian traffic on the bridge was decreasing, that the cost of constructing the sidewalk is high, and on the basis of these findings, construction did not appear to be warranted; however, he added, the Engineer will be requested to reinvestigate the matter and submit an additional report.

Chairman Chandler stated that Mr. Reynolds had brought up the point as to what obligation the State has to provide a bridge safe for vehicle traffic and for pedestrians and, specifically, if the State has a legal right to spend gas tax funds to construct a sidewalk on a bridge. The Chief Counsel stated that if an adequate facility is provided, the State has dsicharged its obligation. He pointed out that bridges are constructed for pedestrians' use as well as for vehicles, and under the law the State has authority to build sidewalks on bridges.

A delegation from Condon, Canyon City, Prairie City, John Day, Arlington,

Rufus, Moro and Fossil appeared before the Commission concerning construction of the John Day Highway and the Wasco-Heppner Highway between Dayville Junction east of Dayville and Miller on the Columbia River Highway. The following people were present: E. R. Fatland, Temporary President, John Day Highway Association; Van Rietmann, member of Condon Commercial Club and IGO Grange and Jerry Schreiner, member of Condon Commercial Club, all of Condon; O. L. Dickens, Grant County Judge, Canyon City; Erving Stanbro, President-elect, John Day Highway Association, Prairie City; Fred Lemcke, Member of John Day Highway Association and Frank Chester, member of John Day Chamber of Commerce, both of John Day; Frank M. Weatherford, Gilliam County Commissioner, Arlington, Charles A. Tom, State Representative, Rufus; C. A. Tom, Sherman County Judge, Moro; Robert Misner and R. M. Boyles, members of Fossil Community Club, and O. E. Mathews, Wheeler County Judge, all of Fossil. Mr. E. R. Fatland acted as spokesman and introduced the various members of the delegation. He emphasized the point that whereas in the past there had been many divergent views concerning improvement along this route, all of the people in this delegation agree on the proposed improvement. State Representative C. A. Tom urged improvement so that better transportation facilities could be afforded, particularly the section from John Day River to Hay Canyon. County Judge C. A. Tom stated that his people were principally interested in the section from Cottonwood Grade north and west to The Dalles-California Highway. County Commissioner Frank M. Weatherford spoke in behalf of improving the section from Condon to Mayville. Mr. Van Rietmann stated that the rate of expenditure on the Wasco-Heppner Highway from Condon north should be continued to provide further improvement. Mr. Jerry Schreiner pointed out that the section of highway between Condon and Dayville is in bad shape. County Judge O. E. Mathews of Wheeler County pointed out that in years past the County had floated a bond issue to construct the road and that it has been improved but little since that time. Wheeler County, he stated is much in favor of improving the highway. Mr. Robert Misner called attention to the fact that the country traversed by the existing highway does not have the services of a railroad except to Condon and produce and supplies to and from the Kimberly and Spray areas must be hauled by truck. Mr. Boyles emphasized the isolated character of the town of Fossil as being dependent upon highway transportation. County Judge O. L. Dickens, Grant County, stated that his county is also in favor of the improvement and pointed out the advantages of the water grade route of the highway in hauling cattle to Portland. Trucks, he stated, do not use the Ochoco Highway because of the high summit. Mr. Stanbro emphasized the need for a better highway to market cattle. Mr. Lemcke of Seneca stated that hauling cattle by truck to Portland is quicker than by rail with the subsequent reduction in shrinkage, and improvement of the road would provide an even better facility. Mr. Barrett urged improvement of Route 206 from Condon to the Columbia River Highway.

Chairman Chandler stated that to complete improvement of US 30 to Ontario will cost many million of dollars. A reconnaissance survey, he stated, showed that it would cost about $5,000,000 to modernize the John Day and Wasco-Heppner highways from Dayville Junction north. There is still some question, he added, as to whether the climb over the Butte Creek Summit and north to the Columbia River Highway or to follow US 26 affords the best highway route. Commissioner Reynolds stated that personally he favored the route via the Columbia River and felt that traffic would follow the improvement. Careful consideration,

he stated, will be given to the delegations's request. He also called attention to the increased cost of construction in the last few years and to the fact that it would take around five or six million dollars of highway revenues per year to retire the highway bonds. He suggested to the delegation that they consider seriously the advisability of increasing the gasoline tax to provide additional revenues for highway construction.

Morrow County Judge Garnet Barratt headed a delegation which appeared before the Commission concerning the allocation and distribution of federal aid secondary funds. Others present were: Aubrey H. Bond, Benton County Commissioner, Corvallis; M. J. Gleason, Multnomah County Commissioner, Portland; J. C. Minson, Crook County Commissioner, Prineville; Lloyd Rea, Baker County Judge, Baker; Dean Erwin, Wallowa County Judge, Enterprise; and Elmer Metzger, Douglas County Commissioner, Roseburg. Mr. Barratt stated that as president of the Association of Oregon Counties he wished to determine if any change is contemplated in the present 60-20-20 basis of allocation. Mr. Aubrey H. Bond, Benton County Commissioner, read a letter stating among other things that it is the predominant sentiment of the County Courts that the 60-20-20 distribution of FAS funds is fair and should be continued unchanged. The counties, he stated have noted that the federal government is committed to increasing funds available for FAS projects for the next two years, and the counties are apprehensive lest such action would lead to a reduction in state participation. Chairman Chandler pointed out that under the matching plan it would be necessary for both the state and the counties to provide additional matching funds, and he did not know at this time if the state could do so; however, no thought, he stated, has been given to any plan other than the present basis of 60-20-20. The addition of 2 cents to the state gas tax, he commented, would materially help the situation. No formula other than the 60-20-20 basis has been considered, and he assured the delegation that if another basis of allocation is to be considered, they would be granted ample time for a hearing.

Mr. Earl Snyder, Director of the Oregon State Board of Aeronautics, came before the Commission to request permission for private fliers to land on certain sections of the Oregon beaches. He stated that this problem had been discussed with a number of flying clubs, and they wished to request the use of certain sections on the beach for specified periods of time, probably a day or so. It is planned under this arrangement to send one flier in beforehand to outline and mark the section to be used for landing and to police the area. He felt that such an arrangement would meet the obligation of the private fliers without compromising the safety of persons using the Oregon beaches. Chairman Chandler stated that the principal objection to use of the beaches by planes was due to the danger involved to people on the beach, and it was his opinion that the Commission might not object to the use of certain sections on the Oregon beaches under the terms outlined, provided that the areas were adequately policed. The Commission, he stated, will give the matter further thought, and when a decision has been reached, the Commission's Secretary will advise him further.

A delegation from the town of Grass Valley came before the Commission to request full width paving or oiling of The Dalles-California Highway on a two-block section within the city. The following people were present: B. C. Baumgartner, Mayor; C. W. Fields, Archie Cantrall, William Johnson, Kenneth Crews and Bruce Alley, councilmen; and Wallace May and James Easter, property owners. Mr. B. C. Baumbartner, Mayor, acted as spokesman and introduced other members of the dele-

gation. He stated that under present conditions, mud is deep when it rains and the dust is deep when the weather is dry. He called attention to the towns of Wasco and Moro in which the towns had installed curbs and the Highway Department had paved the road to the curb line. Grass Valley, he stated, in anticipating similar treatment had removed a number of trees from the right of way and had installed curbs on a two-block section along the highway at a cost to the City of about $7,000. Also, the City had placed about 100 cubic yards of rock between the curbs and the existing pavement to bring the section up to grade. Chairman Chandler inquired of the Engineer as to how such an improvement would tie into future improvements on US 97 in that area. The Engineer replied that an investigation would be necessary. After some further discussion, the Commission instructed the Engineer to prepare a report on the matter, including in the report any possibility of a by-pass route.

A delegation composed of the following people appeared before the Commission to urge full width paving of the Salmon River Highway through the town of Willamina: Earl L. Richardson, H. A. Parrett, Virgil Heider, Frank Barratt, Robert Shipley, Walter Smith, Ed Moehlman, John L. Shetterly, Joe Aase, John Leger, and O. J. Daniels, businessmen, Willamina; Allen Louden, banker, Willamina; Dr. Otis Barr, Willamina; Carl John, Willamina City Councilman; Mrs. H. A. Parrett, Mary Hendrickson and Mrs. Virgil Heider, Willamina; M. L. Walden, banker, Oceanlake; Eugene E. Marsh, lawyer, McMinnville; O. C. Yocom, contractor, McMinnville; and E. L. Ellingsworth, retired, McMinnville. State Senator Eugene E. Marsh acted as spokesman for the group. He pointed out that the City was proceeding with plans for street improvements at a cost to the City of about $71,000 and the delegation is requesting the State to pave the highway section through the City to conform with standards of work being performed by the City. Construction of a by-pass, he stated, is realized as a possibility, but residents of Willamina feel that the City is entitled to the work requested as very little money has been spent by the State on the highway within the City. Due to the number of people in the town and the industries involved, it was his feeling there would still be a great deal of traffic on the old section of road even though a by-pass was constructed. He called attention also to the fact that the City has bonded itself to the limit of its capacity to improve City streets. Chairman Chandler stated that due to the nature of the existing route through the City, the Commission doubted if it would be feasible to fix it up for purposes of State highway traffic, and it appeared that a by-pass route would eventually be constructed. Construction of the by-pass route, he stated, also raises the question of justifying an expenditure on the old route within the City. The matter, he added, will be given further consideration. The Engineer was requested to make a report of the cost on the widening of a minimum section of the street.

A delegation from Deschutes County headed by County Judge C. L. Allen came before the Commission requesting improvement of US 126 between Redmond and Sisters. The following people were present: C. L. Allen, Deschutes County Judge, Bend; E. E. Varco and A. E. Stevens, Deschutes County Commissioners, Bend; Morris Robert, Chairman, Roads Committee of the Redmond Chamber of Commerce; James L. Brown, member of the Roads Committee of the Redmond Chamber of Commerce; M. A. Lynch, member of the Redmond Chamber of Commerce; and Gerald Benson, City Recorder, Sisters. Judge Allen

introduced the members of the delegation and Mr. M. A. Lynch, former Highway Commissioner, acted as spokesman. He pointed out that the highway between Redmond and Sisters had been constructed many years ago and few improvements made since. Two bridges in this section, he stated, are very narrow and dangerous, and the alignment of the highway should be improved in certain locations. In addition to agricultural products and freight transported over this road, there is a great deal of log haul. He requested the Commission to place improvement on the program for the next year. Judge Allen pointed out that school buses do not use the section in winter time because of the narrow bridges. Chairman Chandler stated that the Commission intends to look at the section on the following week-end when they attend the dedication ceremonies for the new highway buildings at Bend.

A delegation representing the Oregon Development Commission came before the Commission regarding mutual cooperation and responsibilities affecting the Highway and the Development Commissions. The following people were present: Joseph W. Smith, Portland, Vice-Chairman, Oregon Development Commission; Glenn L. Jackson, Medford; Ehrman Giustina, Eugene; and C. L. Smith, John Day, members of Oregon Development Commission; and John W. Watt, Portland, Executive Director of Oregon Development Commission. Mr. Glenn Jackson acted as spokesman and stated that the purpose of their appearance is to discuss tourist advertising and the advisability of organizing of state-wide tourist promotion to eliminate duplication of effort by the State Travel Information Department and the various private agencies. He felt that the Travel Information Department would be a logical focal point for such a cooperative effort. The private tourist groups, he stated, propose to raise funds to augment the tourist advertising to be used by the Travel Information Department. Chairman Chandler stated that he felt that such cooperation might be outside the law and that the Commission intends to discuss the matter with the Chief Counsel and the Director of the Travel Information Department. Commissioner Reynolds pointed out that the funds spent by the State to attract tourists are spent largely outside of the State. Commissioner McIver stated that consolidation of effort is a worthy objective, but it would be very difficult for the State to handle such a matter as he felt there would be many divergent ideas in the private tourist promotion organization. He offered the suggestion that the private groups coordinate their efforts among themselves and then confer with the Director of Travel Information as to what means of cooperation might be effected. Chairman Chandler commented that the question had been asked previously if the State could participate in individual advertising, and the Chief Counsel had advised that no such authority exists. Mr. Jackson then inquired if any percentage of Highway funds is set aside for development of roads on which there is now no traffic. Chairman Chandler replied that all available funds are needed to modernize the present system.

The Commission discussed with the Engineer bids received for projects at the morning session and at 4:00 p.m. Commissioner Reynolds announced the awards of contracts, the Commission's decision in each case being unanimous, as follows.

"Grading and oiling East Unit, Rock Creek-Haines Section of the Rock Creek County Road west from Haines in Baker County: The Commission elects to accept the bid of Stephens & Carnes in the sum of $42,575.30 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Baker County and the Bureau of Public Roads is received and the sum of $12,700 is deposited by the County.

"Ochoco Avenue and O. L. C. C. Frontage Road. Grading and Paving Project on the Pacific Highway East between Portland and Milwaukie in Clackamas County: The Commission elects to accept the bid of K. F. Jacobsen & Co. in the sum of $32,475.90 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Paving and furnishing crushed materials in stockpile on the Clatskanie-Delena Section of the Columbia River Highway east from Clatskanie in Columbia County: The Commission awarded the contract to Rogers Construction, Inc., Portland, the low bidder, at their bid price of $289,179.00.

"Grading, paving, and furnishing crushed rock in stockpiles on the West Unit, Eagle Rock-Post Section of the Paulina Secondary Highway about 16 miles southeast of Prineville in Crook County: The Commission awarded the contract to the low bidder, Central Heating Company Oreg. Ltd., Eugene, at their bid price of $162,637.00.

"Brookings (Pacific and Hillside Avenues) Paving Project in Curry County: The Commission elects to accept the bid of K. F. Jacobsen & Co., Inc., in the sum of $14,175.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Brookings is received and the sum of $2,000 is deposited by the City.

"Sutherlin (East Central Avenue) Grading and Paving Project in Douglas County: The Commission awarded the contract to the low bidder, K. F. Jacobsen & Co;, Inc., Portland, at their bid price of $11,120.50.

"Oakland (Stearns Avenue) Grading and Paving Project in Douglas County: The Commission awarded the contract to the low bidder, K. F. Jacobsen & Co., Inc., Portland, at their bid price of $6,173.00.

"Glendale (Sether Avenue) Grading and Paving Project in Douglas County: The Commission awarded the contract to the low bidder, Roseburg Paving Company, Roseburg, at their bid price of $8,790.00.

"Reedsport (Greenwood Avenue) Paving Project in Douglas County: The Commission awarded the contract to K. F. Jacobsen & Company, Inc., Portland, the low bidder, at their bid price of $8,937.50.

"Construction of Beaver Creek and Forest Creek Bridges in Jackson County: As this is a county project, all bids were referred to Jackson County.

"Construction of Neil Creek and Jackson Creek Culverts on Dead Indian Road and Taylor Road in Jackson County: All bids were referred to Jackson County.

"Construction of Bear Creek Bridge on Upton Road in Jackson County: All bids were referred to Jackson County.

"Grading and paving on the Willamette Junction-Walker Mountain Road and Chemult-Beaver Marsh Units, Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County: The Commission elects to accept

the bid of Rogers Construction, Inc., in the sum of $544,349.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving on Kirk Road-Spring Creek Hill Section of The Dalles-California Highway 35 miles north of Klamath Falls in Klamath County: The Commission awarded the contract to the Acme Construction Company, Eugene, the low bidder, at their bid price of $88,721.00.

"Modoc Point-Barkley Springs Slope Grading Project on The Dalles-California Highway in Klamath County: The Commission elects to accept the bid of F. O. Laws in the sum of $37,000 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Goshen-Divide Fencing Project on the Pacific Highway south of Goshen in Lane County: The Commission awarded the contract to the low bidder, Kissel & Robinson, Caldwell, Idaho, at their bid price of $59,857.00.

"Grading and surfacing on the Paris Section of the Alsea-Deadwood Secondary Highway about 19 miles north of the Siuslaw Highway in Lane County: The Commission awarded the contract to Coast Construction & Excavating Company & Jeske Brothers Construction Company, Junction City, the low bidder, at their bid price of $22,755.00.

"Construction of One Horse Slough Bridge on the Lebanon-Crabtree Corner Road in Linn County: The Commission elects to accept the bid of Orlando C. Bennard in the sum of $15,040 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County and the Bureau of Public Roads is received and the sum of $3,400 is deposited by the County.

"Detroit (Detroit Avenue) Paving Project in Marion County: The Commission awarded the contract to Warren Northwest, Inc., Portland, the low bidder, at their bid price of $7,261.50.

"Construction of a reinforced concrete deck girder viaduct over the T. H. Banfield Expressway and Union Pacific Railroad Company tracks in Multnomah County: The Commission elects to accept the bid of Schrader Construction Company in the sum of $125,800.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and Oiling on the Burns Corner-Lewisville Section of the Burns Corner-Suver County Road about 7 miles south of Dallas in Polk County: The Commission elects to accept the bid of Fred Rouse & Henry H. Miller in the sum of $94,928.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Polk County and the Bureau of Public Roads is received and the sum of $21,400 is deposited by the County.

"Bay City ("C" Street) Paving Project in Tillamook County: The Commission

awarded the contract to United Contracting Company, Portland, who was the only bidder on this project, at their bid price of $6,291.00."

A delegation representing the Mt. Hood Pow-Wowers came before the Commission to urge improvement of the Mt. Hood Highway between Sandy and Zigzag. Present were: A. L. Greenwald, Big Chief, Mt. Hood Pow-Wowers, Government Camp; Mrs. H. W. Lofgren, Secretary, Mt. Hood Pow-Wowers, Zigzag; Mrs. Ray Hughes, Government Camp, J. L. Wirtz, Gresham, and Burton Walrad, Sandy, all members of the Mt. Hood Pow-Wowers; Robert Smith, member, Highway 26 Association and Mt. Hood Pow-Wowers, Sandy; R. L. Fanning, Director, Highway 26 Association; and Wallace R. Telford, Clackamas County Judge, Oregon City. Mr. Greenwald who acted as spokesman for the group called attention to the great amount of curvature in the road between Sandy and Zigzag and that there had been a number of deaths due to accidents on this section. The highway, he stated, is carrying an increasingly large amount of traffic due to the improved section from Madras to the junction with the Wapinitia Highway. This traffic, he stated, becomes very congested in the narrow crooked section between Sandy and Zigzag. County Judge Telford pointed out that of the four major projects selected by the County Court for improvement this one had been included among them, and he asked for early construction. Mr. Fanning also urged improvement of the highway east of Sandy. Chairman Chandler informed the group that a survey is now being conducted on the section in which they are interested.

Commissioner McIver stated that residents near the Waverly golf course had inquired concerning a rumored one-way street plan on S. E. 17th Avenue between Kellogg Park and Waverly Country Club in Milwaukie. The Engineer explained the proposed plans and stated that they do not affect Waverly, but objections have been raised by the operator of a market on 17th Avenue and by merchants of the Westmoreland and Sellwood Districts. He stated that the various plans were still under study. No action was taken.

The Commission signed the following agreements and other papers:

"Indentures of Access" for the following properties:

1. Chenoweth property on Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County.

2. Willson property on Clatskanie-Delena Section of Columbia River Highway in Columbia County.

3. Thomas property on Hauser-North Bend Section of Oregon Coast Highway in Coos County.

4. Wait property on Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

5. Kellogg property on Orr Corner-Monmouth Section of Pacific Highway West in Polk County.

6. Boyer property on Orr Corner-Monmouth Section of Pacific Highway West in Polk County.

7. McDonald property on Forest Boundary-Hauser Section of Oregon Coast Highway in Coos County.

"Bargain and Sale Deed" re sale of property to Mr. and Mrs. A. N. Muler at The Dalles, in Wasco County. Consideration $956.25.

"Bargain and Sale Deed" re sale of property to A. R. Turley on Scotts Creek Section of Alsea Highway in Benton County.

"Quitclaim Deed" deeding to Safeway Stores, Inc., slope easement over certain property in Newport in exchange for easement for lateral support to the highway conveyed by Safeway to State.

"Letter of Acceptance" with Army Engineers for State to assume maintenance of the six mercury vapor lighting units at the Detroit Dam parking area on North Santiam Highway.

"Agreement" with Wasco and Jefferson Counties covering abandonment of right of way in connection with construction of Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco and Jefferson Counties.

"Agreement" with Charles J. Austin and Sarah Davis covering installation of a tide gate on the new drainage structure under the Coos River Secondary Highway.

"Agreement" Finance & Maintenance, Baker County, covering the East Unit, Rock Creek-Haines Section, FAS 507.

"Industrial Lease" with Howard-Cooper Corporation for a portion of their property we proposed to purchase outside of normal right of way line on the T. H. Banfield Expressway in Multnomah County.

"Finance & Maintenance Agreements" with Polk County covering the Burns Corner-Lewisville Section, FAS project.

"Agreement" with Northern Pacific Railway Company, Goble-St. Helens Section, Columbia River Highway re encroachments upon railroad property for highway right of way purposes and slope easement purposes.

"Agreement" with O. W. R. & N and Union Pacific Railroad Company covering highway and bridge construction and railroad relocation on the section of the T. H. Banfield Expressway between N. E. 42d Avenue and N. E. 92d Avenue in Multnomah County.

"Agreement" with Lavon Delmar Gibby re payment of $756.00 for logs removed from State property located in the North half of the Northeast quarter of Section 17,

Township 8 South, Range 2 East, W. M. Marion County.

"Bargain & Sale Deed" to George W. Pierce and Zelma Pierce for a parcel of land lying in Lots 1 and 2, Block 9 Railroad Addition to Springfield, situated in Section 36, Township 17 South, Range 3 West, W. M. Lane County.

There being no further business to come before the Commission, the meeting was adjourned at 5:00 p.m.

R. H. Baldock
State Highway Engineer

Chairman

Chas. H. Reynolds
Commissioner

Secretary

Commissioner

EXHIBITS "A" through "M"

Minutes of

May 11 and 12, 1954

EXHIBIT "A"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT 4- T. H. BANFIELD EXPRESSWAY

21724	Multnomah County Sewer Easement Easement signed March 23, 1954		(Mayhew)
	175 sq. ft.		Gratis
14839	Howard-Cooper Corp. Right of Way & Surplus Option expires June 27, 1954		(Mayhew)
	213,444 sq. ft. at $.40	$ 85,377.60	
	2 sheds: 7,000 sq. ft. at $2	14,000.00	
	Main buildings: 56,000 sq. ft. at $5.97+	334,781.60	

EXHIBIT "A" (cont)

UNIT 4- T. H. BANFIELD EXPRESSWAY (cont)

14839 Howard Cooper Corp. (cont)

Lawn: 19,200 sq. ft. at $0.10	$ 1,920.00
Black top: 33, 150 sq. ft. at $0.20	6,630.00
Cement Slab: 76,144 sq. ft. at $0.70	53,300.00
Fencing: 1,330 Lin feet at $3	3,990.00

Amount to be paid owners-chrg to Right of Way $500,000.00

Grantor to retain overhead bridge crane. Vacate premises by May 1, 1954.

THINGS TO BE DONE BY THE STATE

Lease portion of property outside of R/W to Grantor. Replace fencing along r/w line and remove shed type buildings on r/w. To be leased for 18 months at $1,100 per month.

Takes all-

CLAY-COLUMBIA STREET INTERCHANGE SECTION-WEST PORTLAND EXPRESSWAY

20669 Matcovich, Sidney J. and Clara O. (Mayhew)
Right of Way
Option expires June 7, 1954

4900 sq. ft. at $2	$ 9,800.00
Building: 4900 sq. ft. at $2.76+ (includes crane-ways, crane bridges and bridge carriages)	13,536.50

Amount to be paid owners-chrg to Right of Way $ 23,336.50

Takes all-

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY

21615 Cummings, Harry and Margaret (Grant)
Right of Way
Re-negotiate Settlement

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS SECTION-WEST PORTLAND EXPRESSWAY (cont)

21615 Cummings, Harry and Margaret (cont)

38,405 sq. ft.	$ 3,600.00	
Amount to be paid owners-chrg to Right of Way		$ 3,600.00

Access controlled-none allowed
Previously approved January 21, 1954
43,530 sq. ft. $3,600.00
Included 25 foot strip Oregon Electric R/W
This settlement supersedes and cancels previous approval.

CITY LIMITS-WASHINGTON COUNTY LINE SECTION-PACIFIC HIGHWAY WEST

21826 Tower, B. J. et al (Smith)
Right of Way
Option expires October 12, 1954

736 sq. ft. at $3	$ 2,208.00	
Damages: restriction of access and cost of moving improv.	792.00	
Amount to be paid owners-chrg to Right of Way		$ 3,000.00

Grantor to retain ownership of building, gasoline pumps and tanks, to be removed by May 31, 1954. If not moved by May 31, State may take possession.

Access restriction herein applies to frontage created by new property line.

Access controlled-

ZIGZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

21785 Owens, David E. and Marie (Witt)
Right of Way
Option expires October 7, 1954

4356 sq. ft. at $0.075	$ 326.70
Allowance for 12 Rhododendron plants & 50 ft. hedge	55.00
Allowance to relocate gate posts	18.30

EXHIBIT "A" (cont)

ZIGZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY (cont)

21785 Owens, David E. and Marie (cont)

Damage due to shortening of lots $ 150.00

Amount to be paid owners-chrg to Right of Way $ 550.00

THINGS TO BE DONE BY THE STATE

Unrestricted access at Stas. 911+40 & 912+60 on Northerly side of highway.

Access controlled-

21739 Bell, Col. Charles A. (Witt)
Right of Way
Option expires October 1, 1954

0.07 acre, lump sum	$ 200.60	
7 MBF at $18	126.00	
Amount to be paid owners-chrg to Right of Way		$ 326.60

THINGS TO BE DONE BY THE STATE

Unrestricted access at Sta. 906+50 on North side.

Access controlled-

21784 Kessinger, Earl and Mary (Witt)
Right of Way
Option expires September 30, 1954

6200 sq. ft. at $.075+	$ 475.00	
Amount to be paid owners-chrg to Right of Way		$ 475.00

THINGS TO BE DONE BY THE STATE

Unrestricted access at Stas. 908+30 and 909+60 on North side.

Access controlled-

ZIGZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

21787 Clackamas County (Witt)
Right of Way

EXHIBIT "A" (cont)

ZIGZAG -RHODODENDRON SECTION -MT. HOOD HIGHWAY (cont)

21787 Clackamas County (cont)

Bargain & Sale Deed Signed April 1, 1954

0.03 acre — Gratis

Access not controlled-

CLACKAMAS OVERCROSSING SECTION-CLACKAMAS HIGHWAY

21582 Engle, Miles and Nina (Johnson)
Right of Way
Option expires October 12, 1954

2463 sq. ft. at $0.06	$ 147.78	
Yard Improvements	100.00	
House: 576 sq. ft. at $6	3,456.00	
Amount to be paid owners-chrg to Right of Way		$ 3,703.78

Grantor to vacate by June 1, 1954.

THINGS TO BE DONE BY THE STATE

Access at Sta. 285+25, South, for residential use. Connect remaining driveway to new highway at its present 10 ft. width.

Access controlled-

21581 Parberry, Jay J. and Maggie Haight (Johnson)
Right of Way
Option expires October 15, 1954

7500 sq. ft. at $0.06	$ 450.00	
House: 660 sq. ft. at $4	2,640.00	
Amount to be paid owners-chrg to Right of Way		$ 3,090.00

Grantor to vacate 30 days after payment.

Takes all-

EXHIBIT "A" (cont)

CLACKAMAS OVERCROSSING SECTION-CLACKAMAS HIGHWAY (cont)

21589 Waldkirch, Joseph W. and Ruth A. (Johnson)
Right of Way
Option expires October 20, 1954

800 sq. ft., lump sum $ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 287+82, North side for residential use.

Access controlled-

21588 Mathews, Loren L. and Elsie M. (Johnson)
Right of Way
Option expires October 19, 1954

1375 sq. ft., lump sum $ 600.00

Amount to be paid owners-chrg to Right of Way $ 600.00

THINGS TO BE DONE BY THE STATE

Construct 10' wide driveway entrance at Sta. 289+50. Access at Stas. 287+33 and 289+50, North side for residential use.

Access controlled-

21587 Vahl, Emil C. and Emma (Johnson)
Right of Way
Option expires October 19, 1954

1700 sq. ft., lump sum $ 120.00

Amount to be paid owners-chrg to Right of Way $ 120.00

Access controlled-none allowed

21586 Spitznagel, Emil and Olga Julia (Johnson)
Right of Way
Option expires October 14, 1954

5050 sq. ft. at $0.06 $ 303.00
Two houses: 1144 sq. ft. at $7 8,008.00

EXHIBIT "A" (cont)

CLACKAMAS OVERCROSSING SECTION-CLACKAMAS HIGHWAY (cont)

21586 Spitznagel, Emil and Olga Julia (cont) (Johnson)

2 garages & 2 utility rooms: 540 sq. ft. at $2	$ 1,080.00	
Amount to be paid owners-chrg to Right of Way		$ 9,391.00

Grantor to vacate tenants by June 1, 1954.

Takes all-

21583 Engle, Ernest E. and Emilie (Johnson)
Right of Way
Option expires October 18, 1954

4100 sq. ft., lump sum	$ 350.00	
Amount to be paid owners-chrg to Right of Way		$ 350.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 286+00, South side for residential use.

Access controlled-

21579 Dobney, Arthur and Annie E. (Johnson)
Right of Way
Option expires October 22, 1954

10,000 sq. ft. at $0.07	$ 700.00	
Fence and yard improvements	200.00	
House: 600 sq. ft. at $6.50	3,900.00	
Garage: 240 sq. ft. at $1	240.00	
Amount to be paid owners-chrg to Right of Way		$ 5,040.00

Grantor may remove any plants on the property within 30 days after receipt of compensation. Grantor to vacate within same period of time.

Takes all-

EXHIBIT "A" (cont)

CLACKAMAS OVERCROSSING SECTION-CLACKAMAS HIGHWAY (cont)

21580 Eakin, James S. and Eleanor (Johnson)
Right of Way
Option expires October 26, 1954

15,000 sq. ft. at $0.06	$ 900.00
House: 816 sq. ft. at $4.10	3,345.60
Garage: 760 sq. ft. at $0.50	380.00

Amount to be paid owners-chrg to Right of Way $4,625.60

Grantor agrees to give tenants 30 days notice to vacate after option acceptance.

Takes all-

21577 Hinkle, LuElla (Johnson)
Right of Way
Option expires October 12, 1954

1.41 acres at $2,500+	$ 3,545.00
Allowance for log pond (half of it)	500.00
Severance damage	500.00

Amount to be paid owners-chrg to Right of Way $4,545.00

Grantor shall have right of a roadway underneath structure so that they may travel between remaining parcels.

Access controlled-none allowed

21584 Eakin, S. E. (Estate) (Johnson)
Right of Way
Option expires October 26, 1954

125 sq. ft., lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Grantor may continue to maintain fence within right of way.

THINGS TO BE DONE BY THE STATE

Access at Stas. 285+35 and 286+30 on Northerly side for private residential use.

Access controlled-

S. E. FLAVEL ST.-KING ROAD SECTION-CASCADE HIGHWAY

21877 Cooke, J. W. et al (Johnson)
Right of Way
Option expires October 18, 1954

3490 sq. ft. at $0.10	$	349.00
Damage for reduction of front yard		500.00
Amount to be paid owners-chrg to Right of Way	$	849.00

THINGS TO BE DONE BY THE STATE

Re-establish present driveway entrance.

Access not controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21312 Columbia County (Mayhew)
Right of Way
Option expires October 20, 1954

0.02 acre	$	1.00

Access controlled-none allowed

21649 Borlin, Paul and Martha O. (Smith)
Right of Way
Option expires September 30, 1954

2.5 acres at $350	$	875.00
5.2 acres at $500		2,600.00
11 acres at $125		1,375.00
House		1,000.00
Allowance for moving		11,206.00
Corrals		500.00
Fence (cattle lane)		244.00
Severance damage and closer grouping of buildings		1,200.00
Grading		1,500.00
Amount to be paid owners-chrg to Right of Way	$	20,500.00

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21649 Borlin. Paul and Martha O. (cont)

Grantor reserved right to remove material he may need from taking at Sta. 13+00 to 15+50. Grantor may remove any shrubs, provided they are removed by June 1, 1954. Permission is granted to grantor to establish, maintain and operate electric lights in underpass. Grantor is to remove all buildings, except house above from R/W not later than June 1,1954.

THINGS TO BE DONE BY THE STATE

Access at Stas. 17+00, 19+75 and 28+75, all on Westerly side for residential and farm purposes. Construct underpass at Sta. 23+00. Construct roadway from underpass to back of barn. If water line at Sta. 21+00 or sewer line at Sta. 19+50 are disturbed, the State agrees to re-establish same. State shall fence right of way and establish gates at approaches to hwy.

Access controlled-

21377 Ellis, Charles B. and Harriett Jennings (Johnson)
Right of Way
Option expires September 26, 1954

0.06 acre, lump sum	$ 200.00
Allowance to change drain fields	690.00
Allowance to move power pole	30.00
Allowance to move fence	110.00
Damages due to loss of trees, etc.	650.00

Amount to be paid owners-chrg to Right of Way $ 1,680.00

Grantor gives State permission to enter property to connect driveways.

THINGS TO BE DONE BY THE STATE

Reconstruct driveway entrance at Sta. 509+04 and construct driveway at Sta. 508+70. Access at Stas. 509+04 and 508+70, both Westerly, both for private residential use.

Access controlled-

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21650 Loyd, Walter H. and Maxine (Smith)
Right of Way
Option expires May 20, 1954

20 acres at $270	$ 5,400.00
3 acres at $350 (home-site and orchard)	1,050.00
2 acres at $50 (waste gully)	100.00
17 acres at $100 (Timber and Brush)	1,700.00
Brooder house, hog house, old building, new hay shed	470.00
Feed shed	800.00
Milk house	900.00
2 silos and dairy barn	7,380.00
Wood shed, granary, chicken house	775.00
Garage and gasoline house	225.00
New chicken house	600.00
1½ story home	7,400.00
Tax adjustment	68.01

Amount to be paid owners-chrg to Right of Way $26,868.01

All 1954 crops to go to Grantor except those that may be destroyed by construction and reasonable access and approach will be provided to harvest crops. Grantor is reserved right to remove all shrubs and trees by May 15, 1954. Grantor to be vacated by May 15, 1954.

Takes all on Westerly side-

21318 American Smelting and Refining Company (Grant)
Right of Way
Option expires July 8, 1954

165,125 sq. ft. at $0.17+ $ 2,825.00

Amount to be paid owners-chrg to Right of Way $ 2,825.00

THINGS TO BE DONE BY THE STATE

Access by way of platted Pacific, Calvin, "A" and "G" Streets. Access controlled-

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21382 Watters, Leslie and Myrtle H. et al (Grant)
Right of Way
Option expires October 5, 1954

64,904 sq. ft. at $0.03+ (includes trees and damage to tunnel and roads)	$ 1,950.00
82,764 sq. ft. at $0.04	3,310.00
Warehouse	18,900.00
Improved park area	2,660.00
11,761 sq. ft. at $0.10+	1,180.00
Amount to be paid owners-chrg to Right of Way	$28,000.00

Grantor to vacate building 120 days after receipt of notice of acceptance of option, and he may use portion of right of way for a period of 3 years after which he may rent.

THINGS TO BE DONE BY THE STATE

Access at Stas. 567+25, 568+30, 546+65, 549+00, 551+25, 553+30, 533+00 and 539+00 all on Westerly side and all unrestricted. Re-lay all water pipe to present condition.

Access controlled-

21299 Stewart, C. E. and Edith A. (Grant)
Right of Way
Option expires October 11, 1954

3500 sq. ft. at $0.10	$ 350.00
Allowance to move house	3,080.00
Amount to be paid owners-chrg to Right of Way	$ 3,430.00

House to be moved by May 1, 1954. Access by way of First St.

Access controlled-none allowed (This cancels a previous option for an entire taking approved by Commission April 1, 1954.)

Previously approved:

5,000 sq. ft.	$ 500.00
Allow to move house	3,080.00
Previous total	$3,580.00

EXHIBIT "A" (cont)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

18706 Lassen, John A. and Magda C. (Mayhew)
Right of Way and Slope Easement
Option expires October 19, 1954

435 sq. ft. and 5 ft. slope easement	$ 200.00
Amount to be paid owners-chrg to Right of Way	$ 200.00

THINGS TO BE DONE BY THE STATE

Access at Stas. 145+00 and 145+60, West side, unrestricted.

Access controlled-

REX HILL SECTION-PACIFIC HIGHWAY WEST

21881 Barry, Cecil J. and Glea B. (Black)
Right of Way
Option expires October 18, 1954

0.767 acres at $1,000	$ 767.00
House and outbuildings, lump sum	1,733.00
Amount to be paid owners-chrg to Right of Way	$ 2,500.00

Takes all-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21184 Oscar D. Olson, Florist (Benner)
Right of Way
Option expires October 8, 1954

0.277 acre, lump sum	$ 2,414.00
Lawn: 3600 sq. ft. at $0.10	360.00
Allowance to reconnect septic tank and drain field	350.00
Trees, shrubs and hedge, lump sum	1,150.00
600 sq. ft. cement driveway at $0.20	120.00

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21184 Oscar D. Olson, Florist, (cont)

Damage due to odd shape, loss of area, etc. $1,956.00

Amount to be paid owners-chrg to Right of Way $6,350.00

Grantor to replace own septic tank and drain field.

THINGS TO BE DONE BY THE STATE

Re-establish driveway to frontage road at Stas. 73+10 and 74+10, West. Lay 12" tile drain on West side and connect to tile at South line of grantors property.

Access controlled-none allowed

21596 Forkner, R. A. and Maude et al (Benner)
Right of Way
Option expires October 27, 1954

2,178 sq. ft. at $0.20	$ 435.60
Lawn & shrubs	300.00
Trees: 7 trees at $50	350.00
Low bid to move house	1,982.00

Amount to be paid owners-chrg to Right of Way $3,067.60

THINGS TO BE DONE BY THE STATE

Access at Sta. 72+00 on East side, unrestricted and re-establish entrance at same place.

Access controlled-

SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST

21987 Grabenhorst, G. H. and Caroline C. (Benner)
Right of Way
Option expires October 20, 1954

0.1 acre ±	$ 50.00
28 rods fence at $4	112.00

Amount to be paid owners-chrg to Right of Way $ 162.00

Access controlled-none allowed

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21853 Grousbeck, Earl L. and Francile (Holt)
Right of Way
Option expires October 6, 1954

1986 sq. ft., lump sum $ 50.00

Amount to be paid owners- chrg to Right of Way $ 50.00

(This option subject to access provisions stated in File No. 20513 and dated August 17, 1953.)

Access controlled-none allowed

21852 Ziniker, Rosina (Gemmell)
Ditch Easement
Option expires October 11, 1954

2.93 acres $ 500.00

Amount to be paid owners-chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE

Fill old channel with material taken from excavation. Deposit additional material on grantors property, where he shall designate. Construct bridge across new channel where grantor shall designate.

Access controlled-none allowed

21700 Slattery, Minda S. (Reeder)
Quarry Site and Waste Area
Option expires October 8, 1954

1.61 acres at $255+ $ 411.00

Amount to be paid owner-chrg to Quarry Site $ 411.00

THINGS TO BE DONE BY THE STATE

Haul road will be reconstructed by State if taken out during removal of materials. Construct fence around quarry site and waste area. Install 2 gates on quarry site and one gate on Co. Rd. Gates to be kept closed.

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21476 Hawley, Ralph V. and Edna I. (Gemmell)
Right of Way
Option expires October 4, 1954

3.61 acres at $1,000	$ 3,610.00
4.0 acres at $600	2,400.00
Severance damages	500.00

Amount to be paid owners-chrg to Right of Way $ 6,510.00

THINGS TO BE DONE BY THE STATE

Fence R/W. Install gate at grantors road opposite Sta. 845+00. Construct approach to 6th St.

Access controlled-none allowed

21448 Cann, James R. and Mildred L. (Black)
Right of Way
Option expires October 12, 1954

58,370 sq. ft. at $0.07 $ 4,085.90

Amount to be paid owners-chrg to Right of Way $ 4,085.90

THINGS TO BE DONE BY THE STATE

Build approach 25 ft. wide from frontage road to R/W to meet center of 50 ft. strip on North side of property at Sta. 794+90. Provide alternate route to property prior to interruption of existing entrance. Grantor to be allowed reasonable access to property during construction.

Access controlled-none allowed (This option supereedes the option of February 26, 1954) (Confirmation of phone approval by McIver April 14, 1954.)

21426 Anderson, M. H. (Reeder)
Right of Way
Counter offer expires May 15, 1954

4 lots at $500 $ 2,000.00

Amount to be paid owner-chrg to Right of Way $ 2,000.00

Takes all-

EXHIBIT "A" (cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21228 Gates, Mable (Reeder)
Right of Way
Option expires October 11, 1954

13.26 acres at $400	$ 5,304.00
Barn: 592 sq. ft. at $1.10+	696.00

Amount to be paid owner-chrg to Right of Way $ 6,000.00

Grantor to vacate barn within 30 days after approval of option.

Access controlled-none allowed

21229 Finnerty, George E. and Etta (Reeder)
21229-2 Right of Way
Option expires October 20, 1954

6.17 acres at $900	$ 5,553.00
2.46 acres at $500	1,230.00
House: 1052 sq. ft. at $6.50	6,838.00
Garage & store room: 488 sq. ft. at $3	1,464.00
Allowance to move 2 sheds and barn	850.00
Severance Damage	1,065.00

Amount to be paid owners-chrg to Right of Way $17,000.00

Grantor to remove sheds and barn within 14 days after approval of Commission. Grantor to vacate house and property within same length of time.

Access controlled-none allowed

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HIGHWAY

21691 Galdabini, Elizabeth et al (Holt)
Right of Way & Slide Area
Option expires October 19, 1954

2.9 acres at $250	$ 725.00

EXHIBIT "A" (cont)

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HIGHWAY (cont)

21691 Galdabini, Elizabeth et al (cont)

12 fruit trees at $15	$ 180.00	
85 rods fence at $2	170.00	
Amount to be paid owners-chrg to Right of Way		$ 1,075.00

Access controlled-none allowed

21699 Bewley, L. L and Eler (Gemmell)
Slope Easement
Option expires October 14, 1954

0.92 acre, lump sum	$ 230.00	
68 rods fence at $4	272.00	
Amount to be paid owners-chrg to Right of Way		$ 502.00

Grantor may leave fence on easement area until State requires that it be moved.

THINGS TO BE DONE BY THE STATE

State agrees not to remove fruit trees unless they are dislodged due to earth slippage.

Access controlled-none allowed

ELKHEAD ROAD -RICE HILL UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HWY.

21690 Russell, Dan Richard and Burnette M. (Holt)
Right of Way
Option expires October 16, 1954

3.17 acres at $133+	$ 423.00	
38 rods fencing at $4	152.00	
Amount to be paid owners-chrg to Right of Way		$ 575.00

THINGS TO BE DONE BY THE STATE

Protect grantors pipe line lying within above property.

Access controlled-none allowed

EXHIBIT "A" (cont)

ELKHEAD ROAD-RICE HILL UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HIGHWAY (cont)

21689 Chapman, Leslie L. and Mildred F. et al (Holt)
Right of Way
Option expires October 20, 1954

.47 acres $ 1.00

THINGS TO BE DONE BY THE STATE

Construct 14' approach road to grantors garage.

Access controlled-none allowed (Subject to access provisions in File #19471)

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

21191 Crawford, Robert M. and Eunice (Gemmell)
Right of Way
Option expires September 30, 1954

6.6 acres at $200	$ 1,320.00
Allowance for Maint. of 1500 ft. approach road	500.00
Damage due to odd shape	500.00

Amount to be paid owners-chrg to Right of Way $ 2,320.00
Grantor to remove garage from R/W.

THINGS TO BE DONE BY THE STATE

Fence R/W. Construct 16 ft. roadway from residence opposite Sta. 1286+00. Access at Stas. 1292+75, 1275+50 and 1277+50, all Easterly and all for residential & farm purposes. All accesses named above are temporary and shall be destroyed when approach road to frontage road is completed.

Access controlled-

21172 Vanderpool, Burt J. and Mary A. (Gemmell)
Right of Way
Option expires May 16, 1954

0.14 acre, lump sum $ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

Access controlled-none allowed

EXHIBIT "A" (cont)

DEADY-SOUTH UMPQUA RIVER SECTION-PACIFIC HIGHWAY

21820 Jacobson, H. N. et al (Stuntz)
Gravel Bar
Option expires October 18, 1954

7.43 acres at $800+	$ 6,000.00
Damage due to loss of river frontage	2,000.00

Amount to be paid owners-chrg to Gravel Site $ 8,000.00

Confirmation of telephone approval by McIver 4-21-54.

WINCHESTER-SOUTH UMPQUA RIVER-DEADY-SHADY SECTION-PACIFIC HIGHWAY

21704 Voyt, Franklyn J. and Natalie Allien (Stuntz)
Right of Way & Slope Easement
Option expires July 27, 1954

404 sq. ft., lump sum	$ 1,000.00
Easement	Gratis
Damage by reason of closeness of road	1,500.00

Amount to be paid owners-chrg to Right of Way $ 2,500.00

Grantor may remove any shrubs, flowers, trees etc. within 30 days from date of notice of acceptance of option.

THINGS TO BE DONE BY THE STATE

Reconstruct existing road approach from garage to Garden Valley Road. Reconstruct cement steps.

Access not controlled-

SHADY-BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21562 Burnett, George F. et al (Gemmell)
Right of Way
Option expires October 8, 1954

3.0 acres at $200	$ 600.00
11.88 acres at $50+	600.00

EXHIBIT "A" (cont)

SHADY-BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION- PAC. HWY.

21562 Burnett, George F. et al (cont)

Damage $ 300.00

Amount to be paid owners-chrg to Right of Way $ 1,500.00

Grantors to allow State to construct bulldozed road across property.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed

WOLF CREEK SECTION-PACIFIC HIGHWAY

21829 Morse, Robert B. and Marie (Stuntz)
Right of Way
Option expires October 18, 1954

0.07 acre $ 1.00

THINGS TO BE DONE BY THE STATE

Extend 18" culvert under road approach at Sta. 698, North to ditch along South side of Pacific Hwy. Fill over and surface with gravel.

Access controlled-(This option is subject to access provisions in option under File #12110 and dated August 1, 1946)

SOUTH MYRTLE POINT SECTION-COOS BAY-ROSEBURG HIGHWAY

15956 Carrie McCulloch Estate (Towle)
Right of Way
Deed signed January 20, 1954

.03 acre, lump sum $ 40.00

Amount to be paid owners-chrg to Right of Way $ 40.00

Access not controlled-

EXHIBIT "A" (cont)

SHERMAN JUNCTION-WILLOWDALE SECTION-THE DALLES-CALIFORNIA HIGHWAY

21848 Bolter, John G. and Ella (Brainerd)
Right of Way
Option expires October 19, 1954

2.06 acres at $300	$	618.00
Easement---Gratis		
Allowance to re-establish cattle guard pit		40.00
Allowance to re-establish 184 rods fence at $3		552.00
Amount to be paid owners-chrg to Right of Way		$ 1,210.00

THINGS TO BE DONE BY THE STATE

Access at Stas. 431+60, 444+26 and 463+70, all on East side for farming, stockraising and residential use.

Access controlled-

21846 Moore, Earl (Brainerd)
Right of Way
Option expires October 20, 1954

41.66 acres at $15	$	624.90
Easement		Gratis
193 rods fence at $3		579.00
Amount to be paid owners-chrg to Right of Way		$ 1,203.90

THINGS TO BE DONE BY THE STATE

Access at Sta. 336+50 on West side for farming, stockraising use.

Access controlled-

21847 Priday, John W. and Patricia (Brainerd)
Right of Way
Option expires October 20, 1954

4.4 acres at $300	$	1,320.00
15.81 acres at $15		237.15
Easement		Gratis
530 rods fence at $3		1,590.00

EXHIBIT "A" (cont)

SHERMAN JUNCTION-WILLOWDALE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

21847 Priday, John W. and Patricia (cont)

Severance Damage	$ 1,852.85
Amount to be paid owners-chrg to Right of Way	$ 5,000.00

Grantor retains right to harvest hay crop.

THINGS TO BE DONE BY THE STATE

Re-establish irrigation system when disturbed. Access at Sta. 375+00 on East and West sides and Stas. 408+00 and 379+00 on West side, all for farming, stockraising and residential use.

Access controlled-

21840 Cooke, H. A. (Brainerd)
Right of Way
Option expires October 15, 1954

30.53 acres at $15	$ 457.95
Re-establish 784 rods fence at $3	2,352.00
Amount to be paid owner-chrg to Right of Way	$ 2,809.95

THINGS TO BE DONE BY THE STATE

Leave gap in center line strip 25' each side of Sta. 94+90 for stock crossing. Access at Sta. 126+44 on East side and at Sta. 94+90 on West and East sides for farming and stockraising use.

Access controlled-

21838 Cooke, H. A. et al (Brainerd)
Right of Way
Option expires October 15, 1954

20.3 acres at $15	$ 304.50
Re-establish 673 rods fence at $3	2,019.00
Amount to be paid owners-chrg to Right of Way	$ 2,323.50

SHERMAN JUNCTION-WILLOWDALE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

21838 Cooke, H. A. et al (cont)

THINGS TO BE DONE BY THE STATE

Access at Stas. 21+71 and 43+76 on East side and at Stas. 21+58 and 43+71 on West side for farming and stockraising use.

Access controlled-

21851 Greenlee, Guy E. and Wilda M. (Brainerd)
Right of Way
Option expires October 15, 1954

0.28 acre	Gratis	
Allowance to move neon sign	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Access at Stas. 443+50, 440+35 and 441+50 on West side for service station, restaurant, motel and garage activity.

Access controlled-

21850 Cram Cattle Company (Brainerd)
Right of Way
Option expires October 15, 1954

1 acre at $150	$ 150.00	
1.5 acres at $300	450.00	
89 rods fence at $3	267.00	
Amount to be paid owners-chrg to Right of Way		$ 867.00

THINGS TO BE DONE BY THE STATE

Protect and re-establish irrigation system where disturbed. Access at Stas. 443+50, 440+35 and 441+50 on West side for service station, restaurant, garage and motel activity.

Access controlled-

EXHIBIT "A" (cont)

SHERMAN JUNCTION-WILLOWDALE SECTION-THE DALLES - CALIFORNIA HIGHWAY (cont)

21849 Cram, Allie (Brainerd)
Right of Way
Option expires October 15, 1954

0.61 acre at $150	$	91.50
0.44 acre at $300		132.00
61 rods fence at $3		183.00

Amount to be paid owner-chrg to Right of Way $ 406.50

THINGS TO BE DONE BY THE STATE

Protect and re-establish irrigation system where disturbed. Access at Stas. 463+21 and 431+25 on West side for farming, stockraising and residential use.

Access controlled-

21839 Cooke, Herbert W. (Estate) (Brainerd)
Right of Way
Option expires October 15, 1954

1.9 acres at $15	$	28.50
Re-establish 57 rods fence at $3		171.00

Amount to be paid owners-chrg to Right of Way $ 199.50

Access controlled-none allowed

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JCT.-DIAMOND LAKE SECTION-THE DALLES-CALIFORNIA HIGHWAY

22002 Loosley, B. F. (Estate) (Cozad)
Right of Way
Option expires October 13, 1954

Land and timber (4.4 acres at $25)	$	110.00

Amount to be paid owners-chrg to Right of Way $ 110.00

THINGS TO BE DONE BY THE STATE

Access on East and West sides at Sta. 1182 for residential use and transportation of timber products.

Access controlled-

EXHIBIT "A" (cont)

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JCT. -DIAMOND LAKE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

21783 Zbinden, John (Cozad)
Right of Way
Option expires October 13, 1954

5.05 acres at $25	$ 126.25	
Amount to be paid owner-chrg to Right of Way		$ 126.25

THINGS TO BE DONE BY THE STATE

Unrestricted 50 ft. access at Stas. 1223+50, 1224+50 and 1225+60 on East side.

Access controlled-

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY

21601 Jenkins, Belle (CORRECTION OF FENCING ALLOWANCE) (Cozad)
Right of Way
Option expires July 27, 1954

Allowance in option-378 rods fence at $3	$ 1,134.00	
Fence build: 420 rods fence at $3	1,260.00	
Amount still due owner-chrg to Right of Way		$ 126.00

Access controlled-(Option approved February 24, 1954)

21598 Farm Development Company (Cozad)
Right of Way
Option expires October 19, 1954

4.58 acres at $10	$ 45.80	
Allowance to re-establish 82 rods fence at $3	246.00	
Amount to be paid owners-chrg to Right of Way		$ 291.80

THINGS TO BE DONE BY THE STATE

Access at Sta. 1252 on south side for stockraising, farm and residential use.

EXHIBIT "A" (cont)

SAGE HEN HILL-HINES SECTION-CENTRAL OREGON HIGHWAY (cont)

21598 Farm Development Company (cont)

Access controlled- (Previously approved 2-24-54-Access same as above. 3.8 acres for $38.00 and fence allowance for $246.00. Total $284.00)

21906 Larson, Sam (Cozad)
Quarry and Stockpile Site
Option expires October 19, 1954

9.87 acre, lump sum $ 500.00

Amount to be paid owner-chrg to Quarry Site $ 500.00
State to fence Site.

LADD CANYON SECTION-OLD OREGON TRAIL HIGHWAY

21825 Fager, Marvin J. and Viola D. (Brainerd)
Slide Area
Option expires September 30, 1954

14.69 acres at $50 . $ 734.50

Amount to be paid owners-chrg to Right of Way $ 734.50

Property to remain unfenced except along existing R/W. State is hereby released from all damages in connection with slide area.

Access controlled-none allowed

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

21117 Goodman, R. W. and Winnifred (Brainerd)
Right of Way
Quitclaim Deed signed March 29, 1954

138 sq. ft., lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access not controlled-

EXHIBIT "A" (cont)

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY (cont)

20239 Nofziger, Samuel A. and Susan E. (Chidsey)
Construction Easement
Option expires June 7, 1954

Construction Dike Easement	$ 760.00	
Amount to be paid owners-chrg to Construction		$ 760.00

(Confirmation of phone approval by Reynolds April 8, 1954.)

20231 Wood, Mary A. (Chidsey)
Right of Way
Option expires October 28, 1954

8.6 acres	$ 6,450.00	
Well, including fixtures	1,250.00	
11½ tons seed potatoes at $40	460.00	
2.2 acres at $45	100.00	
Moving haystack, 20 tons at $5	100.00	
Severance damage	7,800.00	
Crop damage	148.00	
Amount to be paid owner-chrg to Right of Way		$16,308.00

THINGS TO BE DONE BY THE STATE

State to take care of fencing. Drainage ditch will be constructed along North side of R/W line on grantors property. Portion of ditch eliminated on South side of Hwy. will be filled to ground level. Access at Stas. 270+00, 280+00 and 296+25 all Northerly and Stas. 280+50 and 296+00, both Southerly and all for farm purposes. Access at Stas. 291+50 and 282+35 on Northerly side and Sta. 282+70 on Southerly side, all for residential and farm purposes.

Access controlled-

LOSTINE SECTION-WALLOWA LAKE HIGHWAY

21681 Lewis, John C. and Mabel E. (Brainerd)
Quarry Site
Option expires October 1, 1954

2.41 acres at $50	$ 120.50	
Amount to be paid owners-chrg to Quarry Site		$ 120.50

Grantor shall have 200 yards of reject gravel.

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21414 Walker, J. P. and Florence (Harrington)
Right of Way
Option expires November 2, 1954

0.53 acre, lump sum	$ 1,500.00
House: 829 sq. ft. at $4	3,316.00
3 cabins: 333 sq. ft. at $5	4,995.00
3 car ports: 180 sq. ft. at $0.35	189.00

Amount to be paid owners-chrg to Right of Way $10,000.00

State to fence R/W.

Access controlled-none allowed

21429 Miller, Ensel B. et al (Black)
Right of Way
Option expires September 29, 1954

0.13 acre, lump sum	$ 400.00

Amount to be paid owners-chrg to Right of Way $ 400.00

Takes all-

VALE-CAIRO JUNCTION SECTION-CENTRAL OREGON HIGHWAY

20235 Stuart, James D. and Alpha C. (Chidsey)
Right of Way
Option expires October 28, 1954

1.08 acres at $150	$ 162.00
118 rods fence at $3.50	413.00
Allowance to build irrigation ditch on North side of hwy.	50.00

Amount to be paid owners-chrg to Right of Way $ 625.00

THINGS TO BE DONE BY THE STATE

Access Stas. 312+00, 321+24 and 330+00 on South side and at Stas. 321+27 and 328+50 on North side for private residential and farming use.

Access controlled-

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21324 DuBois, Charlie H. and Martha Joe (Grant)
Right of Way
Option expires September 29, 1954

11,1761 sq. ft. at $0.122+	$ 1,438.00
Buildings: 4,854 sq. ft. at $3	14,562.00
Amount to be paid owners-chrg to Right of Way	$16,000.00

Grantor to vacate by June 1, 1954 and keep gasoline pumps, tanks, air compressor, hoist, bins and benches.

Takes all-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21597 Forkner, R. A. and Maude et al (Benner)
Right of Way
Option expires November 4, 1954

0.03 acre at $0.20+	$ 280.00
2 large fir trees at $50	100.00
Amount to be paid owners-chrg to Right of Way	$ 380.00

THINGS TO BE DONE BY THE STATE

Re-establish unrestricted entrance at Sta. 72+68 on East side.

Access controlled-

PRINEVILLE-MARKS CREEK SECTION-OCHOCO HIGHWAY

21858 Ochoco Lumber Company (Brainerd)
Drainage Easement
Option expires October 29, 1954

0.05 acre Gratis

MEHAMA-MILL CITY SECTION-NORTH SANTIAM HIGHWAY

20397 Goschie, E. C. and Lois Ardelle (Benson)
Right of Way
Option expires November 5, 1954

EXHIBIT "A" (cont)

MEHAMA-MILL CITY SECTION-NORTH SANTIAM HIGHWAY (cont)

20397 Goschie, E. C. and Lois Ardelle (cont)

0.17 acre and damages due to debris placed on property by contractor $ 500.00

Amount to be paid owners-chrg to Right of Way $ 500.00

Access controlled-

SUNSET CAMP-MANNING SECTION-SUNSET HIGHWAY

5230A Conway, Morrison A. and Mary Caroline (Johnson)
Waysides
Option expires November 5, 1954

48.2 acres at $25	$ 1,205.00
12 cords Douglas Fir at $2	24.00
332 MBF Douglas Fir at $15	4,980.00
.3 MBF Maple at $4 and .3 MBF Alder at $4	2.40

Amount to be paid owners-chrg to Right of Way $ 6,211.40

Grantor to maintain "No Trespassing" signs at Sta. 1860+00 and at all access entrances.

THINGS TO BE DONE BY THE STATE

Access allowed at Stas. 1814+08.92 and 1859+78, Southwesterly and at Sta. 1860+00, Northeasterly, for residential, production and transportation of farm products and development, harvesting and transportation of forest products. Also at Sta. 1820+70, Northeasterly for residential use only.

Access controlled-

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21865 Laurence, Raymond C. and Ara E. (Holt)
Right of Way
Option expires November 5, 1954

6.6 acres at $500 $ 3,300.00

Amount to be paid owners-chrg to Right of Way $ 3,300.00

Access controlled-none allowed

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY (cont)

21863 Forrest, Carl A. and Lucille F. (Holt)
Right of Way
Option expires November 4, 1954

20.1 acres at $200	$ 4,000.00	
Amount to be paid owners-chrg to Right of Way		$ 4,000.00

Takes all-

PENDLETON-DEADMANS PASS SECTION-OLD OREGON TRAIL HIGHWAY

20250 Thompson, Herbert (Permittee) (Landon)
A-8 Right of Way
A-10 Waiver signed May 7, 1954
B-11
B-12

Lump sum for grazing rights to land	$ 25.00	
Amount to be paid permittee-chrg to Right of Way		$ 25.00

C-26
C-27
C-28

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21684 Tonole, Pete et al (Harrington)
Right of Way
Option expires November 5, 1954

3,485 sq. ft., lump sum	$ 350.00	
Shade tree, dwarf pineapples and flower beds	150.00	
Damage due to loss of yard, etc	5,000.00	
Amount to be paid owners-chrg to Right of Way		$ 5,500.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach at Sta. "O" 8+75.

Access controlled-none allowed

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21860 Forrest, Carl A. and Lucille F. (Holt)
Right of Way
Option expires November 6, 1954

.20 acres, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access controlled-none allowed

RINEHART CREEK-FRANKPORT UNIT-ROCKY POINT-GOLD BEACH SECTION-OREGON COAST HIGHWAY

22030 Chenoweth, Norman and Anna (Stuntz)
Right of Way
Option expires November 3, 1954

0.09 acre, lump sum	$ 500.00	
4 room house	3,000.00	
Waiver of damages due to flood	500.00	
Amount to be paid owners-chrg to Right of Way		$ 4,000.00

Grantor to vacate by October 1, 1954

Access controlled- (Access restrictions shall remain as is.)

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21473 White, Virgil D. (Estate) (Norlin)
Right of Way and Ditch Easement
Option expires November 9, 1954

7.62 acres at $760+	$ 5,800.00	
Severance damage	1,000.00	
Amount to be paid owners-chrg to Right of Way		$ 6,800.00

THINGS TO BE DONE BY THE STATE
Construct approach at Sta. 837+40. Fence right of way.

Access controlled-none allowed

EXHIBIT "A" (cont)

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY

22032 Darnell, Ray and Theresa (Cozad)
Right of Way
Option expires November 9, 1954

0.18 acre at $500	$ 90.00	
Allowance to re-establish signs	100.00	
Amount to be paid owners-chrg to Right of Way		$ 190.00

THINGS TO BE DONE BY THE STATE

Remove 10 trees from R/W between Sta. 727 and 730. Forty foot access on West side at Sta. 729+10 and 730+50 for camp cabin and motel activity.

Access controlled-

22006 Herman, John E. and Ezina (Cozad)
Right of Way
Option expires November 5, 1954

0.25 acres at $650+	$ 164.50	
Amount to be paid owners-chrg to Right of Way		$ 164.50

THINGS TO BE DONE BY THE STATE

Fifty foot access at Sta. 1020+20, 1021+10 and 1021+80 on East side for residential, restaurant, future motel and camp cabin activity. Pay for re-establishment of restaurant about 10 feet Easterly Est. cost $ 1,800.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 1,964.50

Access controlled

LEWISBURG-CORVALLIS SECTION-PACIFIC HIGHWAY WEST

21707 Edwards, Sidney J. and Agnes L. et al (Benner)
Quarry Site
Option expires August 22, 1954

0.68 acre at $300+	$ 244.00	
8 rods fence at $4	32.00	
Amount to be paid owners-chrg to Quarry Site		$ 276.00

EXHIBIT "A" (cont)

FRONTAGE ROAD-MCLOUGHLIN BOULEVARD SECTION-PACIFIC HIGHWAY EAST

21905 Pisani, Alberto and Rose (Grant)
Right of Way
Option expires November 6, 1954

7,673 sq. ft. at $0.15	$ 1,150.95
House: 1,001 sq. ft. at $5	5,005.00
Garage: 396 sq. ft. at $4	1,584.00
Damage due to limited time to get another home	610.05

Amount to be paid owners-chrg to Right of Way $ 8,350.00

Grantor to vacate within 30 days after receipt of acceptance.

Takes all-

21901 Palfrey, Leslie R. (Grant)
Right of Way
Option expires November 6, 1954

4113 sq. ft. at $0.15	$ 616.95
Chicken House: 300 sq. ft. at $1.27	383.05

Amount to be paid owner-chrg to Right of Way $ 1,000.00

Grantor to vacate within 30 days after receipt of acceptance.

Takes all-

21900 McKern, W. A. and Ethel C. et al (Grant)
Right of Way
Option expires November 6, 1954

9,435 sq. ft. at $0.15	$ 1,415.25
House: 810 sq. ft. at $4	3,240.00
Garage: 280.5 sq. ft. at $3	841.50
Trees and shrubs	3.25

Amount to be paid owners-chrg to Right of Way $ 5,500.00

Takes all-

EXHIBIT "A" (cont)

FRONTAGE ROAD-MCLOUGHLIN BOULEVARD SECTION-PACIFIC HIGHWAY EAST (cont)

21902 Palfrey, Zella (Grant)
Right of Way
Option expires November 6, 1954

3,818 sq. ft. at $0.15	$ 572.70
House: 1,189 sq. ft. at $5	5,945.00
Garage: 231 sq. ft. at $3	693.00
Damage due to limited time to find new home	139.30

Amount to be paid owner-chrg to Right of Way $ 7,350.00

Grantor to vacate within 30 days after receipt of acceptance.

Takes all-

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BLVD. WEST PORTLAND EXPRESSWAY

21553 Alaska Junk Co. (Johnson)
Right of Way
Option expires July 9, 1954

0.85 acre at $22,000	$18,700.00

Amount to be paid owners-chrg to Right of Way $18,700.00

Takes all-

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT -GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21225 Hemenway, Almond R. et al (Reeder)
Right of Way
Option expires November 10, 1954

5.35 acres at $700	$ 3,745.00
Severance damage	3,255.00

Amount to be paid owners-chrg to Right of Way $7,000.00

Grantor has right to harvest crop on R/W.

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21225c Hemenway, Almond R. et al (cont)

THINGS TO BE DONE BY THE STATE

Construct necessary fencing. Construct equipment underpass at Sta. 699+00. Construct drainage ditch to drain underpass. State has right to use underpass and roadway. Provide 18" culvert pipe to be used for irrigation at Sta. 705+40.

Access controlled-none allowed

21226 Hemenway, W. A. and Ora E. (Reeder)
Right of Way
Option expires November 10, 1954

22.41 acres at $250	$ 5,602.00
Severance damage	4,398.00
Amount to be paid owners-chrg to Right of Way	$10,000.00

Grantor has right to harvest crop on R/W.

THINGS TO BE DONE BY THE STATE

Construct necessary fencing. Construct road approaches on MFH 2 line at Stas. 25+00, 28+50 and 32+50 on East and West sides and all unrestricted. Also on MFH 2 line, Sta. 25+00 to County Road for future road approaches.

Access controlled-except on part of East Leg of Interchange.

SHERMAN JUNCTION-WILLOWDALE SECTION-THE DALLES-CALIFORNIA HIGHWAY

21842 Bolter, Edward and Lila M. (Brainerd)
Right of Way and Quarry Site
Option expires November 10, 1954

1.58 acres at $25 (R/W)	$ 39.50
11.32 acres at $25 (Quarry)	283.00
36 rods fence at $3	108.00
Amount to be paid owners-chrg to Right of Way	$ 147.50

EXHIBIT "A" (cont)

SHERMAN JUNCTION-WILLOWDALE SECTION-THE DALLES - CALIFORNIA HIGHWAY (cont)

21842 Bolter, Edward and Lila M. (cont)

Quarry Site	$	283.00
GRAND TOTAL	$	430.50

Access controlled-none allowed

21224 Hemenway, Margaret L. et al (Reeder)
Right of Way
Option expires November 10, 1954

11.76 acres at $400	$ 4,704.00	
Severance damage	3,796.00	
Amount to be paid owners-chrg to Right of Way		$ 8,500.00

Grantor has right to harvest crop on R/W.

THINGS TO BE DONE BY THE STATE

Construct necessary fencing. Provide 18" culvert pipe to be used for irrigation at Sta. 694+00. Grantor to have access to equipment underpass and State is to maintain same.

Access controlled-none allowed

EXHIBIT "B"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes; and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

COUNTY AND SECTION	FILE NUMBER	PURPOSE	HIGHWAY
CLACKAMAS			
S. E. Flavel St. - King Road	21876-Milwaukie Rural Fire Protection Dist. 21877-Cooke 21878-Strandberg	R/W	Cascade
CROOK			
Prineville-Marks Creek	21857-Welch	Drainage Area, Borrow Pit, & Easement	

EXHIBIT "B" (cont)

CROOK	21858-Ochoco Timber Co.	Drainage	Ochoco
SHERMAN			
Deschutes River-Biggs	22023- Carlisle	Stockpile Site	Columbia River
UMATILLA			
Cold Springs Jct.	21879-Richmond	Rip Rap Quarry	Columbia River
YAMHILL			
Rex Hill	21881- Barry	R/W	Pacific West

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this Miscellaneous Resolution No. 110 shall be entered in the minutes and records of the Commission as of May 11, 1954, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

EXHIBIT "C"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in Astoria, Oregon, lying along and adjacent to the Oregon Coast Highway described as follows:

> A parcel of land lying in Block 10, McClures Addition in the City of Astoria, Clatsop County, Oregon.
>
> The said parcel being that part of Lot 1 and that part of the West 46 feet of Lot 2 of said Block 10 lying North of a line which is parallel to and 35 feet Northerly of the center line of the Oregon Coast Highway, except the Northerly 5 feet of said Lots which has been deeded to the City of Astoria for street purposes.
>
> The parcel of land to which this description applies contains 2550 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experience appraisers and the reasonable market value thereof found and estimated to be the sum of $1350.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of CRS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 112 be entered in the minutes and records of the Commission as of the 11th day of May, 1954.

EXHIBIT "D-1"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Grass Valley.	$ 612.18
Merrill	2,621.37

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of May, 1954.

EXHIBIT "D-2"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Bonanza . . . . . $ 701.04

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of May, 1954.

EXHIBIT "D-3"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Chiloquin	$2,214.64
Paisley	709.48
Merrill	2,768.28

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of May, 1954.

EXHIBIT "D-4"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Gates	$1,218.73
Hubbard	1,423.78
Island City	398.54
Merrill	2,411.47
Stanfield	2,440.35

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of May, 1954.

EXHIBIT "D-5"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1954 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 541.48
Banks	1,322.04
Clatskanie	3,167.98
Cove	991.53
Echo	1,606.85
Glendale	3,062.50
Gold Hill	2,176.45
Ione	921.21
Metolius	552.02
Monument	801.66
Mt. Vernon	1,585.75
Prescott	418.41
Riddle	2,229.19
Rogue River	2,074.48
Sodaville	552.02
Sublimity	1,290.40
Yoncalla	2,201.06

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

EXHIBIT "D-5" (cont)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of May, 1954.

EXHIBIT "E"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3758, with Birkemeier & Saremal for constructing four structures on the West Portland-Hubbard Highway (now Portland-Salem Expressway) in Clackamas County, completed April 23, 1954.

"Contract No. 3848, with E. H. Itschner Co., for furnishing crushed rock in stockpiles on the Arlington-Service Creek Section of the Columbia River, John Day and Wasco-Heppner Highways in Gilliam and Wheeler Counties, completed October 12, 1953.

"Contract No. 3859, with Birkemeier & Saremal for constructing Boeckman Road Grade Separation on the West Portland-Hubbard Highway (now Portland-Salem Expressway) in Clackamas County, completed April 20, 1954.

"Contract No. 3871 with Donald M. Drake Co., for constructing 102nd Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County, completed May 1, 1954.

"Contract No. 3889, with Larson Construction Co., for constructing Nehalem River Bridge on the Nehalem Highway in Clatsop County, completed April 7, 1954.

"Contract No. 3899, with Popham Construction Co., for constructing Cape Lookout Park facilities in Tillamook County, completed March 15, 1954.

"Contract No. 3941, with Paul B. Emerick, for constructing Division Office buildings at Bend in Deschutes County, completed May 5, 1954.

"Contract No. 3979, with Birkemeier & Saremal for constructing the Lower Boones Ferry Road Overpass on the West Portland-Hubbard Highway (now Portland-Salem Expressway) in Washington County, completed April 30, 1954.

"Contract No. 4022, with Steeck Electric Co., for installing traffic signal in Medford, Jackson County, completed April 9, 1954."

THEREFORE BE IT RESOLVED that the work covered by State highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and

said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 33 shall be entered in the minutes and records of the Commission as of the 11th day of May, 1954.

EXHIBIT "F"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: TUALATIN VALLEY HIGHWAY

Highway number 29 Route number 6

400' east of the west leg of Huber Avenue (M. P. 5.69 to Hunter Avenue (M. P. 6.35) 45 MILES PER HOUR except that between a point 450' east of Union Avenue (M. P. 6.07) and a point 450' west of Union Avenue, the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of subsection 1. a. ORS 484.104.

Hunter Avenue (M. P. 6.35) to 200' west of Vista Avenue (M. P. 6.68) 35 MILES PER HOUR

200' west of Vista Avenue (M. P. 6.68) to 0.20 miles east of Kinnesswood Avenue (M. P. 7.49) 45 MILES PER HOUR

EXHIBIT "F" (cont)

0.20 mile east of Kinnesswood Avenue (M.P. 7.49) to 250' west of road to West Union (M.P. 8.26) 35 MILES PER HOUR

EXCEPT THAT BETWEEN

a point 500' east of Kinnesswood Avenue (M.P. 7.59) and a point 300' west of Kinnesswood Avenue, the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of subsection 1.a. ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 151 be entered in the minutes and records of the Commission as of the 11th day of May, 1954.

EXHIBIT "G-1"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: MCMINNVILLE HIGHWAY

Highway number 156 Route number

The easterly half of the McMinnville Highway from M. P. 1.05 (Southern Pacific Railroad crossing) to M. P. 1.28 (Fifteenth Street) 35 MILES PER HOUR, the city boundary line being the center line of the highway.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 152 be entered in the minutes and records of the Commission as of the 11th day of May, 1954.

EXHIBIT "G-2"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: REDWOOD HIGHWAY

Highway number 25 Route number US 199

Location of Termini				Established Speed
M. P.	13.19 (north city limits of Cave Junction)	to M. P.	13.25 (0.06 mile north of north city limits of Cave Junction)	35 M. P. H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 153 be entered in the minutes and records of the Commission as of the 11th day of May, 1954.

EXHIBIT "G-3"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON CAVES HIGHWAY

Highway number 38 Route number ORE 46

The Southerly half of the Oregon Caves Highway from M. P. 0.13 (east city limits of Cave Junction) to M. P. 0.36 (county road) 35 MILES PER HOUR, the city boundary line being the center line of the highway.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 154 be entered in the minutes and records of the Commission as of the 11th day of May, 1954.

EXHIBIT "G-4"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY

Highway number 1 Route number US 99

Location of Termini				Established Speed	
M.P.	143.90 (Wagner-Binford access road)	to M.P.	144.20 (north city limits of Cottage Grove)	40	M.P.H.
M.P.	145.51 (south city limits of Cottage Grove)	to M.P.	146.27 (200 feet south of Sweet Lane Road)	45	M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 155 be entered in the minutes and records of the Commission as of the 11th day of May, 1954.

EXHIBIT "G-5"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON -WASHINGTON HIGHWAY

Highway number 8 Route number ORE 11

Location of Termini				Established Speed
M.P. 30.74 (Little Walla Walla River)	to M.P.	30.97	(N.E. First Avenue) in Milton-Freewater	45 M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 156 be entered in the minutes and records of the Commission as of the 11th day of May, 1954.

EXHIBIT "G-6"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number 9 Route number US 101

Location of Termini			Established Speed
M.P. 388.64 (southerly city limits of Brookings)	to M.P.	389.19 (Chetco Grange Hall)	40 M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 157 be entered in the minutes and records of the Commission as of the 11th day of May, 1954.

EXHIBIT "H-1"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the Coos River Secondary Highway No. 241 is a state highway under the jurisdiction and control of the State Highway Commission; and

WHEREAS, it appears that at the junction of said Coos River Secondary Highway with the Oregon Coast Highway in Bunkerhill, just south of the City of Coos Bay in Coos County, vehicles are parked for extended periods of time along the curb line of said highway, and

WHEREAS, the parking of vehicles on the northerly side of Newport Avenue (Coos River Secondary Highway) from a point 100 feet west of Center Street to the west line of Mullen Street tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic, but to the owners and drivers of said parked vehicles, and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along the northerly curb line of Newport Avenue from a point 100 feet west of Center Street to the west line of Mullen Street, which location is at the intersection of Newport Avenue (Coos River Secondary Highway) with the Oregon Coast Highway, creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of the Commission the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution

and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING AT ANY TIME".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 113 be entered in the minutes and records of the State Highway Commission as of the 11th day of May, 1954.

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EXHIBIT "H-2"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the Pacific Highway(US99) is one of the major state primary highways and is likewise a Federal Aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that the parking of vehicles on the shoulders of said highway at the Med-O-View Auction five miles south of Junction City in Lane County, produces a traffic hazard, and

WHEREAS, the parking of said vehicles on the shoulders of said highway between M. P. 113. 81 (Engineer's Station 238+50) and M. P. 114. 01 (Engineer's Station 250+00) tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles and,

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along either side of the Pacific Highway (US 99) between M. P. 113. 81 (Engineer's Station 238+50) and M. P. 114. 01 (Engineer's Station 250+00) creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs

should be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 114 be entered in the minutes and records of the State Highway Commission as of the 11th day of May, 1954.

EXHIBIT "I"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the County Court of Umatilla County by resolution dated January 12, 1954, petitioned the State Highway Commission to extend the Havana-Helix State Secondary Highway in Umatilla County in the manner hereinafter set forth; and

WHEREAS, the Highway Commission has considered said matter and during its January 21-22, 1954 meeting approved of said request by County and agreed to extend said highway pursuant to said request; and

WHEREAS, ORS 366.220 (1) authorizes the Highway Commission to select, establish and designate a system of state highways within the state.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the Highway Commission pursuant to the authority vested in it by law does hereby select, establish and designate the following described portion of the Havana County Road as a part of the Havana-Helix State Secondary Highway, to-wit:

> Beginning at the intersection of the existing Havana-Helix State Secondary Highway with the Havana County Road near Havana; thence southerly along the said Havana County Road to an intersection with the Oregon-Washington Primary Highway, a distance of approximately 1 mile.

Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a print upon which is shown colored in green the above described portion of the said county road which is herein made a part of the Havana-Helix State Secondary Highway. *

2. That this resolution be entered in the minutes and records of the Commission as of this 11th day of May, 1954, as Secondary Highway Designation, Resolution File No. 27; and the Secretary is directed to mail a duly certified copy thereof to the County Court of Umatilla County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 27 under the heading Secondary Highway Designation and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-1"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the section of the O'Neil Highway, State Secondary Highway No. 370, known as the E. Unit, Deschutes County Line-Prineville Section in Crook County, the westerly terminus of which is at Highway Engineer's Station 682+00 on the relocated highway and the easterly terminus of which is at Highway Engineer's Station 922+53.04 on the relocated highway, has been opened to public travel; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portions or units of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way and which are identified herein as Units "A", "B", and "C", are shown colored in brown on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Units "A", "B", and "C" are more particularly described as follows:*

Unit "A"

Beginning at State Highway Engineer's Station 704+10 of the relocated O'Neil Secondary Highway in the southeast quarter of the northeast quarter (SE 1/4-NE 1/4) of Section 28, Township 14 South, Range 15 East, W.M.; thence easterly via the former route of the O'Neil Secondary Highway to State Highway Engineer's Station 712+90 of the relocated O'Neil Secondary Highway in the southwest quarter of the northwest quarter (SW 1/4-NW 1/4) of Section 27, Township 14 South, Range 15 East, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 713+60 of the relocated O'Neil Secondary Highway in the northwest quarter of the northwest quarter (NW 1/4-NW 1/4) of Section

27, Township 14 South, Range 15 East, W. M.; thence easterly via the former route of the O'Neil Secondary Highway to State Highway Engineer's Station 723+30 of the relocated O'Neil Secondary Highway in the northeast quarter of the northwest quarter (NE¼-NW¼) of Section 27, Township 14 South, Range 15 East, W. M.

Unit "C"

Beginning at State Highway Engineer's Station 761+90 of the relocated O'Neil Secondary Highway in the northeast quarter of the southeast quarter (NE¼-SE¼) of Section 27, Township 14 South, Range 15 East, W. M.; thence southeasterly via the former route of the O'Neil Secondary Highway to State Highway Engineer's Station 770+70 of the relocated O'Neil Secondary Highway in the northeast quarter of the southeast quarter (NE¼-SE¼) of Section 27, Township 14 South, Range 15 East, W. M.

2. That the said Units "A", "B", and "C" are no longer needed for highway right of way or other public purposes and therefore the same shall be and hereby are duly abandoned as part of the O'Neil Highway, State Secondary Highway No. 370. All right, title and interest which the State has in the right of way of Units "A", "B", and "C" hereby pass to and vest in the owners of the abutting land.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

4. That this resolution be entered in the minutes and records of the Commission as of this 11th day of May, 1954, as Abandonment & Retention Resolution File No. 291; and the Secretary is directed to mail a duly certified copy thereof to Crook County.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 291 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the section of the Wallowa Lake Highway, State Primary Highway No. 10, known as the Lostine Section in Wallowa County, the westerly terminus of which is at Highway Engineer's Station 1075+52.58 on the relocated highway and the easterly terminus of which is at Highway Engineer's Station 1131+00 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and

WHEREAS, Wallowa County and the Highway Commission entered into an agreement under date of May 20, 1952, relating to the disposition to be made of the eliminated portion or unit; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, the eliminated portion or unit, therein and herein referred to as Unit "A", would be abandoned as part of the said highway, and would be maintained thereafter by Wallowa County as a county road under the jurisdiction and control of the said county; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED, by this Commission, as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A", and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows: *

Unit 'A"

Beginning at State Highway Engineer's Station 1083+85 of the relocated Wallowa Lake Highway in the southeast quarter of the southwest quarter ($SE\frac{1}{4}$ $SW\frac{1}{4}$) of Section 4, Township 1 South, Range 43 East, W.M.; thence southeasterly via the former

EXHIBIT "J-2" (cont)

route of the Wallowa Lake Highway to State Highway Engineer's Station 1128+15 of the relocated Wallowa Lake Highway in the southwest quarter of the northwest quarter (SW$\frac{1}{4}$ NW$\frac{1}{4}$) of Section 10, Township 1 South, Range 43 East, W.M.

2. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of the Wallowa Lake Highway, State Primary Highway No. 10, to Wallowa County, and that all right, title and interest which the State had in the right of way of Unit "A" hereby passes to and vests in the said County, and shall hereafter be maintained by said County as a county road.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

4. That this resolution be entered in the minutes and records of the Commission as of this 11th day of May, 1954, as Abandonment & Retention Resolution File No. 255; and that the Secretary is directed to mail a duly certified copy thereof to the County Court of Wallowa County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 255 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-3"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the section of the Klamath Lake Highway, State Secondary Highway No. 421, located in Klamath County and known as the Lake of the Woods Junction-Rocky Creek Section, the northerly terminus of which is at Highway Engineer's Station 880+00 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 1190+00 on the relocated highway, was opened to public travel on October 20, 1953; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Klamath County and the Highway Commission entered into an agreement under date of July 11, 1952, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provided that after the said relocated section was opened to public travel, two of the eliminated portions or units, therein and herein referred to as Units "C" and "E", would be abandoned as part of the said highway, and would be maintained thereafter by Klamath County as county roads under the jurisdiction and control of the said county; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED, by this Commission as follows:

1. That the portions or units of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way and which are identified herein as Units "C" and "E" are shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The locations of Units "C" and "E" are more particularly described as follows: *

Unit "C"

Beginning at State Highway Engineer's Station 982+00 of the relocated Klamath Lake Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 23, Township 36 South,

Range 6 East, W.M.; thence southeasterly via the former route of the Klamath Lake Highway to State Highway Engineer's Station 1055+00 of the relocated Klamath Lake Highway in the Southeast quarter (SE¼) of the Northeast quarter (NE¼) of Section 25, Township 36 South, Range 6 East, W.M.

Unit "E"

Beginning at State Highway Engineer's Station 1087+00 of the relocated Klamath Lake Highway in the Southeast quarter (SE¼) of the Southwest quarter (SW¼) of Section 30, Township 36 South, Range 7 East, W.M.; thence southeasterly via the former route of the Klamath Lake Highway to State Highway Engineer's Station 1190+75 in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 5, Township 37 South, Range 7 East, W.M.

2. That, pursuant to the aforesaid agreement, Units "C" and "E" are hereby duly abandoned as part of the Klamath Lake Highway, State Secondary Highway No. 421, to Klamath County, and that all right, title and interest which the State had in the right of way of Units "C" and "E" hereby pass to and vest in the said County, and shall hereafter be maintained by said County as county roads.

3. That the portions or units of the old right of way which by reason of the relocation of said section of highway are no longer within the boundaries of the new right of way and which are identified herein as Units "A", "B" and "D" are shown colored in brown on the said Exhibit "A". The locations of Units "A", "B" and "D" are more particularly described as follows: *

Unit "A"

Beginning at State Highway Engineer's Station 891+00 of the relocated Klamath Lake Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 15, Township 36 South, Range 6 East, W.M., thence southeasterly via the former route of the Klamath Lake Highway to State Highway Engineer's Station 921+00 of the relocated Klamath Lake Highway in the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 14, Township 36 South, Range 6 East, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 953+00 of the relocated Klamath Lake Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 23, Township 36 South, Range 6 East, W.M.; thence southeasterly via the former route of the Klamath Lake Highway to State Highway Engineer's Station 980+00 of the relocated Klamath Lake Highway in the Southeast quarter

(SE¼) of the Northeast quarter (NE¼) of Section 23, Township 36 South, Range 6 East, W. M.

Unit "D"

Beginning at State Highway Engineer's Station 1062+00 of the relocated Klamath Lake Highway in the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 25, Township 36 South, Range 6 East, W. M.; thence southeasterly via the former route of the Klamath Lake Highway to State Highway Engineer's Station 1082+00 of the relocated Klamath Lake Highway in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 30, Township 36 South, Range 7 East, W. M.

4. That the said Units "A", "B" and "D" are not needed for the service of persons living thereon or for any communities served thereby or for any right of way or other public purposes and therefore they shall be and hereby are abandoned as part of the said highway; and all right, title and interest which the State has in the right of way of Units "A", "B" and "D" hereby pass to and vest in the owners of the abutting land.

5. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

6. That this resolution be entered in the minutes and records of the Commission as of this 11th day of May, 1954, as Abandonment & Retention Resolution File No. 265; and the Secretary is directed to mail a duly certified copy thereof to the County Court of Klamath County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 265 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-4"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the section of the Klamath Lake Highway, State Secondary Highway No. 421, located in Klamath County and known as the Rocky Creek-Wocus Marsh Section, the northerly terminus of which is at Highway Engineer's Station 1182+62 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 1840+50 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Klamath County and the Highway Commission entered into an agreement under date of December 19, 1950, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, one of the eliminated portions or units, therein and herein referred to as Unit "A" would be abandoned as part of the said highway, and would be maintained thereafter by Klamath County as a county road under the jurisdiction and control of the said county; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED, by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows: *

Unit "A"

Beginning at State Highway Engineer's Station 1190+80 of the relocated Klamath Lake Highway in the northeast quarter ($NE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 5, Township 37 South, Range 7 East, W.M.; thence southerly via the former route of the Klamath

Lake Highway to State Highway Engineer's Station 1722+00 of the relocated Klamath Lake Highway in Lot 5 of Section 8, Township 38 South, Range 8 East, W. M.

2. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of the Klamath Lake Highway, State Secondary Highway No. 421, to Klamath County, and that all right, title and interest which the State had in the right of way of Unit "A" hereby passes to and vests in the said County, and shall hereafter be maintained by said County as a county road.

3. That the portions or units of the old right of way which by reason of the relocation of said section of highway are no longer within the boundaries of the new right of way and which are identified herein as Units "B", "C" and "D" are shown colored in brown on the said Exhibit "A". The location of Units "B", "C" and "D" are more particularly described as follows: *

Unit "B"

Beginning at State Highway Engineer's Station 1748+00 of the relocated Klamath Lake Highway in the accretion of Lot 7 of Section 9, Township 38 South, Range 8 East, W. M.; thence southerly via the former route of the Klamath Lake Highway to State Highway Engineer's Station 1760+00 of the relocated Klamath Lake Highway in the accretion of Lot 6 of Section 9, Township 38 South, Range 8 East, W. M.

Unit "C"

Beginning at State Highway Engineer's Station 1778+00 of the relocated Klamath Lake Highway in the northwest quarter ($NW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 38 South, Range 8 East, W. M.; thence southerly via the former route of the Klamath Lake Highway to State Highway Engineer's Station 1821+80 of the relocated Klamath Lake Highway in Lot 4 of Section 16, Township 38 South, Range 8 East, W. M.

Unit "D"

Beginning at State Highway Engineer's Station 1821+60 of the relocated Klamath Lake Highway in Lot 4 of Section 16, Township 38 South, Range 8 East, W. M.; thence southerly via the former route of the Klamath Lake Highway to State Highway Engineer's Station 1834+30 of the relocated Klamath Lake Highway in Lot 9 of Section 15, Township 38 South, Range 8 East, W. M.

4. That the said Units "B", "C" and "D" need not be maintained as a public road for the service of persons living thereon or for any com-

munities served thereby, and therefore, they shall be and hereby are abandoned as part of the said state highway, but it is the judgment and finding of the Commission that the said units are valuable and required for public use by Klamath County, and should be preserved for the use of said county. Therefore, all the right, title and interest which the State has in the said right of way of Units "B", "C" and "D" should and does hereby pass to and vest in Klamath County, and shall be retained hereafter by the County so long as they are needed or valuable for public use.

5. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land and area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

6. That this resolution be entered in the minutes and records of the Commission as of this 11th day of May, 1954, as Abandonment & Retention Resolution File No. 225; and the Secretary is directed to mail a duly certified copy thereof to the County Court of Klamath County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 225 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-1"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington and Multnomah Counties and of the Depot Slough Section of the Corvallis-Newport Highway in Lincoln County, and in connection therewith to prepare maps showing the route and location of said sections of highways and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said surveys, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey of the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway, beginning at Highway Engineer's Station 126+00 in Multnomah County near the Washington County line and extending westerly to Highway Engineer's Station 152+39.59 in the City of Beaverton, together with the map, which for identification purposes bears Map File No. 7B-27-9 and the date of April, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That the survey for the Depot Slough Section of the Corvallis-Newport Highway, beginning at Highway Engineer's Station 51+50 north of the town of Toledo and extending in a southerly direction to Highway Engineer's Station 22+00 in the town of Toledo, together with the map, which for identification purposes bears Map File No. 7B-27-13 and the date of April, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

3. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

4. That the approval and adoption of said surveys shall constitute

and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of necessary right of way pursuant to the normal and approved method.

5. That this resolution be entered in the minutes and records of the Commission as of the 11th day of May, 1954, as Resolution Adopting Survey No. 101.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 101 under the heading "Resolutions Adopting Surveys" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-2"
Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County and of the Salem By-Pass-Jefferson Junction Section of the Pacific Highway East in Marion County, and in connection therewith to prepare maps showing the route and location of said sections and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said surveys, fieldnotes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the survey of the Olds Ferry-Ontario Section of the Old Oregon Trail, beginning at Highway Engineer's Station 187+58.7, approximately two miles south of Olds Ferry, and extending in a southerly direction to Highway Engineer's Station 1192+73.61, south of the Malheur River and near the northerly edge of the city of Ontario, together with the map, which for identification purposes bears Map File Nos. 6B-7-16, 17, 18 and 19 and the date of May, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That the survey of the Salem By-Pass-Jefferson Junction Section of the Pacific Highway East, beginning at Highway Engineer's Station 274+00 approximately 3/4 mile south of Battle Creek and extending in a southerly direction to State Highway Engineer's Station 515+00, together with the map, which for identification purposes bears Map File No. 4B-28-4 and the date of May, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

3. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

4. That the approval and adoption of said surveys shall constitute

and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said surveys, Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

5. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Old Oregon Trail and said section of the Pacific Highway East have been designated as throughways within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law" and for the reasons stated therein, the above-named sections of said highways should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said sections of highways were designated as throughways.

6. That this resolution be entered in the minutes and records of the Commission as of the 11th day of May, 1954, as Survey Resolution No. 102.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 102 under the heading "Resolutions Adopting Surveys" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission is given authority under ORS 483.528 to grant written permits for the movement over state highways of any vehicle, combination of vehicles, articles, property or things, having any gross weight or dimension, or of a description not otherwise permitted to move over state highways; and

WHEREAS, modern industry has produced and is continuing to produce, and industries are now using equipment, commodities, property and articles of gross weights, types and sizes, which cannot be moved over the highways of this State without special single movement permits; and

WHEREAS, a limited number of sections of state highways are so designed and constructed that vehicles and loads in excess of statutory limits, both as to gross weights and dimensions, may under certain conditions be moved or transported without damaging such sections of highways and with a minimum of hazard to the motoring public; and

WHEREAS, frequent requests are made to the Commission for permission to move vehicles, equipment, commodities and articles, having gross weights and dimensions in excess of that permitted without special single movement permits, and it is desirable and in the best public interest to facilitate the movement of such vehicles, equipment, commodities and articles, in cases where the movement is proposed over sections of highways that will permit such movements and where the hazard to the motoring public is at a minimum; and

WHEREAS, the Commission is of the opinion that it is feasible and practical and in the best public interest to delegate to certain personnel of the Commission, hereinafter named, the authority to issue permits under ORS 483.528, and as said section may hereafter be amended, upon certain terms, under certain conditions and when certain facts are found to exist; and

WHEREAS, the Commission has heretofore delegated such authority by resolutions entered in the minutes and records of the Commission as of 16th day of July, 1951, and the 11th day of October, 1951, and certain changed conditions, including the repeal of Oregon Compiled Laws Annotated and the enactment of Oregon Revised Statutes, make it necessary and desirable that said resolutions be canceled and revoked, and a revised resolution adopted;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Commission, all members being present and voting af-

firmatively, acting pursuant to the authority of ORS 483.528, as follows:

1. That no permit shall be issued under the provisions of ORS 483.528 unless and until there is delivered to a proper person herein authorized to issue permits a written application for a permit upon the form attached hereto, marked "Exhibit A", and by this reference made a part hereof.

2. That any permit issued pursuant to the provisions of ORS 483.528 shall be upon the form attached hereto, marked "Exhibit B", and by this reference made a part hereof; that said "Exhibit B" is hereby approved and adopted as to all provisions and regulations contained therein, and is hereby approved and adopted as the form of all permits to be issued under the provisions of ORS 483.528 and may include special provisions that, in the opinion of the person issuing any particular permit, pursuant to the authority herein contained, are necessary and required to effect the movement without damage to highways and highway facilities and to protect the motoring public.

3. That one permit, only, shall be issued to any permittee for the purpose of facilitating any one movement of a particular vehicle, combination of vehicles, article, property or thing, regardless of whether such movement will be in excess of statutory limitations as to width, length, height or any gross weight.

4. That when either the State Highway Engineer, Deputy State Highway Engineer, any Assistant State Highway Engineer, Director of Permits, Transportation Permit Supervisor or the personnel hereinafter designated in paragraphs 10 and 11, find that the proposed movement is to be made over a highway classified as either a Group I or Group II Highway, as set forth in the resolution of the Commission dated July 16, 1951, and all amendments and supplements thereto that may hereafter be adopted, they are authorized to issue a permit for such movement, subject to the limitations hereinafter stated, having gross weights not in excess of the following, to-wit:

Maximum gross weight of any vehicle or combination of vehicles, 84,000 pounds

Maximum gross weight of any axle, 19,000 pounds

Maximum gross weight of any tandem axles, 38,000 pounds

Maximum gross weight in pounds of any group of axles spaced more than 18 feet apart is determined by the formula $W = 1100 \times (L+40)$

Maximum gross weight in pounds of any group of

axles spaced 18 feet or less apart is
determined by the formula W = 1000 x (L+40)

In addition, permits may be issued for the movement of equipment designed for the moving of earth and rock construction materials and having a maximum gross weight of any single axle not in excess of 26,000 pounds, when such single axle is equipped with low pressure tires having a total tire width of not less than 48 inches and operated at a pressure of not more than 25 pounds per square inch.

5. The granting of any permit shall be conditioned upon a finding by the State Highway Engineer that the specific sections of highways, the specific bridges or other structures, are in a structural condition and of a design that will permit the proposed movement. In the event the State Highway Engineer shall find that a specific section of highway, a specific bridge or other structure, has developed a weakness, or for some other reason such section of highway, bridge or structure, will not safely permit such gross weights or dimensions, he is hereby directed to reduce the maximum gross weights or dimensions, provided in any permit, accordingly.

6. On all highways, other than those set forth as Group I and Group II Highways under the Commission's resolution above referred to, the maximum gross weights to be provided in any permit shall, subject to the maximum gross weights hereinabove set forth in paragraph 4, be based upon the recommendation of the State Highway Engineer. When the State Highway Engineer finds that any gross weight involved in any proposed movement is not more than that set forth in paragraph 4 and that the movement can be made with safety upon highways other than Group I and Group II Highways, then either the State Highway Engineer, Deputy State Highway Engineer, any Assistant State Highway Engineer, Director of Permits or Transportation Permit Supervisor, and only these officials, are permitted to issue a permit for such movement under ORS 483.528.

7. No permit shall be issued unless and until the permittee shall have furnished to the Director of Permits evidence satisfactory to the Director of Permits that he has procured and has in full force and effect, covering the proposed movement, a policy or policies of public liability and property damage insurance in any insurance company duly qualified and licensed to do business in the State of Oregon in amounts not less than those hereinafter set forth. Each of said policies shall name as assureds, in addition to the permittee, the State of Oregon, the State Highway Commission and members thereof, and its officers, agents and employees, jointly and severally, and shall contain a provision or endorsement that the naming of the State of Oregon, the State Highway Commission and members thereof, its officers, agents and employees, as assureds, does not waive and will not be a defense against any right or claim whatsoever of either the State of Oregon, the State Highway Commision, or any member thereof, or any officer, agent or employee of the State of Oregon or of the State Highway Commission, to recover for the damage to or destruction

of any property owned by or under the control of the State of Oregon or the State Highway Commission, or any member thereof or any officer, agent, or employee of the State of Oregon, or the State Highway Commission, or to recover for any personal injury; or, in lieu of the policy's or policies' naming of the State of Oregon, the State Highway Commission and members thereof, its officers, agents and employees as additional assureds and containing the above provision or endorsement, the permittee may furnish to the State Highway Department evidence satisfactory to the Department that he has procured and has in full force and effect, covering the movement, a policy or policies of public liability and property damage insurance in an insurance company qualified and licensed to do business in the State of Oregon in amounts not less than those hereinafter set forth, wherein there shall be named as assureds, only, the State of Oregon, the State Highway Commission and the members thereof, and its officers, agents and employees, jointly and severally, which said policy or policies of insurance shall be, in addition to the first above-required policy or policies of public liability and property damage insurance, wherein the permittee is named as the assured and wherein neither the State of Oregon, the State Highway Commission, nor members thereof, nor officers, agents nor employees, are named as assureds. The amounts of said insurance shall not be less than the following:

a. If the permittee is a contract (for hire) hauler, the public liability insurance shall be not less than $50,000/$100,000, and the property damage insurance shall be not less than $25,000.

b. If the permittee is a private hauler (hauling for himself), other than a rancher or a farmer, the public liability insurance shall be not less than $50,000/$100,000, and the property damage insurance shall be not less than $25,000.

c. If the permittee is a rancher or farmer transporting his own equipment, the public liability insurance shall be not less than $10,000/$20,000, and the property damage insurance shall be not less than $10,000.

d. If the permittee is operating log or lumber carriers, or moving vans, the public liability insurance shall be not less than $50,000/$100,000, and the property damage insurance shall be not less than $25,000.

8. The State Highway Engineer, Deputy State Highway Engineer, any Assistant State Highway Engineer, Director of Permits or Transportation Permit Supervisor, and only these officials, when, in their opinion, the proposed movement is of such a highly unusual and extraordinarily hazardous nature that added financial protection for the State or the public is necessary, shall require the permittee to furnish either indemnity insurance or an indemnity bond, as provided in ORS 483.528, or, in lieu of

such bond, a certified check or cash in an amount of the indemnity insurance or penal sum of the bond, as follows:

a. Contract haulers-$10,000

b. Private haulers, other than ranchers or farmers -$10,000

c. Ranchers or farmers-$1,000

d. Log and lumber carriers, and moving vans-$10,000

The bond shall be in the form attached hereto, marked "Exhibit C", and by this reference made a part hereof.

9. Every permit issued pursuant to ORS 483.528 shall contain a provision that the permit shall be null and void for noncompliance with any of the descriptions, terms or conditions printed or written in the form of permit, and each permit shall contain the provision that no other permit issued pursuant to ORS 483.520 through ORS 483.528 is valid for the movement of any vehicle while operating pursuant to a permit issued under authority of ORS 483.528.

10. Under the direction of the State Highway Engineer, and subject to the conditions in this resolution set forth, the Resident Engineer and the office man in the Resident Engineer's office at Ontario, Oregon, and the Maintenance Superintendents of the following Districts, and in their absence, District Maintenance office men in the Districts, hereby are authorized to issue permits for movements over Group I and Group II Highways, only within the limits of their respective districts, and not otherwise:

2-A Astoria	4-B Redmond
2-C Corvallis	4-C Klamath Falls
3-A Eugene	5-A John Day
3-B Coquille	5-B Pendleton
3-C Grants Pass	5-C Baker
4-A The Dalles	5-D Burns

11. Under the direction of the State Highway Engineer, and subject to the conditions in this resolution set forth, Division Engineers, Acting Division Engineers, and in their absence, Assistant Division Engineers, and in their absence, Division Office Engineers, in the following Divisions, hereby are authorized to issue permits for movements over Group I and Group II Highways, only within the limits of their respective Divisions, and not otherwise:

EXHIBIT "L" (cont)

Division 3, Roseburg, Oregon
Division 4, Bend, Oregon
Division 5, La Grande, Oregon

12. The maximum gross weights and dimensions that may be authorized in permits issued by persons designated in paragraphs 10 and 11 above are as follows:

a. Weight: Maximum weights shall be subject to the limitations set forth in paragraph 4 of this resolution.

b. Overheight: No permit shall be issued in excess of the clearance limits allowable for all structures as shown on "vertical clearance map" of the state highway system; provided, however, that no permit shall be issued for a height in excess of six inches less than the minimum vertical clearance on the route over which a movement is to be made.

c. Overwidth: No permit shall be issued permitting a width in excess of ten feet six inches.

d. Overlength: No permit shall be issued permitting a movement having an overall length of more than sixty feet on Group I Highways, or more than fifty-five feet on Group II Highways.

13. The personnel designated in paragraphs 10 and 11 above hereby are authorized to issue permits, only after having received prior approval from the State Highway Engineer, Deputy State Highway Engineer, any Assistant State Highway Engineer, Permit Director or Transportation Permit Supervisor, for the movement of vehicles, combinations of vehicles, articles, property or things, having dimensions in excess of those set forth in paragraph 12 above, and for movements extending beyond the boundaries of their respective District or Division.

14. If at any time or under any conditions the State Highway Engineer, Deputy State Highway Engineer, any Assistant State Highway Engineer, Director of Permits, Transportation Permit Supervisor, any Division Engineer, any Acting Division Engineer, any Assistant Division Engineer, any District Maintenance Superintendent or any Staff Engineer of the Highway Department shall be of the opinion that any movement being made pursuant to any permit issued under authority of ORS 483.528 and this resolution, is unduly hazardous to the motoring public or is not being made according to the terms and conditions of the permit under which the movement is being made, or cannot be made with safety to highway facilities and structures, they hereby are directed and authorized to forthwith stop such movemen: and take all necessary, proper and reasonable action to correct the

condition and minimize or eliminate the hazard to the motoring public and to state highway facilities and structures.

15. That the persons in this resolution authorized to issue permits, shall , in determining whether or not any particular permit should be issued, and in determining any special provisions to be included in such permit, take into consideration the manner in which the permittee has conducted movements under prior permits and the nature and extent of violations, if any, of provisions contained in permits issued to the permittee in the past.

16. That the resolution adopted by the Commission and entered in its minutes and records as of the 16th day of July, 1951, authorizing the issuance of permits pursuant to the provisions of Section 13, Chapter 405, Oregon Laws 1951, for the movement of any vehicle or combination of vehicles, article, property or thing having any gross weight or dimension or of a description not otherwise permitted to move over state highways, and the resolution adopted by the Commission and entered in its minutes and records as of the 11th day of October, 1951, amending paragraph 4 of said resolution of July 16, 1951, be and the same hereby are canceled and revoked; provided, however that any permits issued prior to the date of this resolution, and pursuant to said resolutions of July 16,1951, and October 11, 1951, shall remain valid and in full force and effect until the expiration date specified in said permits.

17. That this resolution be entered in the minutes and records of the Commission as of the 11th day of May, 1954, as Miscellaneous Resolution No. 111, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a duly certified copy of this resolution be furnished to each the Secretary of State, the Superintendent of State Police, and the Public Utilities Commissioner.

FOOTNOTE: (There follows a copy of each of the Exhibits a, b and c mentioned in the foregoing resolution.)

Form E-363-

OREGON STATE HIGHWAY DEPARTMENT
Permit Division—Salem

SP No. 7964

Application for Special Permit

Exhibit A

....., ..., 19....
(City) (Date)

1. **Owner of Equipment:** ..... **P. U. C. File No.** .....

Address of owner: ..... Phone No. .....

Operators' name: .....

* * *

2. **Description of Load:** .....

3. **Origin and Destination of Load:**

Starting point (city, town, etc.) .....

Ending point (city, town, etc.) .....

Describe route to be used (cities, towns) .....

.....

.....

4. **Starting Date:** ....
(Month) (Day) (Year)

Time required to complete movement: ..... days or hours

5. **Overall Dimensions of Load and Hauling Equipment:**

Width ....., ... Height ....., ... Length ....., ...
(Feet) (Inches) (Feet) (Inches) (Feet) (Inches)

6. **Gross Weight of Load and Equipment:** ..... lbs. 7. **Oregon P. U. C. Total Weight Declaration** (entire combination) ..... lbs.

Weight distribution on individual axles or tandems (See reverse side):

W-1 ..... lbs. W-2 ..... lbs. W-3 ..... lbs. W-4 ..... lbs.

(If gross weight in excess of statutory limit, a certified weight certificate must accompany this application)

8. **Description of Hauling Equipment:**

Type No. ..... (Check type on reverse side) Log Truck and Pole Trailer? ☐

Distance between each set of axles (See reverse side)

L-1 ..... L-2 ..... L-3 ..... L-4 ..... L-5 ..... L-6 ..... L-7 .....

* * *

Make of Equipment	Motor No.	P. U. C. NUMBER		LICENSE NUMBER	
		Truck	Trailer	Truck	Trailer

Application Approved by:

....., Salem

....., (date)

.....
(Applicant)

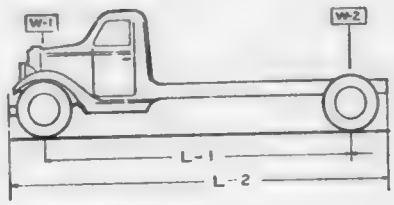
By .....

IMPORTANT ☛ **Please give full and complete information so as to avoid delay in issuing your permit.**

State Printing

CHART OF HAULING EQUIPMENT TYPES

TYPE No. 1



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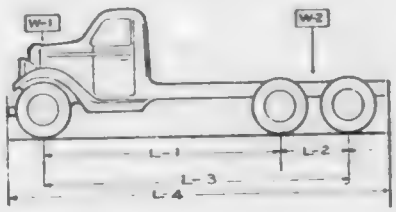

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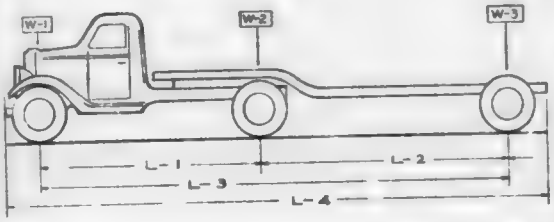

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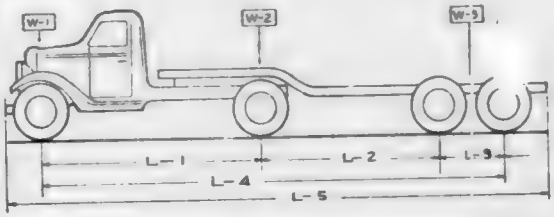

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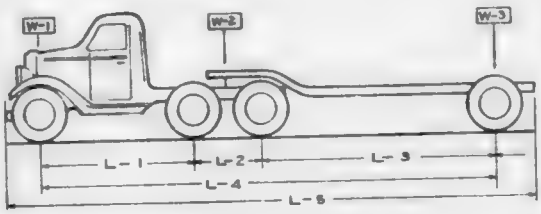

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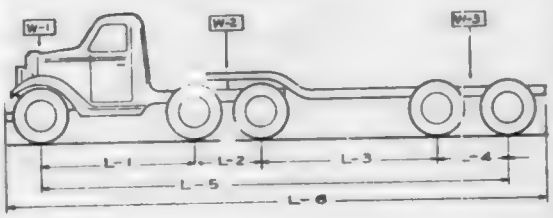

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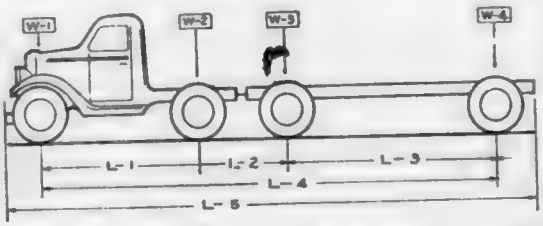

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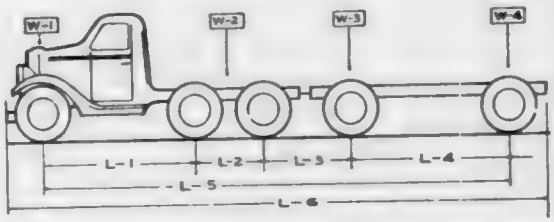

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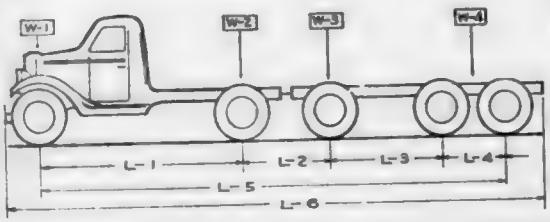

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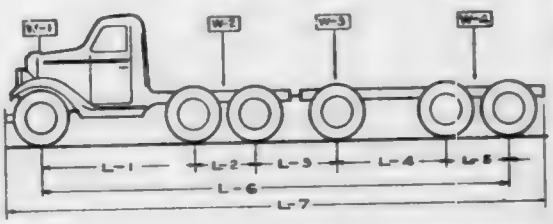

23510

Permit No. .....

Form S-999—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

..... OREGON

Date ....., 19....

Hour ..... A. M. P. M.

Transportation Permit for Single Trip Oversize or Overweight Load

THIS COPY FOR	
P. U. C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

Subject to each and all of the following terms and conditions, including those on the reverse side hereof and pursuant to the provisions of ORS 483.578, and not otherwise, and subject to the condition that this permit shall be null and void for noncompliance with any of the descriptions, terms or conditions printed or written herein, the permittee is hereby authorized to move the commodity or vehicle or combination of vehicles and load of the description, overall size and weight hereinafter stated over state highways named herein from

Highway route:

COMMODITY:

OVERALL WIDTH: **OVERALL HEIGHT:**

OVERALL LENGTH: **GROSS WEIGHT:**

DESCRIPTION OF HAULING EQUIPMENT:

MAKE **MOTOR No.** **PUC No.** **LICENSE No.** **FIRM No.**

PERMITTEE SHALL PROVIDE A WARNING TO OTHER HIGHWAY USERS BY THE USE OF FLAGMAN OR FLAGMEN AS CHECKED:

☐ The above described movement shall be preceded by a flagman-escort, approximately 500 feet in advance of the movement. It shall be the duty of the permittee by use of flagman-escort and approved signaling device to flag and warn approaching traffic of danger. Furthermore, escort conveyance shall display the standard Oregon State Highway sign No. OC-8B or one substantially similar bearing the words "WIDE LOAD" in a manner visible to approaching traffic.

☐ The above described movement shall be preceded and followed by flagmen-escorts, approximately 500 feet in advance and to the rear of said movement. It shall be the duty of the permittee by use of flagman-escort and approved signaling devices to flag and warn approaching and overtaking traffic of danger; furthermore, escort conveyances shall display standard Oregon State Highway signs No. OC-8B or ones substantially similar, bearing the words "WIDE LOAD" in a manner visible to approaching and overtaking traffic.

☐ No flagmen required except as specified in paragraph 8 hereof.

License and P. U. C. Permit

1. The above-described equipment shall be properly licensed in the State of Oregon. Each vehicle shall carry proper Oregon P. U. C. certificate and plate or pass.

Tires

2. All wheels must be equipped with pneumatic tires and the tire width of any individual wheel or axle shall be sufficient to provide not less than one inch of tire width (manufacturer's rating) for each 600 pounds of the gross weight on each wheel or axle.

Allowable Weight

3. The gross weight of any group of axles spaced more than 18 feet apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula $W = 1{,}000 \times (L + 40)$, wherein W equals the gross weight in pounds and L equals the distance in feet between the first and last axles of such group of axles. This provision shall apply to intermediate axle groups as well as to the overall wheelbase of a combination of vehicles.

The gross weight of any group of axles spaced 18 feet or less apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula $W = 800 \times (L + 40)$.

In no case shall the gross weight of the vehicle and load or combination of vehicles and load exceed ..... pounds, nor shall the gross weight of any individual axle exceed 19,000 pounds, nor shall the gross weight of any tandem axles spaced less than 6 feet apart exceed 37,000 pounds.

Posted Load Limits

The posting of any highway or structure to reduced limits of weight or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

4. This permit is intended only to authorize movement of a commodity or vehicle or combination of vehicles and load of excess .....

Coverage and Applicability

..... and in all other respects the equipment and load covered by this permit shall conform to the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code as the same may be modified by the provisions of this permit. This permit must be carried at all times in the cab of the truck or truck-tractor, as the case may be, and shall be available for inspection by any police officer and any representative of the State Highway Department or the Public Utilities Commissioner.

Expiration 5. THIS PERMIT IS OF A TEMPORARY NATURE ONLY AND WILL EXPIRE ON .....

OREGON STATE HIGHWAY COMMISSION

☞ SEE REVERSE SIDE FOR ADDITIONAL PROVISIONS.

By R. H. BALDOCK, State Highway Engineer

Countersigned by .....

Title .....

Exhibit B

6. Any vehicle with load thereon operated pursuant to this permit shall at all times keep to the extreme right-hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, or over, beyond or to the left of center line of the traveled roadway in case there be no painted stripe, except when overtaking or passing slower vehicles or obstruction on the highway, or when the roadway width is restricted, in which case the permittee shall furnish a flagman-escort to precede the load and warn approaching traffic, whether or not such flagman-escort is required on the face of this permit.

7. The driver of any vehicle listed in this permit shall, at all times, operate his vehicle at a reasonable speed, giving due consideration to existing conditions. The speed of the movement shall not exceed fifteen (15) miles per hour in any zone covered by advance "CURVE" or "NARROW BRIDGE" signs.

8. Full responsibility for the determination of adequate clearance, both vertical and horizontal, hereby is imposed upon the permittee and the driver of the equipment for any movement involving a load of excessive width or height being transported across any highway bridge or under any overhead structure. When the vertical or horizontal clearance is impaired to the extent that full two-way traffic cannot be maintained, the permittee shall provide a flagman whose duty shall be to prevent approaching vehicles from entering the structure while it is impaired by the movement covered by this permit.

9. Unless otherwise endorsed hereon, movements involving widths in excess of 8 feet, overall heights in excess of 13 feet 6 inches, or overall lengths in excess of 55 feet on truck tractor and semitrailer combinations, or 60 feet on truck and trailer combinations is strictly prohibited, during Saturday afternoons, Sundays, holidays, or between sunset and sunrise. The particular holidays to which this reservation applies are New Years Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day; and whenever any of said holidays fall on a Sunday, then the following Monday shall be deemed the holiday.

10. Permittee shall be held responsible and liable for any and all injury or damage to, or destruction of any highway or any highway structure occasioned by the movement over said highways, and hereby agrees to reimburse the State Highway Department for the cost or expense of repairing or restoring any highway or highway structure so injured, damaged, or destroyed; such reimbursement to be made by the permittee within ten days after being billed for the same by the State Highway Department.

11. Permittee shall also be held responsible and liable for any and all injury to persons or damage to property resulting from the movement over and upon said highways, and shall indemnify and hold harmless the State of Oregon, the State Highway Commission, its members, officers, employees, and agents, jointly and severally, from liability in the event that such injury or damage shall occur. In this connection permittee shall furnish to the State Highway Department evidence of satisfactory public liability and property damage insurance, in amounts as may be required by the Commission, and evidence of satisfactory indemnity insurance or a satisfactory indemnity bond, indemnifying the State of Oregon and its State Highway Commission, its members, officers, employees, and agents, jointly and severally, against liability in the event of any injury or accident occurring by reason of said permittee's operations on a state highway. This permit shall automatically terminate, and be of no force and effect, in the event that any insurance or bond filed under this provision is allowed to lapse.

12. This permit does not authorize operations over county roads or city streets. To operate over a county road a permit must be obtained from the county court having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.

ADDITIONAL SPECIAL PROVISIONS

OREGON STATE HIGHWAY DEPARTMENT

25514

OREGON STATE HIGHWAY COMMISSION

SPECIAL TRANSPORTATION PERMIT BOND

KNOW ALL MEN BY THESE PRESENTS: That We, _____

_____, as principal, and _____

_____

as surety, are jointly and severally held and bound unto the State of Oregon in the sum of , for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH:

THAT, WHEREAS, the said principal herein is making and will from time to time hereafter make applications to the Oregon State Highway Commission under the provisions of ORS 483.528, and as said section may hereafter be amended, for permission to transport over, upon or across a State highway the following described property, to wit: oversize and/or overweight loads or equipment, and

WHEREAS, said applications from time are granted by the Oregon State Highway Commission and licenses or permits are issued, subject to and upon certain conditions, stipulations, rules, regulations and provisions specifically set forth in said permits and specific reference is now made to each and all of said terms, provisions, specifications, rules, regulations and requirements set out, declared or provided in either or any permits now or hereafter issued;

NOW, THEREFORE, if the principal herein shall faithfully and truly observe each of the terms, provisions, conditions, stipulation, rules regulations and requirements of each of said permits; shall indemnify and save harmless the State of Oregon, the State Highway Commission and members thereof, its officers, agents or employees from any direct or indirect damage or injury which may be suffered by them or any of them, or from claims against them or any of them by reason of any injury to persons or property during the operation of said principal under either or any of said permits; and shall indemnify and make whole the State for any injury or damage to said highway, or any part thereof, resulting from the operations of said principal, and shall in all respects faithfully keep and observe all of said requirements, conditions, provisions, rules, regulations or stipulations, then this obligation is to be void, otherwise to remain in full force and effect.

Unless definite expiration date is specified hereon, this bond shall continue in force until 30 days' written notice is given to the Oregon State Highway Commission at Salem, Oregon, whereupon this bond may be

cancelled and the surety shall be relieved of all liability and obligation upon any permit issued after the expiration of the 30-day period and not otherwise.

WITNESS our hands and seals this ___ day of _____, 19__.

_____ (SEAL)

_____ (SEAL)

_____ (SEAL)

_____ (SEAL)

Principal

Exhibit C

_____

Countersigned:

_____

_____

Surety

EXHIBIT "M-1"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 17th day of February, 1953, by resolution declared the necessity for the acquisition of certain real property owned by J. F. McGlothren, et al, File No. R-19776, situated in Section 25, Township 13 South, Range 1 West, W. M., Linn County, Oregon, for right of way purposes, for the widening, improvement and maintenance of the Noble Slough-Foster Section of the Santiam Highway; and

WHEREAS, the said resolution declared the necessity for the acquisition of all rights of access between the right of way of the said Santiam Highway and all of the owners' remaining real property, except for a right of access to the said Santiam Highway for private residential purposes; and

WHEREAS, the said Highway Commission, after further investigating the necessity for the control of access from said remaining land to the said Santiam Highway, has found that it will be to the best interests of the St ate and the owners to increase the use of the said right of access from private residential use only to include its use for farm, forest and mineral purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That paragraph 2 of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 17th day of February, 1953, pertaining to the property owned by J. F. McGlothren, et al, File No. R-19776, be and the same hereby is amended to read as follows:

> 2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Santiam Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:
>
> > A right of access to the Santiam Highway of a width of 25 feet on the Southerly side of the said highway, opposite Highway Engineer's center line Station 1440+80 only so long as no use is made thereof other than for the production and transportation to market of farm, forest and mineral products, and for private residential purposes.

2. That this resolution be entered in full in the minutes and records of the Commission this 11th day of May, 1954, as Condemnation Resolution No. 504.

May 11, 1954

EXHIBIT "M-2"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Zig Zag-Rhododendron Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "M-2" (cont.)

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Zig Zag-Rhododendron Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain real property. The said real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Mt. Hood Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Zig Zag-Rhododendron Section of the Mt. Hood Highway and the highway facilities for which the said real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of May, 1954, as Condemnation Resolution No. 505

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 505, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-3"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture or road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement. donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

(cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain real property. The said real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to the said real property on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway and the highway facilities for which the said real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquir title to said real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of May, 1954, as Condemnation Resolution No. 506.

---

* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 506, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-4"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 21st day of April, 1952, by resolution declared the necessity for the acquisition of certain real property owned by Raymond M. Mckeown, et ux, File No. R 18208, situated in Section 11, Township 24 South, Range 13 West, W. M., Coos County, Oregon, for right of way purposes, for the relocation, construction, improvement and maintenance of the Reedsport-Hauser Section of the Oregon Coast Highway; and

WHEREAS, the said resolution declared the necessity for the acquisition or extinguishment of all rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners, except for two rights of access to the said relocated Oregon Coast Highway for private residential purposes; and

WHEREAS, the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the locations of the two rights of access to the said relocated Oregon Coast Highway, and to allow the owners an additional access to the said highway by means of a farm crossing;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That paragraph 2 of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 21st day of April, 1952, pertaining to the property owned by Raymond M. McKeown, et ux, File No. R 18208, be and the same hereby is amended to read as follows:

> 2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:
>
> a. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of the said relocated Oregon Coast Highway, opposite Highway Engineer's center line Station 61+80, for private access only.
>
> b. A right of access to the relocated Oregon Coast

(cont.)

Highway of a width of 25 feet on the West side of the said relocated Oregon Coast Highway, opposite Highway Engineer's center line Station 67+35, for private access only.

c. A right to cross the said relocated Oregon Coast Highway for farm purposes only, said crossing to be 25 feet in width, the approaches for said farm crossing to be located opposite Highway Engineer's center line Station 59+80 on the East side of the said relocated Oregon Coast Highway and opposite Highway Engineer's center line Station 61+30 on the West side of the said relocated Oregon Coast Highway; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated highway, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited and the State shall have the power to close and barricade said crossing for all purposes.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners their heirs or assigns, for any use not herein stated, and the State shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State may designate.

The construction of a frontage road shall not defeat the right of farm crossing herein granted.

2. That this resolution be entered in full in the minutes and records of the Commission this 11th day of May, 1954, as Condemnation Resolution No. 507.

EXHIBIT "M-5"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits, storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Booth Ranch-Myrtle Creek Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

(cont.)

EXHIBIT "M-5" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Booth Ranch-Myrtle Creek Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain real property. The said real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to the said parcel or parcels on the said attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Booth Ranch-Myrtle Creek Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of May, 1954, as Condemnation Resolution No. 508.

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* FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 508, under the heading "Real Property Condemnation Resolutions and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-6"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Sherman Junction-Willowdale Section of the The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

(cont.)

EXHIBIT "M-6" (cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement,betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Sherman Junction-Willowdale Section of the The Dalles-California Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Sherman Junction-Willowdale Section of the The Dalles-California Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of May, 1954, as Condemnation Resolution No. 509.

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* FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 509, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-7"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequarely serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Salem By Pass-Jefferson Junction Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Salem By Pass-Jefferson Junction Section of the Pacific Highway East as a throughway, fee simple title to certain real property. The said real property needed and required and the specific use to be made thereof are more particularly described in the attached list, marked Exhibit A, under the name of the record owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway East and all of the contiguous real property of the owners remaining after the appropriation of the said real property.

3. That the widening, improvement and maintenance of the said Salem By Pass-Jefferson Junction Section of the Pacific Highway East and the highway facility for which the said real property is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the conpensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That upon the trial of any suit or action instituted to acquire the said real property the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of May, 1954, as Condemnation Resolution No. 51

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* FOOTNOTE:

The names of the property owners and the detailed description of the

respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 510, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-8"

Minutes of May 11 and 12, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads, frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to improve and maintain the Portland-Milwaukie Section of the Pacific Highway East;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the improvement and maintenance of the Portland-Milwaukie Section of the Pacific Highway East, fee simple title to certain parcels of real property. The said parcels of real property needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owners, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the improvement and maintenance of the said Portland-Milwaukie Section of the Pacific Highway East and the highway facility for which each of the said parcels of real property is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 11th day of May, 1954, as Condemation Resolution No. 511.

*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 511, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 37

PART II

PART II

OF

VOLUME XXXIX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JUNE 1, 1954

TO

AUGUST 31, 1954

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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Page	Date 1954	Subject
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		CURRY COUNTY. Oregon Coast Hwy. Gold Beach. Request for state park to be investigated.
		UNSUPERVISED SWIMMING in State Parks. Decision to continue as heretofore approved.
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		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo. Construction of footpath approved.
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		MARION COUNTY. Mehama. North Santiam River Bridge. Request for pedestrian sidewalk on bridge approved.
		BEACHES. Oregon State Board of Aeronautics. Request to land planes on beaches denied.
		SHERMAN COUNTY. The Dalles-California Hwy. Grass Valley. Request for hwy. improvement in city approved.
23562		YAMHILL COUNTY. Salmon River Hwy. Willamina. Request for hwy. improvements in city approved.
		DESCHUTES COUNTY. McKenzie Hwy. Redmond-Sisters Section. Location survey authorized.
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Page	Date 1954	Subject
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23563		WASHINGTON COUNTY. Bertha-Beaverton Secdy. Hwy. Jamieson Road. Request for street lighting at intersection denied.
		COOS COUNTY. Oregon Coast Hwy. Coquille-Bandon Section. Mr. Nevin's request for cattle pass approved.
		JACKSON COUNTY. Pacific Hwy. Medford. Boyd Street connection. Paving of street is city obligation.
		MALHEUR COUNTY. Old Oregon Trail. Olds Ferry-Ontario Section. Advertising for bids for grading authorized.
		MULTNOMAH COUNTY. Sunset Hwy. Sylvan Traffic Interchange. Relocation of water pipe line on 50-50 basis approved.
23564		BAKER COUNTY. Old Oregon Trail. Baker. 4th Street. Traffic signal denied. School crossing signal recommended.
		BAKER COUNTY. Old Oregon Trail. Baker. 10th Street. Request for widening streets denied.
		FEDERAL AID SECONDARY HIGHWAY FUNDS. Procedure in programming funds discussed. Continuation of present plan approved.
23565		LANE COUNTY. Pacific Hwy. Cottage Grove overcrossing. Agreements with Oregon Pacific & Eastern RR Company approved.
		LANE COUNTY. Siuslaw Hwy. Swisshome west. Request for improvement of section approved.
		MULTNOMAH COUNTY. Oswego Hwy. Portland. Sellwood Bridge west end. Improvements approved on cooperative basis with Portland.
		POLK COUNTY. Salem-Willamina Hwy. West Salem. BPA Substation. Acquisition of r/w and widening work approved.
23566		UMATILLA COUNTY. Old Oregon Trail-Hermiston Secdy. Hwy. Jct. "Bucks Corner". Flashing beacon denied. Signs approved.
		UMATILLA AND UNION COUNTIES. Ukiah-Hilgard Secdy. Hwy. Ukiah-Starkey Section. Surveys adopted. See EXHIBITS "C-1","C-2".
		UMATILLA AND UNION COUNTIES. Old Oregon Trail. Meacham-Glover Overcrossing Section. Relocation survey authorized.
		EXTENSIONS OF TIME to complete contracts granted.
23568		CONTRACTS completed and accepted. See EXHIBIT "D".
23569		STATE TAX STREET FUNDS. Plans approved. See EXHIBITS "E-1" through "E-3".
23570		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Dufur Section. Request to rebuild section of hwy. deferred.
		BENTON COUNTY. Corvallis-Newport Hwy. Corvallis-Philomath Section. Request for hwy. improvement deferred.
		CONSTRUCTION. Testing base course thickness. Expenditure for tests in cooperation with Oregon State College approved.
23571		COOS COUNTY. Bullards Bridge to south end of Cape Arago Hwy. Construction of new hwy. requested. Action deferred.
		MALHEUR COUNTY. Old Oregon Trail. Ontario north. Request for reduced speed zone denied.

Page	Date 1954	Subject
23571	June 23	CLACKAMAS COUNTY. Oswego Hwy. Oswego south. Request for establishment of speed zone denied.
		DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport south. Request for extension of speed zone approved. See EXHIBIT "F"
		LINCOLN COUNTY. Oregon Coast Hwy. Depoe Bay. Request for reduced speed zone denied. 20 MPH school signs to be used.
23572		LINN COUNTY. Mehama-Mill Citv Secdy. Hwy. Lyons east. Reduction of speed zone denied. Safe-speed markers approved.
		TRAVEL - OUT OF STATE:
		WASHO meeting. Sun Valley. September 16-18, 1954: Ben R. Chandler, Chas. H. Reynolds, M.K. McIver, R. H. Baldock, W. C. Williams, W. W. Stiffler, G.S. Paxson, H. G. Smith, E. A. Collier, C. W. Enfield, H. B. Glaisyer and Les Farnam
		G. S. Paxson to Salt Lake City, July 12-13, 1954, for AASHO, and July 14-27, 1954 to Middle West, East, West and South meetings.
		TRAVEL INFORMATION BUREAU. Advisory Committee. Agreement covering reemployment of MacWilkins, Cole and Weber signed.
		ABANDONMENT of old sections of hwys. approved:
23573		Clatsop County. Nehalem Secdy. Hwy. Nehalem River Bridge Section. See EXHIBIT "G-1".
		Clackamas County. Cascade Secdy. Hwy. Molalla Jct.-Marquam Section. See EXHIBIT "G-2".
		Deschutes County. The Dalles-California Hwy. Crooked River-Terrebonne Section. See EXHIBIT "G-3".
		SHOULDER PARKING PROHIBITED. See EXHIBIT "H-1" through "H-4".
		LANE COUNTY. Pacific Hwy. Junction City south. Use of gravel pit for swimming approved conditionally.
23574		LAKE COUNTY. Black Cap Mt. Access Road. Lakeview NE. 6-way agreement approved.
		LINCOLN COUNTY. Oregon Coast Hwy. Toledo-Newport Section. Settlement of Clester claim for $150 approved.
		LOG HAULING PERMITS. Amending regulations to prohibit hauling of logs on Mondays following Sunday holidays approved.
23575		LOG HAULING. Saturday afternoons for remainder of 1954. Request for additional hauling time denied.
		CLACKAMAS COUNTY. Government Camp. US Forest Service cooperative agreement. 1-year extension of agreement approved.
		CLATSOP COUNTY. Columbia River. Proposed bridge at Astoria. Labor Union endorses bridge.
		WAGE RATES. Minimum rates increased on Federal Aid contracts.
23576		JACKSON COUNTY. Medford. 4 asphalt damage claims to cars. 3 claims approved. 1 claim denied.
		SECRETARY'S REPORT on papers signed approved.
		TILLAMOOK COUNTY. Tillamook. Hotel neon sign. Settlement of Wilson claim for $50 approved.

Page	Date 1954	Subject
23577	June 23	COOS COUNTY. Oregon Coast Hwy.-Coos River Secdy. Hwy. Jct. Coos Bay. Delay in enforcement of no parking zone approved.
		CLACKAMAS COUNTY. West Portland-Hubbard Hwy. Contract #3818. Increase of $28,000 authorized.
		COMMISSION MEETING DATES. Set for August 9-10, 1954 and September 23-24, 1954.
		SWIMMING IN STATE PARKS. Further discussion. Decision to continue as heretofore approved.
23578		UNION COUNTY. Starkey Secdy. Hwy. Hilgard Jct.-Meadowbrook Section. Condemnation of quarry site deferred.
		STATE OF WASHINGTON. Seattle. North American Gasoline Tax Conference. Invitation to attend annual meeting declined.
		HOOD RIVER COUNTY. City of Hood River. West and East entrances. Improvements planned.
23579		MULTNOMAH COUNTY. Oswego Hwy.-SW Military Road Jct. Request for traffic signals at intersection denied.
		WASCO COUNTY. The Dalles-California Hwy. Cow Canyon. Request for rebuilding McCarthy service station on new hwy. denied.
23580		PARKS. Transfer of funds from Rooster Rock and Emigrant State Parks to Willamina City project approved.
		BUDGET. Preparation of 6-month statement from 1/1 to 6/30/54, re budget expenditures requested.
		CONTRACTS. Award of contracts publicly announced.
23582		AGREEMENTS and other papers signed.
23585		MEETING adjourned at 4:10 p.m.
	June 24	BIDS received on construction projects.
23589		CONSTRUCTION. Proposed projects discussed.
		Curry County. Oregon Coast Hwy. construction. Wedderburn.
		COOS COUNTY. "Seven Devils" Coast Road. Delegation requests construction. Economic survey in progress.
23590		CROOK COUNTY. Ochoco Hwy. Ochoco Reservoir. Delegation requests state park development. Detailed study to be made.
23591		BENTON COUNTY. Corvallis-Newport Hwy. Corvallis-Philomath Section. Delegation protests additional two-lane hwy.
23592		HOOD RIVER AND WASCO COUNTIES. Mt. Hood and Warm Springs Hwys. Request to haul logs deferred for test run.
		MARION COUNTY. North Santiam Secdy. Hwy. Proposed Detroit Reservoir Park Area. Study to be made.
23593		MEETING recessed at 12:00 noon to reconvene at 2:00 p.m.
		WASHINGTON COUNTY. Portland-Salem Expressway. Norwood Crossing. Delegations's request for immediate access denied.
23594		BENTON COUNTY. Corvallis-Newport Hwy. Corvallis-Philomath section. Survey adopted. See EXHIBIT "C-3".
		CONTRACTS. Award of contracts publicly announced.
		MEETING adjourned at 3:20 p.m.
23597		EXHIBIT "A". Real Property Acquisition.
23625		EXHIBIT "B" Real Property Acquisition. No previous authority.
23627		EXHIBITS "C-1", "C-2" and "C-3". Surveys adopted.

Page	Date 1954	Subject
23633	June 23	EXHIBIT "D". Contracts Completed and Accepted.
23636	& 24	EXHIBITS "E-1" through "E-3". State Tax Street Funds.
23640		EXHIBIT "F". Speed Limit. Reedsport South, Oregon Coast Hwy.
23642		EXHIBIT "G-1" Abandonment. Nehalem River Bridge Sec. Clatsop County.
23645		EXHIBIT "G-2". Abandonment. Molalla Jct.-Marquam Section. Clackamas County.
23648		EXHIBIT "G-3". Abandonment. Crooked River-Terrebonne Section. Deschutes County.
23651		EXHIBIT "H-1" through "H-4". Shoulder Parking Prohibited.
23659		EXHIBIT "I". Sale of Land. Fred Meyer Property. Banfield Expressway.
23661		EXHIBIT "J". Load Limits. Cove-Palisades State Park. Jefferson County.
23663		EXHIBIT "K-1" through "K-5". Condemnation Cases.
23675	Aug. 9	PARKS SUPT. reports on following matters: Crook County. Ochoco Hwy. Ochoco Lake. State Park development approved. Lincoln County. Oregon Coast Hwy. Boiler Bay north. Burkes' property not to be purchased for park purposes. Wallowa County. Wallowa Lake. Agreement with Pacific Power & Light Company re land for park purposes approved. Development of Park Areas adjacent to Lakes. Parks Supt.
23676		report accepted. More complete report to be submitted. Vista House. Multnomah County. Extension of Mr. Flaucher's lease for concession privileges approved. L. V. Koons, R. C. Dunlap, Mark Astrup, and C.H. Armstrong to Lake Crescent, Washington, September 12-16, for National Conference on state parks. Clatsop County. Lake Coffenberry Area. Parks Supt. to make investigation and report. Lane County. Dorena Reservoir. Baker Bay area. Parks
23677		Supt. authorized to make further study re park development. Overnight Camping Facilities. Honeyman State Park. Cape Lookout State Park. Humbug Mt. State Park. Construction of additional facilities authorized. REAL PROPERTY. Acquisition approved. See EXHIBIT "A". CURRY COUNTY. Oregon Coast Hwy. Greggs Creek-Wedderburn Section. R/W Engineer to complete r/w negotiations on Knox property. REAL PROPERTY. Acquisition of property for which no previous authority had been granted. See EXHIBIT "B".
23678		SALE OF MISCELLANEOUS PROPERTIES report accepted. ACCESS approved: Douglas County. Elkton-Sutherlin Secdy. Hwy. Calapooya Creek-Sutherlin Section. Atterbury and Voytilla properties. Grant County. John Day Hwy. Dayville-Mt. Vernon Section. East Unit. Boyer property.

Page	Date 1954	Subject
23678	Aug. 9	Washington County. Pacific Hwy. West. Tigard-Newberg Section. Peterson property.
		UMATILLA COUNTY. Old Oregon Trail. Pendleton-Deadman's Pass Section. Crossing permit granted to Mr. Thompson.
23679		YAMHILL COUNTY. Pacific Hwy. West. McMinnville. Adams Street. Acquisition of r/w. Engineer to submit new report.
		MULTNOMAH COUNTY. Banfield Expressway. Unit 4. Mayhew property. Modification of access language in r/w deed approved.
		MARION COUNTY. Portland-Salem Expressway. Gervais-Hayesville Unit. Payment to Allstate Construction for landscaping approved.
		SALE OF LAND not needed for hwy. purposes authorized:
		Marion County. Pacific Hwy. East. Salem By-pass Section.
		Clifford E. Layton. 0.10 acre of land for $325.
		L. W. and Opal K. Howland. 3,200 sq. ft. for $224.
		George Z. and Barbara J. Bartruff. 0.04 acre for $132.30.
23680		LAND USE PERMITS to be issued during 1955.
		SALE OF LAND. Coos County. Oregon Coast Hwy. Chrome Point-Coquille Section. B. B. Neavoll. 0.74 acre of land for $262.50.
		CONDEMNATION CASES. Authority granted. See EXHIBIT "L-1" through "L-8".
23686		COURT CASES tried. Counsel's report approved.
23687		COURT CASES settled. Counsel's report approved.
23689		CURRY COUNTY. Oregon Coast Hwy. Rocky Point-Gold Beach Section. Settlement of Chambers' case accepted.
		BIDS received on construction projects.
23695		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		CONDEMNATION. Curry County. Oregon Coast Hwy. Euchre Creek-Wedderburn Section. Buffington settlement rejected.
23696		HOOD RIVER COUNTY. Columbia River Hwy. Viento-Hood River Section. Jewett claim for damage to water supply denied.
		LEGAL PROCEEDINGS authorized against the following:
		Wheeler County. Ochoco Hwy. Mitchell west. Woodley property access.
		Deschutes County. The Dalles-California Hwy. Lapine. Foss property access.
23697		Washington County. Pacific Hwy. West. Tigard-Newberg Section. Johnson property re release of mortgage.
		Deschutes County. The Dalles-California Hwy. Terrebonne. Rommel property re signing of deed.
		Benton County. Corvallis-Newport Hwy. Gellatly Point-Corvallis Section. Ellison property re signing of deed.
		INSURANCE. Snow Removal. Columbia River Hwy. Troutdale-The Dalles Section. Renewal of insurance policy authorized.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Newport-Toledo Section. Designated as "throughway". See EXHIBIT "K".
		CLAIMS. Abandonment of uncollectible claim approved.

Page	Date 1954	Subject
23698	Aug. 9	DAMAGE CLAIMS. Counsel reports on following: Washington County. West Portland-Hubbard Hwy. Barbur Blvd.-Marion County Line Section. John Nyberg vs State of Oregon. Multnomah County. Banfield Expressway. NE 33rd Ave.-NE 37th Ave. State vs. Walnut Park. New offer authorized. Hood River County. Columbia River Hwy. Viento-Hood River Section. Mrs. Haviland's claim for $10,500 denied.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
23700		MULTNOMAH COUNTY. Sunset Hwy. Sylvan-West Slope Section. Acquisition of Schlotthauer property authorized.
		SHERMAN COUNTY. Maryhill Ferry Approach Road. Maintenance of road discussed. State not to assume obligation.
23701		UNION COUNTY. Weston-Elgin Secdy. Hwy. Weston Mt. Viewpoint. Request for establishment of viewpoint deferred.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas. Proposed Overcrossing. Construction deferred pending grade crossings closure.
23702		USED EQUIPMENT AND SCRAP MATERIALS. Sale approved.
		WEIGHMASTER'S REPORT from 1950 to 1954 accepted.
		RECLASSIFICATION of following hwy. sections to Group I approved: Hood River County. Mt. Hood Hwy. MP 95.35 to MP 104.78. Hood River County. Odell Secdy Hwy. Odell to MP 3.43. Hood River County. Hood River Secdy. Hwy. MP 0.00 to Parkdale.
		LINCOLN COUNTY. Oregon Coast Hwy. Seal Rock north. Beaver Crest Development Company's land donation accepted.
23703		CLATSOP COUNTY. Seaside. Neawanna River City Bridge. Construction of bridge depends on final plans for by-pass.
		UNFINISHED BUSINESS MATTERS discussed: CURRY COUNTY. Oregon Coast Hwy. Gold Beach. Acquisition for r/w and park purposes discussed. No action.
23704		WALLOWA COUNTY. Wallowa Lake State Park. Acquisition of land from Pacific Power & Light Company reported earlier. MARION COUNTY. North Santiam Secdy. Hwy. Detroit Lake. Parks Supt. to report on proposed facilities. CROOK COUNTY. Ochoco Hwy. Ochoco Lake. Request for park development reported on earlier. BUDGET - 1954. Status of expenditures report approved.
		CLATSOP COUNTY. Astoria. Spexarth Building. Owners protest rounding of corner and 1-way traffic. Referred to Counsel.
		KLAMATH COUNTY. Worden. Cross Street. Request of Tulana Farms, Inc., for vacation of portion of street approved.
23705		COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Point. Request for hwy. improvements deferred. Sidewalk construction denied.

Page	Date 1954	Subject
23705	Aug. 9	CLACKAMAS COUNTY. Pacific Hwy. East. New Era Hill. County Road Jct. Illumination approved.
		LINN COUNTY. Knox Butte FA County Road. Jefferson Jct.-Jefferson. Agreement with railroad for installation of signals approved.
		PROJECT AUTHORIZATION INCREASES approved:
		Washington County. West Portland-Hubbard Hwy. White School Jct. $11,800.
		Curry County. Oregon Coast Hwy. Brush Creek-Rinehart Creek Section. Contract #3882 - $53,000.
		Curry County. Oregon Coast Hwy. Rocky Point-Brush Creek Section. Contract #4057 - $59,000.
23706		MULTNOMAH COUNTY. Oswego Hwy.-SW Military Road Jct. Request for traffic signals denied.
		STATE TAX STREET FUNDS. Allocations to Cities and Towns approved. January 1 to June 30, 1954. See EXHIBIT "C".
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Clackamas Overcrossing-Oregon City Section. Location survey authorized.
		LANE COUNTY. Siuslaw Hwy. Bear Creek Section. Survey and allocation approved. See EXHIBIT "J".
		YAMHILL COUNTY. Pacific Hwy. West. McMinnville. Adams Avenue. Engineer to report re 1-way couplet and by-pass route.
23707		MORROW COUNTY. Columbia River Hwy. Boardman. Request for extension of frontage road denied.
		MULTNOMAH COUNTY. Pacific Hwy. West. Fulton Park District. Barbur Blvd. Overcrossing. Request for pedestrian overcrossing denied.
		UNION COUNTY. La Grande. Jefferson Street Truck Route. Improvement of street approved by cooperative agreement.
23708		COOS COUNTY. Oregon Coast Hwy. Lakeside-Eel Lake County Road. Request for substitute connection with hwy. denied.
		MULTNOMAH COUNTY. Portland. NE Vancouver Way-NE Gerts Road Jct. Request for flashing beacon denied.
		MARION COUNTY. Silver Creek Fals Secdy. Hwy. Stayton. 1st St.-Fern Ridge Road. Request for flashing beacon approved.
		LAKE COUNTY. Lakeview. Fremont Hwy.-Klamath Falls-Lakeview Hwy. Jct. Installation of channelizing islands and flashing beacon approved.
23709		CURRY COUNTY. Oregon Coast Hwy. Brookings. City to take over jurisdiction of Azalea State Park access road.
23710		City requests jurisdiction over sidewalk area along hwy.
		CLATSOP COUNTY. Nehalem Secdy. Hwy. MP 9.98. Mr Sigfridson's offer re replacement of culvert pipe on 50-50 basis approved.
		US GEOLOGICAL SURVEY. Extension of agreement re run-off waters for 1 year at cost of $5,000 approved.
		UNION COUNTY. La Grande. Mill Creek cleaning project. Proposed agreement discussed and abandoned.

Page	Date 1954	Subject
23711	Aug. 9	STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "D".
		EXTENSIONS OF TIME to complete contracts granted.
23713		CONTRACTS completed and accepted. See EXHIBIT "E".
23714		WASCO COUNTY. The Dalles-California Hwy. Eight Mile Creek-The Dalles Section. Request for construction denied.
		LINCOLN COUNTY. Oregon Coast Hwy. Otter Rock. Request for approach road connection with hwy. approved. Abandonment of old hwy. to Miroco Beach suggested.
		FEDERAL-AID COUNTY ROAD SYSTEM additions approved: Lane County FAS 238 Yamhill County FAS 586 Yamhill County FAS 587 Wasco County FAS 588
23715		Malheur County FAS 589
		FEDERAL-AID SECONDARY COUNTY ROAD PROJECTS - 1954-55. Projects approved and surveys authorized.
23717		UKIAH-STARKEY SECONDARY HWY. Forest Hwy. Section. Cattle passes to be installed by BPR and fencing by State.
		CURRY COUNTY. Oregon Coast Hwy. Gold Beach. Letter of appreciation for improvements ordered filed.
		LANE COUNTY. Richardson-Eugene Secdy Hwy. Richardson-Noti Section. Request for reduced speed zone denied.
		LINN COUNTY. Santiam Hwy. Sweet Home-Foster Section. Re-
23718		vision in speed zoning approved. See EXHIBIT "F-1".
		LANE COUNTY. Siuslaw Hwy. Deadwood. Request for reduced speed zone denied.
		DESCHUTES COUNTY. The Dalles-California Hwy. Terrebonne. Request for reduced speed zone approved. See EXHIBIT "F-2".
		MARION COUNTY. Pacific Hwy. East. Pudding River Bridge-Aurora. Rescinding of reduced speed zone approved. See EXHIBIT "G".
23719		YAMHILL COUNTY. Salem-Dayton Secdy. Hwy. Unionvale. Request for reduced speed zone denied.
		WASHINGTON COUNTY. Farmington Secdy. Hwy. Beaverton west. Reduced speed zone approved. See EXHIBIT "F-3".
		DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek south. Reduced speed zone approved. See EXHIBIT "F-4".
		WALLOWA COUNTY. Little Sheep Creek Secdy. Hwy. Joseph-Sheep Creek Hill Section. Abandonment agreement approved. See EXHIBIT "H".
		TILLAMOOK COUNTY. Wilson River Hwy.-Sunset Hwy. Jct. Request to name intersection "Tillamook Junction" approved.
23720		COOS COUNTY. Oregon Coast Hwy. Coos Bay. Millington School. 20 MPH signs to be installed on 2 school crossing signs.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Rhododendron. Agreement with BPR re reestablishment of PGE's power facilities approved.
		CURRY COUNTY. Oregon Coast Hwy. Brookings. Letter re completion of hwy. improvements ordered filed.

Page	Date 1954	Subject
23720	Aug. 9	HIGHWAY RESEARCH BOARD CORRELATION SERVICE. Membership to continue through June 30, 1955. Payment of $2,339 authorized.
		STATE OF WASHINGTON. Clarkston Chamber of Commerce. Designation of hwys. as route of US 195. Action deferred.
23721		MARION COUNTY. Silver Falls Park. Mr. Bushman's claim for damages to television set for $66.55 approved.
		OUT OF STATE TRAVEL:
		F. B. Crandall and J. Al Head to Kansas City, September 26-30, 1954, for Institute of Traffic Engineers meeting.
		Carl W. Jordan to Jackson, Wyoming, September 16-19,1954, for Pacific NW Travel Association meeting.
		LOG HAULING PERMIT. Multnomah County. Crown Point Secdy. Hwy. 30-day permit issued to Lester P. Smith.
		KLAMATH COUNTY. The Dalles-California Hwy. Worden south Tulana Farms. Construction of conveyer over hwy. approved.
23722		JEFFERSON COUNTY. The Dalles-California Hwy. Crooked River Gorge. No parking zone and sight posts approved. See EXHIBIT "I".
		LOG HAULING. Permission granted to haul logs Saturday afternoons on August 14, 21 and 28, 1954, only.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for September 23-24, 1954 and October 28-29, 1954.
		TILLAMOOK COUNTY. Cape Lookout State Park. Dedication ceremonies set for September 23, 1954.
23723		CLACKAMAS COUNTY. Pacific Hwy. East. Milwaukie-Oregon City Section. Agreement with Balls re removal of apple tree approved.
		MARION COUNTY. North Santiam Secdy. Hwy. MP 35.50. Request for log scaling platform on r/w denied.
		LANE COUNTY. Willamette Hwy. Salt Creek Tunnel. Agreement with Electric Cooperative re tunnel illumination approved.
		DELEGATION PROBLEMS discussed.
		Sherman County. Columbia River Hwy. Maryhill Ferry Road. Letter authorized to County Court re street closures.
23724		FEDERAL AID PROGRAM - 1956. Program considered.
		CONTRACTS TO BE LET. Status of projects discussed.
		COOS COUNTY. Coos Bay-Bandon. Status of economic study. Engineer to present report at next meeting.
		MULTNOMAH COUNTY. Portland. Interstate Bridge (proposed). Agreement with State of Washington approved and signed.
		CLATSOP COUNTY. Astoria-Megler Ferry. Letter of criticism discussed. Engineer explained the situation.
		DOUGLAS COUNTY. Pacific Hwy. Shady-Canyonville Section. Property settlement with John Eckwall approved.
23725		AGREEMENTS approved and signed.
23727		CONTRACTS. Award of contracts publicly announced.
23729		MEETING ADJOURNED at 5:10 p.m. to reconvene at 9:00 a.m. following day.

Page	Date 1954	Subject
23730	Aug.10	BIDS received on construction projects.
23735		TRAVEL INFORMATION BUREAU. Advisory Committee. Frank Loggan's appointment to Committee approved.
		PORTLAND SALMON RIVER HWY. ASSOCIATION. Delegation requests additional hwy. improvements.
23736		WASCO COUNTY. The Dalles-California Hwy. Maupin-The Dalles Section. Reconstruction deferred due to lack of funds.
		CLATSOP COUNTY. Seaside. Proposed Neawanna River Bridge.
23737		US 101 route through city not to affect bridge project.
		CLATSOP COUNTY. Ft. Stevens area. Delegation urges establishment of state park. Referred to Parks Supt. for report.
23738		BENTON COUNTY. Alsea Hwy. Alsea Mountain. Delegation urges improvement. Engineer to make economic survey.
		MEETING recessed at 12:00 M and reconvened at 2:00 p.m.
		SHERMAN COUNTY. Columbia River Hwy. near Maryhill Ferry Road. Delegation requests hwy. access. Engineer to investigate.
23739		WHEELER COUNTY. Shaniko-Fossil Secdy. Hwy. John Day River east. Delegation urges hwy. improvement. No action.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas. Overpass and grade crossings discussed.
23740		YAMHILL COUNTY. Salmon River Hwy. Sheridan. Delegation protests by-pass route.
23741		JACKSON COUNTY. Pacific Hwy. Ashland. Four-lane plan opposed. Engineer to study one-way grid system.
		LANE COUNTY. Fox Hollow Secdy. Hwy. Eugene south. Delegation requests improvement. "Q" Street route opposed.
		MALHEUR COUNTY. Old Oregon Trail. Ontario area. Proposed exchange agreement with Idaho Power Company approved.
23742		NORTH UMPQUA FOREST HWY. PROJECT. Revised agreement with BPR re change of plans approved and signed.
		CONTRACTS. Award of contracts publicly announced.
23744		MEETING ADJOURNED at 4:00 p.m.
23745	Aug.14	MEETING RECONVENED at 8:00 a.m. in dining room of The Dalles Hotel.
		INSPECTION TRIP. Decisions reached on trip:
		1. KLAMATH COUNTY. Klamath Falls. South 6th St. RR Viaduct. Improvement authorized conditionally.
23746		2. FEDERAL AID PROGRAM - 1956. Projects selected.
23751		3. Wallowa County. Wallowa Lake State Park. 30-year lease with Pacific Power and Light for 18 acres signed.
		4. EMPLOYEES. 40-hour week schedule approved. Counsel to prepare bill for 1955 Legislative Assembly.
		5. CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas Overpass. Overpass denied pending closure of 2 grade crossings.
		6. DESCHUTES COUNTY. The Dalles-California Hwy. Lapine. Mr. Martin's demand for commercial access denied.

Page	Date 1954	Subject
23751	Aug. 14	7. COLUMBIA COUNTY. Scappoose Creek Bridge. Averill's request to withdraw bid denied. Bonding Company to pay.
23752		8. KLAMATH COUNTY. The Dalles-California Hwy. Modoc Point-Barkley Springs Section. Contract #4201. F. O. Laws to begin work.
		9. SNOW REMOVAL LIABILITY INSURANCE. Columbia River Hwy. Troutdale-The Dalles Section. Renewal of insurance authorized.
		"RAILROAD PROTECTIVE INSURANCE". Counsel to negotiate blanket policy for protection of RR Companies.
		10. AGREEMENTS approved and signed.
23753		11. COMMISSION MEETING MINUTES. Approval of minutes for meetings on May 11-12 and June 23-24 deferred to next meeting.
		MEETING ADJOURNED at 8:45 a.m.
23754	Aug. 9 & 10	EXHIBIT "A" Real Property Acquisition.
23797		EXHIBIT "B": Real Property Acquisition. No previous Authority.
23799		EXHIBIT "C". State Tax Street Funds. Allocations to Cities approved.
23807		EXHIBIT "D". State Tax Street Funds.
23809		EXHIBIT "E". Contracts Completed and Accepted.
23813		EXHIBIT "F-1". Speed Limit. Deadwood. Siuslaw Hwy. Lane County. Denied.
23815		EXHIBIT "F-2". Speed Limit. Terrebonne. The Dalles-California Hwy. Deschutes County. Approved.
23817		EXHIBIT "F-3". Speed Limit. Beaverton west. Farmington Secdy. Hwy. Washington County.
23819		EXHIBIT "F-4". Speed Limit. Myrtle Creek. Pacific Hwy. Douglas County.
23821		EXHIBIT "G". Recinding reduced Speed Zone. Pudding River Bridge. Aurora. Pacific Hwy. East. Marion County.
23822		EXHIBIT "H". Abandonment. Joseph-Sheep Creek Hill Section. Wallowa County.
23825		EXHIBIT "I". No Parking. Crooked River Gorge. The Dalles-California Hwy. Jefferson County.
23827		EXHIBIT "J". Survey approved.
23828		EXHIBIT "K". Throughway. Newport-Toledo Section Corvallis-Newport Hwy. Lincoln County.
23830		EXHIBIT "L-1" through "L-8". Condemnations.

Portland, Oregon
June 23, 1954

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction as follows, were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 4:00 p.m. in the same room:

BAKER COUNTY
MILL GULCH-SALISBURY OILING PROJECT

J. C. Compton Company, McMinnville	$17,454.00
Babler Brothers, Inc., Portland	20,480.00
Russell Olson Construction Company, Inc., Pendleton	21,410.00

CROOK COUNTY
OILING POWELL BUTTE COUNTY ROAD

Babler Brothers, Inc., Portland	$25,655.00
J. C. Compton Company, McMinnville	26,301.50
Norquist Brothers, Sweet Home	27,279.00
F. L. Somers, Medford	30,435.00
C. C. Meisel, McMinnville	30,903.00
Central Paving Company, Independence	31,650.00
Parker & Fuhrman, Portland	33,477.00

DOUGLAS COUNTY
OAKLAND JUNCTION-BOOMER HILL ROAD FENCING PROJECT

Colorado Fuel and Iron Corporation, Portland	$ 64,403.88
U. S. Steel Corporation, Portland	197,518.26

GILLIAM COUNTY
LOST VALLEY ROAD-LONEROCK OILING PROJECT

J. C. Compton Company, McMinnville	$28,871.00
Russell Olson Construction Company, Inc., Pendleton	29,232.50
Babler Brothers, Inc., Portland	29,795.00
Harr & Horton, Portland	30,588.55
C. C. Meisel, McMinnville	32,030.00

JACKSON COUNTY
EVANS CREEK BRIDGE AND BOX CULVERT

Minshall Construction, Jacksonville	$23,375.00
Ausland & Dodson, Grants Pass	23,790.00
C. P. Patterson, Redmond	25,027.00
Johnson & Amens, McMinnville	25,133.00
Lind & Marr, Beaverton	25,637.00
Bessonette & Graff, Medford	27,920.00
R & M Construction Company, Central Point *	26,807.50
F. L. Somers, Medford	28,035.00
Ellis Beeson, Talent	30,875.00
H. Barnhart, Medford	31,313.00

* Bidder will accept award of only one project.

KLAMATH COUNTY
LOST RIVER BRIDGE

NO BIDS RECEIVED

LANE COUNTY
ROW RIVER BRIDGES

Valley Construction Company, Portland	$141,925.00
H. C. Werner, Inc., Eugene	143,210.00
Wall, Bartram and Sandford, Junction City	144,570.00
Tom Lillebo, Reedsport	146,455.00
Hamilton & Thoms, Eugene	157,550.00
C. J. Montag & Sons, Portland *	165,980.00
Hannan Brothers Company, Portland *	167,810.00
F. L. Somers & Geo. R. Stacy, Klamath Falls	179,270.00

* Bidder will accept award of only one project.

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LANE COUNTY
OAKRIDGE (FIRST STREET) PAVING PROJECT

T. C. Wilcish, Eugene	$11,493.00
Inter-City Sand & Gravel Company, Eugene	12,723.00
The Central Heating Company, Oreg. Ltd., Eugene	13,278.00
Acme Construction Company, Eugene	14,415.00

MARION COUNTY
HAYESVILLE INTERCHANGE

Tom Lillebo, Reedsport	$242,480.00
Glenn Snook, Eugene	244,190.00
J. G. Watts Construction Company, Portland	245,060.00
C. J. Montag and Sons, Portland *	247,257.50
Valley Construction Company, Portland	249,662.50
Babler Brothers, Inc., Portland	249,920.00
Hannan Brothers Company, Portland *	256,455.00
Hamilton & Thoms, Eugene	261,180.00
Natt McDougall Company, Portland	267,850.50
Carl M. Halvorson, Inc., Portland	272,770.00

* Bidder will accept award of only one project.

MARION COUNTY
SHELTON DITCH BRIDGE

Lind & Marr Construction Company, Beaverton *	$14,980.00
Tom Lillebo, Reedsport	15,380.00
Charles E. Wiedeman, Dallas	15,740.00
Columbia Empire Construction, Inc., Portland	15,878.00
Orlando C. Bennard, Portland	16,600.00
Johnson & Amens, McMinnville	17,570.00
H. G. Carl Construction Company, Salem	17,695.00
T. J. Patzer, Salem	17,942.00
United Builders, Inc., Beaverton	22,990.00

* Bidder will accept award of only two projects.

MARION COUNTY
SLOPE PAVING FOR "D" AND CENTER STREET UNDERPASS

John Cox, Oswego	$ 5,940.00

MORROW COUNTY
JORDAN-KECK CANYON SECTION

Rogers Construction Company, Portland	$63,660.00

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Jordan-Keck Canyon Section (Cont.)

Vernie Jarl, Gresham	$66,700.00
C. C. Meisel, McMinnville	67,530.00
Barney B. Helser, Moro	68,430.00
N. A. Toole Construction Company, Ontario	72,163.00
P. B. Doherty & Son, Portland	80,460.00
John A. Logan, Portland	81,300.00
Newport Construction Company, Portland	93,019.00

MULTNOMAH COUNTY
PAVING T. H. BANFIELD EXPRESSWAY

Warren Northwest, Inc., Portland	$306,414.50
Rogers Construction, Inc., Portland	355,540.00
Parker-Schram Company, Portland	356,491.50
K. F. Jacobsen & Company, Inc., Portland	400,536.00
Oregon Asphaltic Paving Company, Portland	415,396.50

UMATILLA COUNTY
PAVING COLUMBIA RIVER HIGHWAY

Parker-Schram Company, Portland	$80,763.00
Morrison & Lamping, Walla Walla, Washington	80,913.00

UMATILLA COUNTY
WESTON (DEPOT STREET) GRADING AND PAVING PROJECT

Morrison & Lamping, Walla Walla, Washington	$16,502.00
H. J. & H. W. Miller, Baker	19,616.00

UNION COUNTY
HILGARD JUNCTION-MEADOWBROOK SURFACING PROJECT

Vernie Jarl, Gresham	$36,440.00
H. J. & H. W. Miller, Baker	38,579.00
Barney E. Helser	38,820.00
Rogers Construction Company, Portland	39,120.00
C. C. Meisel, McMinnville	40,238.00
N. A. Toole Construction Company, Ontario	40,800.00
Arthur Simonsen, Baker	42,428.00
John A. Logan, Portland	42,715.00
La Grande Concrete Pipe Company, La Grande	44,645.00
Newport Construction Company, Portland	48,276.00
E. H. Itschner, Molalla	61,935.00

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WALLOWA COUNTY
GRADING AND SURFACING FISH HATCHERY COUNTY ROAD

Morrison-Knudsen Company, Inc., Boise, Idaho	$46,807.50
Bechtel Brothers, La Grande	48,215.50
P. C. Knox, Gladstone	48,229.00
Anliker & Robinson, Bend	49,574.00
K. C. Dack Construction Company, Milton-Freewater	49,869.50
Fred H. Stegeman and Associates, Lebanon	51,100.00
Logan, Taylor & Company, Portland	52,430.00
Vernie Jarl, Gresham	53,124.00
H. J. & H. W. Miller, Baker	53,512.00
F. L. Somers, Medford	58,045.00
Q. L. Rufener, Portland	58,819.00

YAMHILL COUNTY
BAKER CREEK AND PANTHER CREEK BRIDGES

Johnson & Amens, McMinnville	$62,700.00
Tom Lillebo, Reedsport	66,283.50
J. G. Watts Construction Company, Portland	67,165.00
Valley Construction Company, Portland	71,542.50
Lind & Marr Construction Company, Beaverton *	72,908.00
Johnston & Bryant, Newberg	73,766.00
Hannan Brothers Company, Portland	75,562.50
Hamilton & Thoms, Eugene	76,560.00
United Builders, Inc., Beaverton	85,900.00

* Bidder will accept award of only two projects.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Extension of phone line agreement with U. S. Coast Guard to serve Shore Acres and Cape Arago State Parks: The Parks Superintendent reported that an agreement for joint use of the Coast Guard telephone line, executed in 1949, expired April 12, 1954 and that it is proposed to extend the agreement for a five-year period from April 12, 1954, to April 12, 1959. He pointed out that no charge is made for use of the phone line except that the State is required to maintain it, and by such use the State avoids construction of a phone line. He recommended approval of the arrangement. The Commission approved extension of the agreement.

2. Construction of toilet facilities at Big Creek Park in Lincoln County and at Hendricks Bridge Wayside in Lane County: The Parks Superintendent explained that funds to finance these two projects is included in the 1954 Budget, and he requested authority to call for bids for construction as soon as plans can

be prepared. The Commission approved the request.

3. Request of the United States Corps of Engineers and the U. S. Forestry Department that the State take over and develop two areas on the north side of Detroit Lake on the North Santiam Secondary Highway: The Parks Superintendent reported that these areas are located approximately one and two miles west of Detroit and that he had visited the areas and found that they are being used far in excess of the facilities provided. Such crowding, he stated, will lead to unsanitary conditions and could result in fires detrimental to the entire area. He recommended that the Commission authorize a study through the summer months to determine the probable cost to develop the areas, a report to be rendered later in the year. In the discussion of this matter, Commissioner Reynolds pointed out that this situation is similar to the one at Unity Reservoir and at Ochoco Reservoir. The question, he stated, appears to be one of policy as to whether the Commission should improve such areas principally for the use of fishermen. The Commission authorized the study as recommended by the Parks Superintendent. He was also authorized to make like studies in connection with similar cases that arise in the future.

4. Proposed issuance of season tickets for swimming at Honeyman State Park: Issuance of season tickets, the Parks Superintendent stated, would probably have a good effect on public relations, particularly in the town of Florence; also, the flat rate of 20 cents for persons 14 years and under and 40 cents for persons over 14 years has not been satisfactory with these people. It was his thought that issuance of season tickets at the rate of $4 for the younger group and $6 for the older group would probably have little effect on the income from swimming, and he recommended that such season tickets be sold. The Commission approved the recommendation with the stipulation that the people of Florence be advised that the arrangement is to be made for this year only on a trial basis to determine the relative income and expenditures and may have no bearing on action the Commission may take next year.

5. Dedication of Cape Lookout State Park honoring the Louis Hill family who donated land: The Parks Superintendent stated that the Louis Hill family donated 175 acres for park purposes at the south end of Netarts Bay and that they also own the remainder of the Netarts Spit. Members of the Hill family, he stated, plan to be in Oregon about October 7, 1954, and in consideration of the gift made by them, he recommended that arrangements be made for the dedication in October to meet their convenience. The Commission accepted the recommendation.

6. Proposed exchange of land with W. S. Hook at Ben and Kay Dorris State Park in Lane County: The Parks Superintendent stated that Mr. Hook owns an area adjoining the park which is approximately 15 miles east of Eugene on the McKenzie Highway. The land that he wishes to deed to the State, he said, consists of slightly less than two acres, whereas, the State property that he wants consists of approximately 1.1 acres of park land on the west side of the park and adjoining the highway, to be used as his entrance to the highway. The Hook property, he stated, is far more valuable for park purposes than is the area which Mr. Hook desires; notwithstanding which Mr. Hook has offered to exchange properties and to pay the State a bonus of $500. Upon the Parks Superintendent's favorable recommendation, the Commission approved the exchange as presented.

7. Proposed addition to Wallowa Lake State Park, land to be leased from Pacific Power and Light Company: No action was taken on this matter pending word from the Power Company whether or not it is willing to lease the property for park purposes, and, if so, for how long a period.

8. Proposed park development at Ochoco Lake east of Prineville: Upon the Parks Superintendent's favorable recommendation, the Commission authorized a further study to be made of this area and ordered a report to be presented after the 1954 summer season. (A delegation which appeared on the following day was informed that a further study would be made of the matter.)

9. Report on settlement with Columbia Power Co-operative Association for cutting of timber along the Pendleton-John Day Highway near Ukiah: The Parks Superintendent recalled that the Commission at its meeting in May authorized collection of legal value for the timber and for the cost of making a survey pertaining to the damage. The Co-operative Association, he stated, has agreed to pay survey costs in the amount of $337.48, double value for timber cut in the amount of $476.88, plus $10 for a license fee or a total amount of $824.36. He recommended approval of such settlement. The Commission approved the settlement.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for various state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved the closing of the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein. In the discussion of items Nos. R-22075 and R-22080 listed in the above referred to resolution, Exhibit "A", being settlements with Irene Wiggins et al and H. T. and Sadie Benson for right of way needed for a proposed extension of the Wallowa Lake Highway southerly from Wallowa Lake Lodge to the Pacific Power and Light Company substation, the Commission instructed the Right of Way Engineer not to close the options until satisfactory arrangements have been concluded with the Power Company for acquisition of some of its land at this location as an addition to Wallowa Lake Park.

In discussing the options for right of way, the Right of Way Engineer commented that on the Gregg Creek-Wedderburn Section of the Oregon Coast Highway in Curry County, it appeared that about one third of necessary properties would have to be condemned because of the extremely high values demanded by the owners. In the discussion of this matter, the Commission indicated an unwillingness to undertake further construction on the highway south of Gold Beach because of high prices demanded by many property owners. The Commission instructed the Engineer to reinvestigate the highway route through Wedderburn to see if another location can be used which might be less expensive. The Right of Way Engineer stated that in his opinion all possible negotiating would be completed by August 1. The Commission authorized the Engineer to advise the Bureau of Public Roads that it could let a contract for construction of this section in mid-

August following the meeting of the Highway Commission August 9 and 10.

The Right of Way Engineer presented a list of properties to be acquired for which no specific authority has previously been granted as follows:

COUNTY and SECTION	FILE NO. and NAME	PURPOSE	HIGHWAY
BENTON			
Gellatly Point-Corvallis	21742 - Rickard	Haul Rd. & Quarry	Corvallis-Newport
	21828 - Moser	Haul Rd.	"
Gellatly Hill	22067 - Settles	Gravel Pit & Quarry Site	Corvallis-Newport
CLATSOP			
Astoria-Ocean Home Farm	22035 - Olson	Quarry & Easement	Oregon Coast
CROOK			
Marks Creek-Forest Boundary	20541 - Ochoco Lbr. Co.	Plant Site	Ochoco
	22069 - Ochoco Lbr. Co.	Quarry Site	"
CURRY			
Hunter Creek	22033 - Gold Beach Lbr. Co.	Gravel Pit & Ease.	Oregon Coast
GRANT			
Long Creek-Fox	22066 - McGirr	Quarry & Stock-pile Site	Pendleton-John Day
LINN			
Albany-Junction City	22158 - Forkner	Quarry	Pacific East
WASCO			
Dufur-Maupin	22074 - Vogt	R/W	The Dalles-California
WASHINGTON			
Berger Ranch-Barnes Road (Murray Rd. Overpass)	21831 - Tualatin Co.	R/W	Sunset
	21832 - Wilkins	R/W	"
	21833 - Woodmansee	R/W	"
	21834 - Wood	R/W	"
	21835 - Harry Mittleman, Contractor, Inc.	R/W	"

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He requested authority to acquire these properties. The Commission approved the request by adopting the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In further connection with the options presented, Chairman Chandler pointed out that people are getting more rock minded and are asking increasingly higher prices for sources of gravel and rock. He inquired as to whether it might be possible to purchase these quarry sites as land rather than as quarry sites. The Deputy Highway Engineer explained that according to law the use for which the property is acquired has to be specified, and it cannot be stated as for right of way purposes. The Chief Counsel commented that it would probably be advantageous in condemnation cases if the cases could be tried before the contract was let and the quarry site opened up. Juries, he stated, are prone to give higher awards when the value of the property has been made visible by removing overburden. The fact that the State Land Board charges 10 cents per cubic yard for the rock materials under its jurisdiction has also helped to increase the cost of rock sources.

A report on sales of miscellaneous properties made since the last Commission meeting was also submitted by the Right of Way Engineer and accepted by the Commission. (For a list of properties sold, see copy of the report prepared by C. W. Parker, Property Manager, dated June 23 and 24, 1954, filed in the Secretary's office under the heading "Miscellaneous Sales".)

Conveyance of 0.103 acre of land on the Siskiyou Section of the Pacific Highway in Jackson County to Mrs. Ernestine Hicks was given consideration by the Commission. The Right of Way Engineer explained that some years ago Mrs. Hicks constructed a residence building at this place and that later on it was discovered that the building encroached somewhat on the state highway property. As a result of negotiations, he said, Mrs. Hicks has agreed to pay $100 for this parcel of land. He recommended that it be sold to her at such figure because the land is not of particular value for highway purposes. The Commission accepted the recommendation.

Proposed changes in points of access for a number of properties were presented by the Right of Way Engineer. He explained that no new access is being granted in any case and that in most instances the changes have been made for the convenience of the State. He recommended that the Commission approve changes in access for the following properties:

1. Frewing property on the Tigard-Newberg Section of the Pacific Highway West in Washington County, File No. 6956.

2. Hervy property on the Cedar Point-Coquille Section of the Oregon Coast Highway in Coos County, File No. 16881.

3. Atkins property on the Tigard-Onion Flat Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County, File No. 18086.

4. Lee property on the Tigard-Newberg Section of the Pacific Highway West in Washington County, File No. 6986.

5. Graham-Calbreath property on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, File No. 2087.

6. Pearson property on the Tigard-Tualatin Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County, File No. 1376.

7. Charity Lodge No. 75 I. O. O. F. property on the Tigard-Onion Flat Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County, File No. 1370.

8. Viall property on the Forest Boundary-Hauser Section of the Oregon Coast Highway in Coos County, File No. 18222.

9. Tektronix, Inc., property on Murray Road Section of the Sunset Highway in Washington County, File No. L 2017.

The Commission approved all of the changes in access points as recommended.

Confirmation approval for out-of-State travel for Right of Way Agent Alan C. Gemmell was requested by the Right of Way Engineer. Mr. Gemmell, he stated, was sent to Seattle June 7 to 10, 1954, to negotiate for mining claims on the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County at a cost to the State of approximately $60. The Commission confirmed the approval.

Consideration was given by the Commission to granting a farm crossing for the McNutt property on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County. The Right of Way Engineer reported that when the property was acquired a crossing was not given, but a deep roadway cut adjacent to the farm makes Mr. McNutt's farm operations very difficult. He felt that Mr. McNutt is entitled to a crossing, and as no particular hazard would be imposed upon the traveling public were one granted, he recommended that a crossing be allowed. The Commission accepted the recommendation.

The Commission also considered payment of $1,520 to Mr. B. R. Wallace as additional compensation in connection with a property settlement to acquire right of way for the Gervais Road-Hayesville Section of the Portland-Salem Expressway. It appears that the maps used in the original negotiations showed Mr. Wallace's buildings entirely outside of the right of way line, but later on it was found that the right of way line went through a barn, requiring that it be moved. The Right of Way Engineer stated that the additional sum asked by Mr. Wallace is fair, and he recommended that it be paid. The Commission approved the recommendation.

A proposed agreement with Mr. and Mrs. W. B. Wooden providing for release of obligations in connection with acquiring some of their property on the

Goshen-Divide Section of the Pacific Highway in Lane County was discussed by the Commission. A revision in highway plans, the Right of Way Engineer stated, makes it unnecessary to acquire this property on which an option had been secured in the amount of $300. The agreement, he said, provides for the payment of $50 to the Woodens to cover expenditures made by them in connection with the transaction. He recommended that the Woodens be paid the sum of $50 and advised that the State, by the terms of the agreement, is released from all further obligations in the matter. The Commission accepted the recommendation.

Modification of a lease with the Secretary of State covering use of a Highway Department building and adjoining grounds in Eugene was considered. The Right of Way Engineer pointed out that the modification of lease form provides for use of additional land by the Secretary of State and for payment by him of an additional amount of $60 per month commencing July 1, 1954 and ending April 1, 1970. The State, he said, is obligated to surface and pave the additional area for parking purposes. He recommended that the lease be approved. The Commission accepted his recommendation.

Disposal of an obligation to Mr. Henry DeYoung in connection with a right of way settlement on the Medford-Ashland Section of the Pacific Highway was considered by the Commission. It was pointed out that the right of way settlement provided for the State to protect Mr. DeYoung's water right, but in removing gravel from the area, considerable expense was caused Mr. DeYoung in securing a source of irrigation water. In order to irrigate as usual, the Right of way Engineer stated, it is necessary for Mr. DeYoung to pipe water from a creek some distance from his original pond. Mr. DeYoung, he added is willing to release the State of its obligation if paid the sum of $300 which is less than it would cost the State to install a pipe line to remedy the situation. Upon the Right of Way Engineer's favorable recommendation, the Commission approved the payment of $300 to Mr. DeYoung.

The Right of Way Engineer requested and the Commission granted authority to offer for sale at a minimum price of $250,000 that portion of the former Fred Meyer property on Unit No. 4 of the T. H. Banfield Expressway, Portland, that lies outside of the highway right of way. The attached resolution, relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The matter of transferring to Wilbur and Anna Badley 0.04 acre of excess right of way on the Otter Crest Section of the Oregon Coast Highway in Lincoln County was presented by the Right of Way Engineer. He explained that by reason of certain concessions the Badleys granted the State with respect to driveways the State has saved a considerable amount of money, and it is now proposed to reconvey to the Badleys this small area which lies adjacent to their house, contains some shrubbery and really should not have been purchased from them in the first place inasmuch as it is of no value to the State for highway purposes. He recommended that the property be transferred to the Badleys for the sum of $1. The Commission approved the transfer.

The Commission discussed a proposed exchange of Lots 24, 25, and 26 in Block 17 in North Bend for Lots 20, 21, and 22 in the same block, owned by Mr. Joe Fitzpatrick. The Right of Way Engineer explained that the lots are of equal value and that the exchange is to be made on an equal basis except that the deed to the State will be a warranty deed with title insurance, and the grantor agrees to pay the 1954-55 taxes in full, whereas, the State property will be conveyed to Mr. Fitzpatrick by bargain and sale deed without furnishing benefit of title. The present-owned state lots, he stated, were acquired for use as a maintenance site and the same use can be made of the lots being exchanged. He added that by exchanging the lots the State will avoid payment of a street assessment of approximately $450 in 1955. He recommended that the exchange be approved. The Commission accepted his recommendation.

A proposed change in location of accesses to the Morehead property on the Noble Slough-Foster Section of the South Santiam Highway in Linn County was considered. The Right of Way Engineer stated that when the option was secured two accesses were granted on the south side of the highway, but when the deed was prepared it was found that through an error in the map used in the negotiations, one of them was not on the Morehead property, but they want it now because a church is about to be built on their property. Access control on this section, he pointed out, has not been secured in all instances. He recommended that the Morehead's request for access be granted which is in conformity with the original understanding when the option was signed. The Commission accepted the recommendation.

A change in zoning from residential status to commercial status of property located in the north half of Block 31, Hackleman's Addition to Albany, was discussed. The Right of Way Engineer explained that the State owns all of the northeast quarter and the north 35 feet of the northwest quarter of Block 31. The adjacent property owner, he said, has agreed to waive all rights of access to the present highway, and the change in zoning will not injure the State in any way. He recommended approval of the zone change. The Commission approved the recommendation.

The Right of Way Engineer recommended approval of a lease arrangement with Carl Nelson for continued use of 0.76 acre of land with buildings, etc., on the Tiller-Trail Secondary Highway, near Milo in Douglas County, as a maintenance site. The consideration, he said, is $20 per month for a period of three years beginning August 16, 1954. The Commission approved the lease.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Clackamas Overcrossing of the Clackamas Highway

R 21592 - M. C. Curtis
Right of Way (Clackamas)
4,300 square feet

Clackamas Overcrossing of the Clackamas Highway (cont.)

R 21753 - Christian Cadonau
Right of Way and Borrow Pit
(Clackamas)
2.0 acres

Hilgard Junction-Red Bridge Section of the Starkey Highway

R 21986 - Elizabeth Underhill
Quarry Site (Union)
12.6 acres

Unit No. 2 of the T. H. Banfield Expressway

R 14888 - Lang Brothers
Right of Way (Multnomah)
0.15 acre

Greggs Creek-Wedderburn Section of the Oregon Coast Highway

R 21342 - S. O. Newhouse
Right of Way (Curry)
0.70 acre

R 21345 - Martin Prevics
Right of Way (Curry)
Parcel No. 1 - 1.43 acres
Parcel No. 2 - 0.025 acre

R 21766 - Walter H. Hines
Right of Way (Curry)
1.5 acres

R 21767 - Charles M. Gray
Right of Way (Curry)
Parcel No. 1: 22.0 acres
Parcel No. 2: 7.86 acres

R 21768 - Louis Colvin
Right of Way (Curry)
9.4 acres

Greggs Creek-Wedderburn Section of the Oregon Coast Highway

R 21773 - Houston Barton
Right of Way (Curry)
1.96 acres

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Greggs Creek-Wedderburn Section of the Oregon Coast Highway (cont.)

R 21885 - William H. E. Coffman
Right of Way (Curry)
10.8 acres

R 21889 - Nolan L. Chenoweth
Right of Way (Curry)
0.54 acre

R 21893 - Paul H. Connet
Right of Way (Curry)
13.6 acres

R 21895 - Kate L. Bailey
Right of Way (Curry)
Parcel No. 1: 12.0 acres
Parcel No. 2: 16.5 acres

R 21896 - Ruby A. Bailey
Right of Way (Curry)
25.0 acres

R 21899 - Robert M. Knox
Right of Way (Curry)
37 acres

R 21998 - Lynn Taylor
Right of Way (Curry)
0.1 acre

R 21999 - Harris Kennedy
Right of Way (Curry)
0.11 acre

Vale-Cairo Section of the Central Oregon Highway

R 20230 - Harry Fukiage
(Malheur)
Parcel No. 1: 13.43 acres for Gravel Pit
Parcel No. 2: 0.99 acre for Roadway

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Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway

L 2193 - Robert Neagle Forrest, et al
New resolution required for change of location of accesses

The Commission approved the request by adopting the attached resolutions relative thereto marked EXHIBITS "K-1" through "K-5 ", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein. (Re item R 21986, the Commission instructed the Chief Counsel not to start a condemnation action now if the contractor does not intend to use this quarry. See additional minute entry ahead.)

The Commission considered and approved the Chief Counsel's written report of cases which have been tried by his office since the May meeting of the Commission as follows:

1. State vs Searcy R. Binford, et al, L 2081: Negotiations had been made by the State on the basis of $45,000 for the property, whereas, the defendants demanded $100,000. The jury awarded $47,500 plus attorney's fees in the amount of $2,500.

2. State vs W. M. Hubbs, et ux, L 2082: The State offered $1,731 for this property, whereas, the defendants demanded the sum of $5,000. The jury returned a verdict in the amount of $5,000 plus $830 attorney's fees.

3. State vs Vera H. Redenbaugh, L 1969: The State offered $6,300 for this property, whereas, the owners demanded the sum of $28,464.50. The jury awarded the sum of $8,400 plus attorney's fees in the amount of $600.

4. State vs Stephen J. Spoerl, L 1970: An offer in the amount of $5,150 was made, whereas, the defendants demanded the sum of $29,029. The jury awarded a verdict in the sum of $22,500 plus attorney's fees in the sum of $2,750.

5. State vs Superbilt Manufacturing Company, Inc., L 1799: The State offered $150,000 for this property, whereas, the defendants demanded the sum of $500,000. The jury returned a verdict in the amount of $385,000 plus $30,000 for attorney's fees. (In connection

with this case, the Chief Counsel requested authority to appeal the Court's decision to the Supreme Court as he felt that errors had been made in the Lower Court's admitting of certain evidence. The Commission approved the appeal.)

6. State vs Yaquina Bay Dock and Dredge Company, L 1878: The State sought to collect the sum of $7,283.50 for damage to bridge traffic adjacent to the Yaquina Bay Bridge. The State moved for a voluntary nonsuit which the Court granted and which will permit refiling of the case.

7. State vs Verlin E. McCarthy, et al, L 2129: An offer was made in the amount of $1,650 whereas, the defendants demanded $16,364.70. The jury returned a verdict in the sum of $6,373.10.

8. State vs Emily E. Butterfield McKeraghan, et al, L 2064: An offer in the amount of $6,000 was made, whereas, the defendants demanded the sum of $15,000. The jury returned a verdict in the sum of $12,000 plus $1,200 attorney's fees.

9. State vs James Baker, et ux, L 1960: The sum of $8,625 was offered, whereas, the defendants demanded $17,500 for the property. The jury returned a verdict in the sum of $7,000.

10. Truck Sales and Service Company vs State, L 2155: The jury awarded a verdict in the sum of $19,000.

11. State vs Paul L. Kertes, et al, L 2019: The State offered $1,500 for this property, whereas, the defendants demanded the sum of $73,000. The jury returned a verdict in the sum of $7,500 plus $900 attorney's fees.

12. State vs Paul M. McFarland, et ux, L 2159: An offer of $1,000 was made for the property, whereas, the defendants demanded the sum of $4,500. The jury returned a verdict in the sum of $2,250 plus $400 attorney's fees.

13. State vs Roy F. Hobby, et al, L 2130: An offer in the amount of $11,226 was made for this property, whereas, the defendants demanded the sum of $20,300. The jury returned a verdict in the amount of $15,357.51 plus attorney's fees in the amount of $1,500.

(For further details concerning the Chief Counsel's report of cases tried, see

copy of his letters of June 16 and 18, 1954, in the General Files.)

The Commission also considered and accepted the Chief Counsel's report of pending court cases settled since the Commission meeting of May 11 and 12, 1954, as follows:

1. State vs Myrle A. Strachan, et al, L 2225: The defendants demanded the sum of $9,700. Settlement was made for $9,500.

2. State vs William Perini, et ux, L 2214: Appraisals for this property showed a valuation between $1,018.50 and $1,727.50. The settlement was secured in the amount of $1,500.

3. State vs Walter S. Tracey, et al, L 2196: The sum of $4,800 was offered and settlement was made for the sum of $5,650 plus replacing two roadway connections.

4. State vs Peter K. Kuiper, et al, L 2218: The sum of $2,300 was offered and a settlement finally agreed upon for the sum of $2,750.

5. State vs T. H. DeArmond, et ux, L 2037: An offer in the amount of $17,510 was made, whereas, the defendants demanded $23,000. Settlement was agreed upon for the sum of $20,000 plus removal of a detour road.

6. State vs James J. Forkan, et ux, L 2113: An offer in the sum of $1,000 was made, whereas, the defendants demanded $2,500. Settlement was made for $1,400.

7. State vs John Zak, et ux, L 2205: The sum of $610 was offered and a settlement finally made for that amount.

8. State vs Paul P. Vanderzanden, et ux, L 2050: The sum of $5,575 was offered, whereas, the defendants demanded $17,600 including attorney's fees. Settlement was agreed upon for the sum of $7,500.

9. State vs Joseph Meeusween, et ux, L 2049: An offer in the sum of $5,000 was made for the property and a settlement

agreed upon in the sum of $7,000.

10. State vs Ernest Behrman, et ux, L 2042: An offer for $4,299 was made, whereas, the defendants demanded $7,500 plus $750 attorney's fees. Settlement was reached for the sum of $5,000.

11. State vs Efem Warehouse Company, L 2110: The sum of $5,000 was offered for this property, whereas, the defendants demanded $12,500. Settlement was reached for the sum of $8,000.

12. State vs Charles W. Koyl , et al, L 1935: An offer in the sum of $13,000 was made which was rejected by the defendants who asked the sum of $17,000. Settlement was reached for the sum of $17,500 including the taking of three additional acres.

13. State vs A. G. Lewis, et al, L 2195 to recover $211, the cost of repairing a State Highway Department vehicle. Settlement in the amount of $150 was agreed upon.

14. State vs Ivan T. Skyrman, et al, L 2124: The sum of $7,202 was offered for this property, whereas, the defendants demanded the sum of $14,000. Settlement was reached for the sum of $7,900.

15. State vs Milton D. Tarlow, et al, L 1800: An offer in the amount of $16,500 was made in 1951 which offer was rejected by the defendants who demanded the sum of $30,000 plus $3,000 attorney's fees. Settlement was finally agreed upon in the amount of $16,500 plus attorney's fees.

16. State vs Yaquina Bay Dock and Dredge Company, L 1878 to recover $7,283.50 which is the amount of damages to bridge dolphins adjacent to Yaquina Bay Bridge caused when the ship, "Joseph Aspiin", collided with the dolphins during April 11, 1948. The case came up for trial on June 17, 1954, and resulted in a voluntary nonsuit. A compromise settlement in the amount of $3,500 was agreed upon.

(For further details concerning the above-listed report of cases settled, see copy of the Chief Counsel's letters of June 18, June 22, and June 28 in General Files.)

June 23, 1954

The Commission considered and confirmed offers recommended by the Chief Counsel for acquisition of real property required for various highway purposes, which offers were tendered to the owners prior to the commencement of condemnation proceedings in conformity with authority granted by the Commission in its resolution adopted December 20, 1951:

Salem By-Pass-Jefferson Junction Section of the Pacific Highway East

R 20453 - Owner: Louis C. Lorenz, et ux. 0.14 acre for right of way. Amount of offer $2,600.00. Authorized by Commissioner McIver on June 4, 1954.

Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway

R 21351 - Owner: C. O. Van Kleeck, et al. 1,350 square feet for right of way. Amount of offer $617.00. Authorized by Commissioner McIver on June 4, 1954.

Booth Ranch-Myrtle Creek Section of the Pacific Highway

R 21866 - Owner: J. O. Ledgerwood, et al. 7.16 acres for right of way. Amount of offer $9.600.00. Authorized by Chairman Chandler on June 18, 1954.

Frontage Road-McLaughlin Boulevard Section of the Pacific Highway East

R 21904 - Owner: Alameda Snyder. 7,820 square feet for right of way. Amount of offer $1,350.00. Authorized by Commissioner McIver on June 4, 1954.

R 21903 - Owner: Elizabeth J. Shackelford. 225 square feet for right of way. Amount of offer $300.00. Authorized by Commissioner McIver on June 4, 1954.

Sherman Junction-Willowdale Section of the The Dalles-California Highway

R 21843 - Owner: John G. Bolter, et al. 1.45 acres for right of way, and 0.55 acre for excess taking. Amount of offer $9,375.00. Authorized by Chairman Chandler on June 18, 1954.

The Commission considered and approved the following offers in condemnation cases heretofore authorized for acquisition of real property required for various highway purposes, as recommended by the Chief Counsel:

	Recommended Offer
Tualatin River-Middleton Section of the Pacific Highway West	
R 19695 - Magdalena Krause Right of Way (Washington) 1.416 acres	$1,557.00
Sylvan Section of the Sunset Highway	
R 20694 - George Harold Raab Right of Way (Multnomah) 125 square feet	$ 200.00
Hayesville Junction-Wilsonville Junction Section of the Pacific Highway East	
R 21349 - R. A. Forkner (Marion) Parcel No. 1: 0.44 acre for Right of Way Parcel No. 2: 0.10 acre for Right of Way Parcel No. 3: 0.03 acre for Slope Easement	$6,335.00
R 21541 - Elmer F. Gaska Right of Way (Marion) 0.22 acre	$4,000.00

The Chief Counsel reported that the Attorney General, after having made a study of various legal positions in the State, made a revaluation of the responsibilities of several legal positions in the Highway Department and approved adjustments with respect to 11 members of the Legal staff, resulting in a total increase of $302 per month. He recommended, and the Commission approved such increases as follows, effective July 1, 1954:

Position Title	Attorney Assigned to Position	Attorney Grade 7-1-54	Present Monthly Salary	Proposed Monthly Salary
Chief Counsel	C. W. Enfield	VI	$700.00	
Assistant Counsel	Robert L. May, Jr.	VI	590.00	$610.00
Chief, Trial Section	Leonard I. Lindas	VI	630.00	651.00
Chief Options--RR--Puc Section	J. W. DeSouza	V	610.00	630.00
Trial Attorney	Charles Peterson	V	570.00	610.00
Chief, Office Section	George E. Rohde	IV	513.00	551.00

Chief, Title Section	Fred A. Morgan	III	$459.00	$495.00
Trial Attorney	Ralph Wyckoff	IV	551.00	590.00
Trial Attorney	Frank C. McKinney	IV	513.00	551.00
Office Attorney				
Office Attorney	Owen McAdams	III	459.00	477.00
Office Attorney	John C. McLean	I	410.00	426.00
Office Attorney	Leslie Hampton	I	394.00	410.00
Title Attorney				

The Chief Counsel reported briefly concerning cases that have been filed against the State for the purpose of collecting damages resulting from the Vanport flood in May, 1948. He stated that to date 42 separate cases have been filed demanding payment of damages totaling $1,551,990.33. Motions to quash the claims, he said, have been filed against the first 15 cases introduced, and all avenues of possible defense, both legal and factual, are being explored and every effort will be made to protect the State's interests. The Commission accepted the report. (For details concerning the various plaintiffs and the amounts claimed by them, see copy of the Chief Counsel's letter report of June 17, 1954, in the General Files.)

The Chief Counsel also reported that the following court actions have been filed against the State:

1. Natt McDougall Company vs State of Oregon, by and through its State Highway Commission, L 2189.

2. R. A. McFerran vs State Highway Department, AIS 53-140.

3. Harry Perkins, et ux, vs State of Oregon, L 2235.

The Commission accepted the report.

Authority to commence legal proceedings against Kimper Felt Gregg, CAO-54-17 to collect damages caused a state vehicle was requested by the Chief Counsel. He said that Mr. Gregg damaged a state truck which was towing a snow plow and that the State driver was not at fault. He also said that Mr. Gregg has not replied to letters and that his insurance company has rejected the claim. The Commission authorized commencement of legal proceedings to collect.

Abandonment of two claims which have been determined as uncollectible was recommended by the Chief Counsel. It appears that in the case of Matthew J. Pasetta CAO-54-31, Mr. Pasetta had presented evidence that he was not in Oregon at the time a State Highway Department vehicle was damaged while ploughing snow, so the claim against him has been abandoned, it being purely a case of mistaken identity. In the case of John Fitzgerald, CAO-54-65, in which a State Highway Department vehicle collided with the rear of a vehicle operated by Mr. Fitzgerald, the insurance carrier for Mr. Fitzgerald requested

that a bill be submitted for repairs to the state vehicle whereupon his insurance carrier rejected the claim and it was abandoned by the State. The Commission accepted the report.

The matter of granting to Beulah P. Moore an easement of access across Depoe Bay Ocean Wayside State Park was discussed by the Commission. The Chief Counsel stated that Mrs. Moore intends to construct a building, patio, and other facilities to house a gift shop and outdoor exhibits and has requested that the existing pedestrian access be widened for her use, and that it be extended a further distance along the southerly boundary of the park near the Depoe Bay Bridge. The widening, he stated, will necessitate further cutting of the masonry wall which divides the park from the highway and the sidewalk; further, that construction, repair, and maintenance of the proposed access is to be at the sole cost and expense of Mrs. Moore. This matter, he stated, has been considered by the State Parks Superintendent and the Engineering Department and has been approved by them. He recommended that it be approved by the Commission. The Commission adopted the recommendation.

Upon the Chief Counsel's favorable recommendation, the Commission approved out-of-State travel expense in amount $151.05, incurred by Charles Peterson, Assistant Attorney, who went to Los Angeles May 21-24, 1954, in connection with the case of the State vs Superbilt Manufacturing Company. The Commission also authorized Mr. C. W. Parker, Property Manager, to go to San Francisco, Los Angeles, and Sacramento during July, 1954, to study California methods of handling state surplus properties. The estimated cost of this trip is $176.40.

The Chief Counsel requested authority to employ C. William Dobson as an attorney in his office at a salary of $442 per month to fill a vacancy caused by a recent resignation. The Commission approved the request.

The Chief Counsel presented for consideration an exchange of easements with The California-Oregon Power Company concerning their property on the Grants Pass-Murphy Section of the Williams Secondary Highway in Lot 15, Section 31, Township 36 South, Range 5 West, W. M., in Josephine County. He explained that in connection with construction of that highway section, it is necessary for the Power Company to move its transmission pole line. The exchange of easements, he stated, provides that the Power Company shall transfer to the State an easement for power facilities that it acquired from Eva C. and Gertrude C. Lewis, and the State shall convey to the corporation a similar easement on which to reestablish its power lines and other facilities. He recommended approval of the exchange of easements. The Commission accepted the recommendation.

The Assistant Counsel, Mr. R. L. May, Jr., brought up the matter of granting additional points of access to Mr. Winston W. Chambers on the Rinehart Creek-Frankport Unit of the Frankport-Euchre Creek Section on the Oregon Coast Highway in Curry County. He explained that the Commission at the previous meeting authorized payment of $10,529 to Mr. Chambers for land to be used as right of way for the highway improvement, being a strip two or three miles long, and Mr. Chambers, in order to accommodate his property holdings, has requested

five points of access. He said that the matter has been carefully investigated, and that he can recommend the granting of three of the access points but not the others. The Commission accepted the recommendation.

The Commission unanimously approved the award of the following contracts as reported by the Engineer:

1. Grading and surfacing the Lewisburg Loop Section of Armstrong Lane and Dickinson County Roads in Benton County. Bids received April 1, 1954. Conditions of award satisfied May 14, 1954. J. R. Taggart, Salem, contractor.

2. Grading and paving the St. Helens-McNulty Creek Section of Old Portland County Road and Gable Road connection in Columbia County. Bids received April 1, 1954. Conditions of award satisfied May 14, 1954. Parker-Schram Company, Portland, contractor. (Combination bid with Tide Creek-St. Helens Project.)

3. Grading and paving the Tide Creek-St. Helens Section of the Columbia River Highway in Columbia County. Bids received April 1, 1954. Conditions of award satisfied May 14, 1954. Parker-Schram Company, Portland, contractor. (Combination bid with St. Helens-McNulty Project.)

4. Grading the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County. Bids received April 1, 1954. Conditions of award satisfied May 14, 1954. F. L. Somers and George R. Stacey, Klamath Falls, contractor.

5. Grading, paving, and bridge construction on Jasper Bridge-Pleasant Hill Section of Springfield-Creswell Highway in Lane County. Bids received April 2, 1954. Conditions of award satisfied May 14, 1954. Acme Construction Company, Eugene, contractor.

6. Grading and paving 6th and Stanley Streets in Amity, Yamhill County. Bids received May 11, 1954. Conditions of award satisfied May 14, 1954. O. C. Yocom Company, McMinnville, contractor.

7. Grading and paving Front Street in Riddle in Douglas County. Bids received May 11, 1954. Conditions of award satisfied May 17, 1954. Roseburg Paving Company, Roseburg, contractor.

8. Paving Monroe, Third, and Washington Streets in Merrill in Klamath County. Bids received May 11, 1954. Conditions of award satisfied May 17, 1954. Asphalt Paving Company, Klamath Falls, contractor.

9. Grading and paving Linn Street in Brownsville in Linn County. Bids received May 11, 1954. Conditions of award satisfied May 17, 1954. P. B. Doherty & Son, Portland, contractor.

10. Grading and paving on Pacific Highway East between Portland and Milwaukie in Clackamas County. Bids received May 12, 1954. Conditions of award satisfied May 17, 1954. K. F. Jacobsen & Company, Inc., Portland, contractor.

11. Construction of One Horse Slough Bridge over Cold Spring Creek on Lebanon-Crabtree Corner Road in Linn County. Bids received May 12, 1954. Conditions of award satisfied May 18, 1954. Orlando C. Bennard, Portland, contractor.

12. Oiling West Unit, Alicel Junction-Cove Section of Lower Cove County Road in Union County. Bids received May 11, 1954. Conditions of award satisfied May 18, 1954. Russell Olson Construction Company, Inc., Pendleton, contractor.

13. Grading and oiling Burns Corner-Lewisville Section of Burns Corner-Suver County Road in Polk County. Bids received May 12, 1954. Conditions of award satisfied May 18, 1954. Fred Rouse and Henry H. Miller, Salem, contractor.

14. Grading, paving highway and city streets in Condon in Gilliam County. Bids received May 11, 1954. Conditions of award satisfied May 20, 1954. Coast Blacktop Paving Company, Bend, contractor.

15. Grading and oiling East Unit, Rock Creek-Haines Section of Rock Creek County Road west from Haines in Baker County. Bids received May 12, 1954. Conditions of award satisfied May 20, 1954. Stephens & Carnes, Junction City, contractor.

16. Construction of OP and ER Overcrossing on Pacific Highway near Cottage Grove in Lane County. Bids received May 11, 1954. Conditions of award satisfied May 26, 1954. Central Heating Company Oregon Ltd., Eugene, contractor.

17. Grading and oiling Hy-Line Road Section of Hy-Line County Road between Weiser and Payette Spurs in Malheur County. Bids received May 11, 1954. Conditions of award satisfied June 1, 1954. C. E. Leseberg, Nyssa, contractor.

18. Grading and paving Willamette Junction-Walker Mountain Road and Chemult-Beaver Marsh Units, on The Dalles-California Highway in Klamath County. Bids received May 12, 1954. Conditions of award satisfied June 7, 1954. Rogers Construction, Inc., Portland, contractor.

19. Grading Modoc Point-Barkley Springs Slope on The Dalles-California Highway in Klamath County. Bids received May 12, 1954. Conditions of award satisfied June 8, 1954. F. O. Laws, Salem, contractor.

20. Paving Pacific and Hillside Avenues in Brookings in Curry County. Bids received May 12, 1954. Conditions of award satisfied June 14, 1954.

K. F. Jacobsen and Company, Inc., Portland, contractor.

21. Construction of Banfield Expressway Undercrossing of 47th Avenue, Portland, Multnomah County. Bids received May 12, 1954. Conditions of award satisfied June 15, 1954. Schrader Construction Company, Portland, contractor.

22. Rock base, oiling, and crushed materials in stockpile on Big Eddy-Rufus Section of Columbia River Highway in Wasco and Sherman Counties. Bids received May 11, 1954. Conditions of award satisfied June 21, 1954. Rogers Construction Company, Portland, contractor.

The Engineer reported that the truck-hauling of heavy loads of cinders on the road to Round Butte in the Cove Palisades State Park has damaged the oil portion of the roadway to such an extent that in order to protect and preserve the same, it is necessary to reduce the maximum permissible weight of vehicles operating upon the road to a maximum weight of 4,000 pounds upon any single axle, 7,000 pounds upon any tandem or dual axle, and 10,000 pounds maximum gross weight upon any vehicle or combination of vehicles, and he so recommended. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported the lifting of the load restrictions heretofore in effect on the following highway sections, and that reduced load limit signs have been removed:

1. West Diamond Lake Highway from M. P. 1.00 to M. P. 23.89, effective 8:00 a.m. Tuesday, May 18, 1954.

2. Crater Lake North Highway from M. P. 0.00 to M. P. 5.29, effective 8:00 a.m. Tuesday, May 18, 1954.

3. Weston-Elgin Secondary Highway from M. P. 8.00 to M. P. 37.9, effective 8:00 a.m. Monday, May 17, 1954.

The Commission accepted the report.

The results of receiving bids in Salem on June 14, 1954 for the purchase of scrap material stored at the Astoria-Megler Ferry Dock in Astoria were reported by the Engineer who recommended acceptance of the offer of the high bidder for each of the items advertised. The Commission adopted the recommendation and so ordered. (For details see tabulation of bids filed in the office of the Secretary under File No. 471, "Miscellaneous Proposals".)

The Commission had under discussion the proposed agreement among the Port of Astoria, Pacific County, Washington, Washington State Highway Department, and Oregon State Highway Department concerning an engineering study for a proposed toll bridge across the Columbia River in the vicinity of Astoria. The agreement among other things provides that each of the participating parties shall contribute $12,500 toward the cost of the survey, which is

estimated to cost a total of $50,000. The agreement as prepared was approved and signed by the Commission on recommendations of the Engineer and the Chief Counsel. It was then delivered to Mr. James R. Bowler, Manager of the Port of Astoria, who was present, for further handling, with the understanding that at least one fully executed copy of the agreement shall be furnished the Oregon Highway Department for its records and files.

The Engineer reported, as follows, on items of unfinished business appearing on the Secretary's Summary, dated May 12, 1954:

1. Request of Earl M. Bush for fencing publicly-owned land along US 20 between Sage Hen Hill and Riley Store: The Engineer advised that it has been determined from investigation that such fencing will cost about $16,000. He recalled, however, that in the previous discussion of this matter, the Commission also requested a report on the cost to fence publicly-owned land adjacent to all State Highways. He advised that such investigation is not yet completed and that he will report progress from time to time. He suggested that the item be dropped from the list of unfinished business and that further report on the subject be considered as new business. The Commission approved the suggestion.

2. Request of Gold Beach Rotary Club for establishment of a state park adjacent to US 101 in the vicinity of Gold Beach: The Engineer recalled that the Commission at a previous meeting deferred action on this matter, pending Chairman Chandler's inspection of the premises and consultation with local people. Chairman Chandler advised that he has not yet had an opportunity to go into the matter. The item was ordered retained on the list of unfinished business.

3. Report on public swimming without supervision in State Park areas: The Engineer recalled that when this matter was discussed by the Commission at a previous meeting, the main point in question was whether or not swimming in such locations should be allowed if a lifeguard is not present as a protective measure, and that the Commission deferred action for study. The Chief Counsel advised that the State cannot be held liable for failure to provide lifeguards for swimming facilities in our state parks, nor can it be held liable for the negligence of the lifeguards if they were in fact provided, except in cases where an artificial type of pond is furnished. In case the State should furnish a swimming pool, diving board, or facilities of that nature, then, he said, it is the duty and obligation of the State to see that they are properly taken care of. Other than that, the State assumes no obligation and the posting of warning signs, in his estimation, is all that is required. In view of this information, the Commission decided unanimously to continue as in the past in handling matters of this kind. The item was ordered deleted from the list of unfinished business. (The Parks Superintendent brought this matter up for further discussion later in the session, at which time the Commission verified its decision. See paragraph ahead.)

4. The question of granting additional commercial access to Mrs. McCabe on US 97 in the community of Lapine, Deschutes County: The Engineer advised that Mrs. McCabe previously had access to the old highway at this point, and he suggested in view thereof that the Commission

give her the access that she now requests so as to serve her lessee, Union Oil Company Service Station, provided she gives the State clear title to right of way that is needed from her and will accept as compensation therefor the sum of $392.97, the amount mentioned in the original option. Chairman Chandler pointed out that the granting of new accesses in cases of this kind are contrary to the established policy of the Commission; however, it appeared to him that this is an unusual case, particularly due to the fact that Mrs. McCabe had access to the highway in the past. He, therefore, stated that he would offer no objection to the granting of the access for which she has made application. As a result of discussion, motion was made by Commissioner Reynolds that Mrs. McCabe's request for additional commercial access be granted on the basis of the Engineer's suggestion. The motion was seconded by Commissioner McIver and received the unanimous vote of the Commission. The item was ordered deleted from the list of unfinished business.

5. Proposed legislation to be submitted to the next state legislative assembly which meets in January, 1955: The Chief Counsel advised that six proposed bills had been drafted as previously reported and that one additional bill is now in process of preparation. He explained that this bill concerns the Commission's control over highway property, particularly with regard to an individual's right to file a mining claim on property owned by the State. The Commission accepted the report. There followed discussion of the need to increase the state gasoline tax. The Engineer advised that he is studying this matter and will present a written report to the Commission within the next few days so the Commission can decide whether or not to ask for the increase. He requested authority from the Commission to pass along to the Highway Interim Committee information as to the need for the increase. The Commission approved the request. This item is to be deleted from the list of unfinished business.

6. Payment of premium for insurance purchased in favor of the Medford Irrigation District as protection against liability arising from reestablishment of an irrigation ditch necessitated by construction of the Medford-County Farm Section of the Pacific Highway: The Engineer recalled that this matter was referred to Commissioner Reynolds at the last meeting with power to act, and he gave as his understanding that after consulting with the Chief Counsel, Commissioner Reynolds approved payment of the premium with highway funds. Commissioner Reynolds confirmed the understanding, whereupon the item was ordered deleted from the list of unfinished business.

7. Alleged promise to construct a footpath along US 20 through the City of Toledo: The Engineer stated that pursuant to instructions from the Commission at the previous meeting, he has studied this matter and has ascertained that such a footpath will cost about $4,500. He recommended approval of the project for construction this year as a minor betterment project to be financed with unobligated funds, particularly in view of the fact that the footpath was promised some years ago, but was not built because of wartime conditions. The Commission approved the report and recommendation. The item is to be removed from the list of

unfinished business.

8. Suggestion of Mr. James E. Taggart, Hermiston, for designation of a highway route number for a section of old US 30 between Stanfield and Umatilla through Hermiston: The Engineer advised that he cannot at this time recommend that this short section of highway be given a route number. He suggested that the assignment of a number be deferred until the Umatilla River Bridge across the Columbia River is completed and after consulting with officials of the Washington State Highway Department inasmuch as it will involve assignment of a similar number to a highway section in that state. The Commission adopted the recommendation and ordered the item deleted from the list of unfinished business.

9. Request of residents of Lyons and Mehama for a pedestrian sidewalk on the bridge over the North Santiam River at Mehama: The Engineer recalled that this matter was discussed by the Commission at a previous meeting and was referred to him for further investigation as to cost and feasibility. He estimated the cost of a sidewalk four feet wide at $6,200 and one three feet wide using untreated timbers at $4,000. The Commission authorized construction of a sidewalk three feet wide on one side of the bridge only at $4,000. The item was ordered deleted from the list of unfinished business.

10. Request of Oregon State Board of Aeronautics that airplanes be permitted to land on designated sections of the Oregon beaches at certain predetermined times: The Engineer recalled that Mr. Earl Snyder, Board Director, appeared before the Commission at the previous meeting and presented the request personally, but action was deferred for study. The Chief Counsel rendered a written report on the subject outlining the Commission's legal authority to do what the Board of Aeronautics requests. In his report he stated that he could find no statute that would give the Commission such authority, and, in his opinion, it would be necessary that each application for each landing strip be considered on its own merits and in strict conformity with the procedure outlined in the law covering such purposes. As a result of discussion, the Commission decided unanimously not to authorize the landing of airplanes on the ocean beaches, thus confirming action previously taken on this same matter. The Commission ordered the item removed from the list of unfinished business.

11. Request of delegation from Grass Valley for improvement of US 97 through their city: As instructed by the Commission at the previous meeting, the Engineer reported on the cost to construct pavement full width between curbs. He stated that the City constructed concrete curbs about two years ago on grade lines furnished by the Highway Department, and that such curbs are in good condition. He estimated the cost of paving the area between the curbs at $15,000 and recommended approval of the project, bids to be received at the next regular meeting of the Commission. The Commission approved the recommendation unanimously. The item was ordered deleted from the list of unfinished business.

In the discussion of this matter the question arose whether or not the per-

manent highway alignment will by-pass the City of Grass Valley. The Engineer stated that studies are now being made for a permanent line which probably will by-pass this town; however, construction of such highway is not contemplated for a number of years in the future, so improvement of the present highway through the town is in conformity with the Commission's established policy.

12. Request of Willamina Chamber of Commerce for improvement of the Salmon River Highway through Willamina: Pursuant to instructions from the Commission at a previous meeting, the Engineer reported that the cost to construct storm sewers, curbs, and pavement widening on a 0.32-mile section in Willamina is estimated at $35,000. He recommended approval of the improvement and that he be authorized to advertise the project for bids to be received at the next meeting of the Commission. The Commission approved the recommendation. The item was ordered deleted from the list of unfinished business.

13. Request of Deschutes County Court for elimination of some crooked sections and replacement of two one-way bridges on US 126 between Redmond and Sisters: The Engineer requested authority to make a location survey for modernization of this highway. The Commission approved the request unanimously and ordered the item removed from the list of unfinished business.

14. Proposed acquisition of land from the Pacific Power and Light Company as an addition to Wallowa Lake State Park: This item was reported on by the State Parks Superintendent earlier in the session but no action was taken because of uncertainties that developed in discussions with the Power Company with respect to the leasing of its property. The Commission ordered the item retained on the list of unfinished business.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Chairman Chandler reported that during the luncheon period he received information that a dangerous condition exists on The Dalles-California Highway about three miles south of Bend, where numerous accidents have occurred because of the slippery condition of the pavement when it rains. The Deputy Engineer stated that he also had received reports to the same effect and that investigation revealed the reports to be well-founded. He further stated that he had ordered the section reoiled and sanded, and warning signs erected; also that he would continue to watch the conditions closely and if this treatment does not prove satisfactory, then a non-skid surface will have to be applied.

The Commission discussed a request from the City of Taft for installation of a "stop light" on US 101 at the point where fire equipment enters the highway in answering fire calls. The Engineer recommended denial of this re-

quest because past experience indicates that a surprise signal such as this one would accentuate the accident rate. He gave as his considered opinion that with proper use of the siren and perhaps personal aid from one of the firemen, there would be no difficulty in the fire equipment getting onto the highway with minimum loss of time. The Commission adopted the recommendation.

A letter from Mr. C. Walton Larue, President of Pinehurst Improvement Association, protesting the Commission's previous denial for street lighting at the intersection of Jamieson Road and Bertha-Beaverton Highway had the attention of the Commission. The Engineer advised that upon receipt of this letter, further investigation was made which disclosed that during the past six years there has been only one accident during the hours of darkness at this intersection, and the average daily traffic on Jamieson Road is only 287 vehicles. The accident record and volume of traffic, he said, do not in any manner warrant illumination of the section, and he again recommended that the request be denied. The Commission adopted the recommendation and so ordered.

A request from Mr. James Nevin, Coquille, for installation of a stock pass on US 101 between Coquille and Bandon was presented. The Engineer estimated the cost of such a cattle pass at $2,500, and he recommended approval of the expenditure inasmuch as the conditions prevailing at the point where Mr. Nevin's cattle cross the highway are such that the cattle pass is warranted. Moreover, it would have been recommended some time ago when others in this vicinity were authorized, had Mr. Nevin made application for the same. The Commission unanimously approved construction of the cattle pass.

A request from Mr. A. C. Pierce, President of Pierce Freight Lines, Inc., Medford, for pavement of Boyd Street which connects the two streets that form the one-way street couplet on US 99 near the southerly limits of Medford, was presented. The Engineer recommended that the request be denied because in his estimation the obligation to pave the street belongs entirely with the City of Medford. He recalled that the same improvement was previously requested by the City and that the City was told that it is not a state obligation. The Commission adopted the Engineer's recommendation.

The Engineer requested authority to advertise for bids for grading the Olds Ferry-Ontario Section of US 30 on the survey alignment that was adopted by the Commission at a previous meeting. He advised that the plan is to finance the project with $665,000 of available bond funds, $600,000 of unobligated Federal Aid funds, and $305,000 of state matching funds, totalling $1,575,000. He explained that plans for the project are prepared and that the project can be advertised for bids at the next meeting of the Commission if the Commission approves. As a result of discussion, the Commission unanimously approved the project and authorized contracting the same at the earliest possible time.

The Engineer reported that in constructing the Sylvan Traffic Interchange on the Sunset Highway near the western limits of the City of Portland, it has been found necessary to relocate a considerable portion of a 4-inch water pipe line belonging to the Sylvan Water District. Some of the pipe line, he said, is on public right of way and some is on privately owned right of way, and the Water District has offered to pay fifty percent of the cost to reestablish it. He further explained

that there are approximately 1,050 feet of water main involved and that the cost to reestablish it is estimated at $2,625 of which, on a fifty-fifty basis, the State's share would amount to $1,312.50. He recommended approval of the payment of one-half of the cost of relocating the water main with the understanding that the State's share is not to exceed $1,312.50. The Commission adopted the recommendation and so ordered.

The Commission considered a request from Mr. David C. Koester, City Manager of Baker, for installation of a traffic signal on Broadway Avenue (US 30) at its intersection with Fourth Street in the City of Baker. The Engineer advised that investigation reveals there is insufficient warrant for a signal at this point considering both vehicular and pedestrian traffic volume. During a 16-hour period of count, he said, 966 pedestrians crossed Broadway Avenue, of which 532 crossed during the noon hour and consisted mostly of school children. He recommended that the request for traffic signalization be denied, and he further recommended that a school crossing signal be installed if the City will bear the entire cost of the same, it being the Commission's present policy not to cooperate financially in the installation of purely school or pedestrian signals located within the limits of incorporated communities. The Commission adopted both recommendations, and ordered that the City Manager be so informed.

The Commission also discussed another letter from Mr. David C. Koester, City Manager of Baker, requesting information concerning the widening of Tenth Street and a portion of Broadway in their City as the route of US 30. Commissioner Reynolds pointed out the uncertainties that exist with regard to the permanency of the Tenth Street routing of the highway. The Engineer recalled that the estimated cost of the improvement requested is $135,000, of which the City might contribute $24,000, being the cost of curbs. He further stated that when the City first requested the improvement it was advised that there are insufficient funds available to finance the project even with the proposed city cooperation. He pointed out that so far as finances are concerned, the matter is in status quo, there being absolutely no funds available at the present time to meet the State's share of the expense. In the discussion that followed, Commissioner Reynolds suggested that the project be denied because there is no money available to finance it. The suggestion was adopted by unanimous vote of the Commission.

The Engineer brought up for discussion the procedure being followed in the programming of Federal Aid Secondary Highway funds to be utilized in financing county road improvements. He recommended continuation of the present plan of 60 percent Federal funds, the balance to be paid 50 percent by the State and 50 percent by the county which plan, he said, has proven quite satisfactory and in general is well-liked by the county officials, notwithstanding that it will necessitate an additional $143,000 of state matched funds annually. He gave as his feeling that the additional cost of matching monies is justified from a public relations standpoint. The Commission approved the recommendation unanimously and so ordered. (For details see copy of the Engineer's report, dated June 2, 1954, to the Oregon State Highway Commission in the General Files.)

The Commission discussed and unanimously approved easement and construction agreements with the Oregon Pacific and Eastern Railway Company coverir.g construction of an overcrossing on the revised location of the Pacific Highway southerly and easterly from Cottage Grove in Lane County.

The Engineer reported on a request from Mr. E. S. Erskine, Owner of the Erskine Lumber Company, Swisshome, for improvement of a section of the Siuslaw Highway in the vicinity of Consumers Cooperative Mill, west of Swisshome, by elimination of alleged hazards due to a narrow roadbed and sharp curvature. He said that this matter has been investigated by the Traffic Engineer whose findings indicate that improvement of a short section of this highway near the mill is justified. He recommended the widening of the roadbed six feet on the inside for a distance of approximately 300 feet in the vicinity of the mill, and advised that such improvement will provide shoulder width and will improve the sight-distance sufficiently to take care of the situation. He estimated the cost of the work at $3,000 and advised if the Commission approves the project, that the work will be performed by state forces as a minor betterment project under next year's budget. The Commission approved the project on the basis of the recommendation.

The Commission discussed the advisability of participating with the City of Portland in improving conditions at the west end of the Sellwood Bridge where it connects with the Oswego State Highway. The Engineer advised that there has long been somewhat of a traffic congestion at this place and that a plan has been evolved by Engineers of the Highway Department in conjunction with others from the City of Portland which will materially aid in eliminating the hazard. The estimated cost of the work involved, he said, is $10,400, and the City of Portland will perform the work with its own forces if the State will pay fifty percent of the cost. He declared that this is a needed improvement, and he recommended approval of the project on a 50-50 basis with the City, the State's share to be one-half of the total cost but not to exceed $5,200. He exhibited a map showing the proposed plan. The Commission adopted the recommendation unanimously.

The Engineer brought up for discussion the acquisition of land acquired from the Bonneville Power Administration as right of way for widening the Salem-Willamina Highway along the frontage of the Bonneville Power Administration substation, a short distance west of Salem. He advised that the Bonneville Power Administration is contemplating considerable improvement on its property and wants to know how much of its property is needed as right of way when the highway is improved. He said that the present right of way is narrow and is wedged between the substation and the railroad tracks, and that in order to provide a minimum four-lane highway an additional strip of land ten feet wide must be acquired through the Bonneville property. The Bonneville Power Administration, he said, has indicated its willingness to sell this land for a nominal amount, but requests that the highway be widened now to permit them to properly slope their property where it fronts on the highway. He estimated the cost of doing the widening work at $2,000. He recommended acquisition of the right of way and performance of the widening work as a minor betterment project. The Commission approved the recommendation.

A request was presented from Mr. James E. Taggart, Chairman of the Roads Committee of the Hermiston Chamber of Commerce, for installation of a flashing beacon at the intersection of US 30 and the Hermiston Highway at a place known as "Bucks Corner". The Engineer advised that an investigation discloses that this is a four-way intersection with extremely high speeds on US 30. A traffic volume count taken on a typical week day in April revealed 2,035 vehicles entering the intersection, of which 659 entered from the Hermiston Highway. He further advised that there have been a number of accidents at the intersection, but he gave as his feeling that the installation of a flashing beacon at this point would be of no value in preventing them because before-and-after studies of installations previously made along this highway proved to be valueless as an accident prevention measure. He recommended that the request be denied but that there be installed in advance of the intersection oversize signs reading "Junction", calling public attention to the intersection. In view of the facts disclosed by the Engineer, the Commission denied Mr. Taggart's request but authorized the Engineer to install the oversize signs.

The Engineer reported completion of surveys conducted both by the State Highway Department and the U. S. Bureau of Public Roads on the Ukiah-Starkey Section of the Ukiah-Hilgard Secondary Highway in Umatilla and Union Counties. He exhibited a map showing the proposed location which extends from a junction with the Pendleton-John Day Highway near Ukiah, Umatilla County, to a connection with the existing Starkey-Hilgard Secondary Highway about $1\frac{1}{2}$ miles northeast of the town of Starkey, Union County. He advised that the Bureau of Public Roads is planning to call for bids in the near future for construction of a section of this highway within the National Forest, and that right of way must be acquired soon through privately-owned property. He mentioned that there is very little of such right of way, so the securing of options should not take long. He asked the Commission to approve the survey made by the State Highway Department, also that made by the Bureau of Public Roads and to authorize right of way negotiations. After careful consideration, the Commission approved the Engineer's recommendation by adoption of the attached resolutions relative thereto, marked EXHIBITS "C-1" and "C-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer requested authority to proceed with the necessary detailed location survey for relocation of US 30 from a point approximately one and one-half miles east of Meacham to Glover Overcrossing, a distance of 11.36 miles. The proposed routing, he said, is a complete new one not heretofore studied, and is a most excellent one, far superior to any improvement that could be made along the existing line. He explained further details and recommended approval of his request, including authority to prepare right of way descriptions and to do all things necessary to get this project ready for contract letting when funds become available to finance the work. The Commission approved the request unanimously.

The Commission considered and by unanimous vote granted the following requests for extensions of time within which to complete state highway contracts, the Commission's action in each instance being in accord with

the Engineer's recommendation:

1. Parker-Johnson Company, Contract No. 4013 for widening the Cook Overcrossing of the Southern Pacific Railroad on the West Portland-Hubbard Highway, Washington County, requested an extension of time from April 30, 1954 to May 30, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

2. Babler Brothers, Contract No. 3981 for construction of three structures on the Brush Creek-Frankport Unit of the Oregon Coast Highway in Curry Count, requested an extension of time from April 30, 1954 to July 29, 1954 within which to complete this contract. The Engineer recommended that the extension of time as requested be granted without penalty to the contractor. A letter was presented from the Bureau of Public Roads concurring therein.

3. Carl M. Halvorson, Inc., Contract No. 3878 for construction of the Cereghino Overcrossing of the Union Pacific Railroad Company tracks on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from April 30, 1954 to May 31, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted subject to the usual penalty that the contractor be charged with engineering expenses incurred by the State subsequent to the date of completion specified in the contract. A letter was presented from the Bureau of Public Roads concurring therein.

4. Gibbons and Reed Company, Contract No. 3807 for grading the 92d Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from April 30, 1954 to September 7, 1954, inclusive, within which to finish this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

5. Glenn Snook, Contract No. 3905 for construction of four structures on Elkhead Road-Rice Hill Unit on the Pacific Highway in Douglas County, requested an extension of time from April 30, 1954 to July 30, 1954 within which to complete this contract. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

6. LeRoy C. Weideman, Contract No. 3940 for construction of Harris Beach Park Camping Area Facilities in Curry County, requested an additional extension of time from March 30, 1954 to May 15, 1954 within which to finish this contract. The Engineer recommended that the extension of time as requested be granted without penalty to the contractor.

7. Trowbridge Electric Company, Contract No. 4024 for installation of Springfield Traffic Signals in Lane County, requested an additional extension of time from May 30, 1954 to July 15, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

8. Hamilton and Thoms, Contract No. 3962 for construction of the Willow Creek Bridge on the Columbia River Highway in Gilliam County, requested an extension of time from April 30, 1954 to May 30, 1954 within which to finish this contract. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

9. C. C. Meisel, Contract No. 4001 for grading and oil mat surfacing on Grants Pass-Murphy Section of the Williams Secondary Highway in Josephine County, requested an extension of time from May 31, 1954 to July 15, 1954 within which to finish this work. The Engineer recommended that the extension of time as requested be granted without penalty.

10. The Colorado Fuel and Iron Corporation, Pacific Coast Division, Contract No. 4104 for fencing on Deschutes River-Fulton Canyon Section of the Columbia River Highway in Sherman County, requested an extension of time from March 31, 1954 to May 31, 1954 within which to finish this work. The Engineer recommended that the extension of time as requested be granted without penalty.

(For further details regarding the extensions of time listed above, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.) *

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* FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts Nos. 3656, 3772, 3784, 3808, 3857, 3868, 3926, 3927, 3956, 3976, 3983, 3998, 4007, 4009, 4013, 4017, 4026, 4029, 4033, 4042, 4043, 4080, 4085, 4103, 4104, 4113, 4116, 4140, 4142, and 4144 for construction of state highway projects have been completed according to requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. The Commission, after due consideration, accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like

effect as though extended in full herein.

The Engineer reported that the following cities and towns have fulfilled legal requirements for expenditure of State Tax Street Funds accrued to them as follows:

During the first six-month period of 1952:

Cove	$ 763.30

During the last six-month period of 1952:

Condon	$3,209.23
Glendale	2,887.65

During the second six-month period of 1953:

Antelope	$ 210.96
Barlow	263.71
Canyon City	1,786.17
Cascade Locks	2,577.28
Cave Junction	995.05
Chiloquin	2,348.74
Coburg	2,436.64
Columbia City	1,424.01
Condon	3,403.56
Cornelius	3,509.04
Creswell	2,327.64
Dayville	1,005.60
Detroit	963.40
Dufur	1,483.78
Dundee	1,082.95
Estacada	3,340.27
Falls City	2,999.21
Fairview	1,540.04
Fossil	2,267.87
Gearhart	1,997.13
Granite	140.64
Haines	1,128.66
Halsey	1,364.24
Harrisburg	3,030.86
Hines	3,227.76
Hubbard	1,733.42
Huntington	2,577.28
Idanha	1,554.10
Imbler	523.90
Jefferson	2,236.22
Lafayette	2,327.64
Long Creek	1,012.63
Maupin	1,097.02
Monroe	1,272.82

Mosier	$ 910.66
Oceanlake	2,461.25
Phoenix	2,622.99
Port Orford	2,369.83
Prairie City	2,890.21
Sisters	2,542.12
Summerville	256.67
Sumpter	513.35
Taft	1,582.24
Tualatin	871.99
Turner	2,144.81
Wasco	1,072.40

He stated that the plans for the improvements proposed to be financed with the funds under discussion have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission accepted the recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "E-1" through "E-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A letter was presented from the Dufur Chamber of Commerce requesting that consideration be given to the rebuilding of the northern section of US Highway 197 between The Dalles and Dufur, particularly that section from The Dalles to Eight-Mile Creek, approximately five miles in length. The Commission deferred action on this matter pending appearance of a delegation which was scheduled to be present on the following day. (This delegation did not make an appearance, so the matter was not discussed further.)

The Commission discussed briefly two petitions from residents of Philomath and Corvallis regarding proposed improvement of the Corvallis-Newport Highway between Corvallis and Philomath. One of the petitions favored use of the present highway for westbound traffic and construction of an additional highway parallel to the present one and some distance to the south thereof for eastbound traffic, with connecting roads between the two highways for the convenience of local residents between the two towns. The other petition urged reconstruction of the existing highway to accommodate four lanes of traffic on the present 80-foot right of way with a divider strip between the opposing lanes. The Commission discussed the matter briefly but deferred a decision pending appearance of a delegation on the following day. (Following the appearance of the delegation, the Commission adopted a resolution approving the Engineer's recommendation for a divided highway as indicated in the first of the two petitions considered. See ahead for additional minute entry.)

The Commission approved the Engineer's request for authority to spend approximately $2,500 in cooperation with Oregon State College to finance preliminary work in connection with the development of a procedure for determining accurately necessary thickness of base course under pavements. In his

explanation, the Engineer stated that present procedures for evaluating capacity of the subgrades are fairly accurate, but it is necessary to rely principally upon personal judgment in determining the thickness of the base course itself. He pointed out that failure of the base course will cause failure of the pavement, so heretofore he purposely has been very conservative in specifying the thickness of the base course. If a more exact method can be developed that will result in the decrease of even one inch of the average base course thickness, considerable savings will accrue. In fact, the savings in a construction program such as was completed by the Highway Department in 1953 would have amounted to approximately $400,000. He estimated the cost of the preliminary work at $2,500 which, if successful, should be followed by a full-scale field test on a construction project at approximately $13,000 additional.

The Commission discussed a petition from Chambers of Commerce and others of Coos County requesting investigation of the feasibility, possibility, and desirability of constructing a hard-surfaced paved highway northerly from the bridge recently constructed over the Coquille River near Bandon, known as Bullards Bridge, to the southerly end of the Cape Arago State Secondary Highway, Coos County. The Engineer advised that he is now making a reconnaissance survey of the most feasible routes between these points, and he anticipates that his report on this subject will be ready for consideration by the Commission at its next regular meeting. The Commission deferred discussion of this matter pending appearance of a delegation on the following day. (See ahead for additional minute entry.)

The Commission discussed and, upon recommendation of the Engineer, denied a request from Mr. Verner Matthiesen, Ontario, for establishment of a reduced speed zone along US 30 in the vicinity of Vern's Market north of the City of Ontario.

Also denied by the Commission on the recommendation of the Engineer was a request from the Provincial Treasurer, Convent of the Holy Names, Marylhurst, Oregon, for establishment of a 45 or 50-mile per hour speed zone along the Oswego Highway south of Oswego, particularly along a 1.7-mile section thereof which passes the communities of Robinwood, Marylhurst, and Glen Morrie.

The Engineer reported that the State Speed Control Board recently established a 35-mile per hour speed zone on the Oregon Coast Highway through the City of Reedsport. He advised that a school is located at the extreme south city limits of Reedsport, and in order to adequately protect the school and safeguard school children and other pedestrians, it is necessary to extend the reduced speed zone for a short distance south of the south city limits. He recommended that a 35-mile per hour speed zone be established for a distance of 0.10 mile south of the south city limits, particularly between M. P. 226.45 and 226.55. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from the Depoe Bay Chamber of Commerce and the Depoe Bay Booster Club for designation of a 25-mile per hour speed zone along US 101 through the community of Depoe Bay had the attention of the Commission. The Engineer

advised that this matter has been investigated by the Traffic Engineering Department, and it has been determined from the findings that the speed zones now in effect are adequate, being 35 miles per hour through the main part of town and 45 miles per hour approaching the business center, except that the highway should be posted for a lower speed in the vicinity of the school, which is located to the south of the business center, as provided by law. The Commission decided to make no change in the present zoning except for the posting of the lower speed past the school building, and authorized the Engineer to erect appropriate signs at that location calling attention to the customary legal restriction of 20 miles per hour during school periods.

Presented for the Commission's consideration was a request from Mr. Herman R. Lindemann, Lyons, for designation of a reduced speed zone through the housing district east of the town of Lyons on the Mehama-Mill City State Secondary Highway. The Engineer advised that investigation reveals there is no warrant for any change in the basic rule speed operation that is now in effect on this highway, and he recommended that the request be denied and that the matter be taken care of by installation of safe-speed markers affixed to the curve signs now existing throughout this section of highway which markers, , he said, would be placed within the next few months. The Commission adopted the recommendation.

The Commission had under discussion the designation of persons who will represent the State Highway Department at the annual meeting of the Western Association of State Highway Officials which is to be held at Sun Valley, Idaho, during September 16, 17, and 18, 1954. It was decided that the following should attend this meeting at State expense: all three members of the Commission, R. H. Baldock, W. C. Williams, W. W. Stiffler, G. S. Paxson, H. G. Smith, E. A. Collier, C. W. Enfield, H. B. Glaisyer, and Les Farnam. The Engineer estimated the cost at $125 for each person.

The Engineer requested authority for Mr. G. S. Paxson, Assistant Highway Engineer in charge of Bridges, to attend a Western Regional Meeting of the Bridge Committee of the Americal Association of State Highway Officials which is to be held in Salt Lake City, Utah, on July 12 and 13, 1954. The estimated cost is $30. The Engineer also requested that Mr. Paxson be authorized to attend additional meetings of this committee during the period July 10 to 27, 1954 in the Middle West, the East, the West, and the South. He explained that all of Mr. Paxson's expense in attending these meetings will be paid by the American Association of State Highway Officials. The Commission approved the requests.

The Commission discussed and unanimously approved a recommendation from the Travel Advisory Committee that the firm of MacWilkins, Cole, and Weber, Portland, be reemployed as advertising consultants for the one-year period commencing July 1, 1954. An agreement covering the matter was thereupon signed by the Commission.

The Commission discussed and upon the recommendation of the Engineer, unanimously approved disposal of old right of way sections resulting from reconstruction of the following state highways;

1. Nehalem River Bridge Section of Nehalem State Secondary Highway in Clatsop County.

2. Molalla Junction-Marquam Section of Cascade State Secondary Highway in Clackamas County.

3. Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County.

The Commission adopted the attached resolutions relative thereto, marked EXHIBITS "G-1" through "G-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission discussed and, upon recommendation of the Engineer, unanimously approved prohibition of shoulder parking of vehicles on the following highway sections:

1. Both sides of the Cascade Highway in the vicinity of Kendall Cafe and Tavern, south of south city limits of Portland, particularly between the south property line of S. E. Crystal Springs Boulevard (M. P. 6.74) and Portland Traction Company railroad grade crossing (M. P. 6.29).

2. Both sides of the Pacific Highway West (US 99W) in front of the Polk County Fairgrounds at Rickreall, particularly between M. P. 59.20 and M. P. 59.35.

3. Both sides of Siuslaw Highway in Cushman, particularly between M. P. 2.34 and M. P. 2.62 in the vicinity of LaDuke's Lumber Company Mill.

4. Both sides of the Pacific Highway in the vicinity of the loadometer weighing station south of Dillard in Douglas County, particularly between M. P. 209.27 and M. P. 209.85; also "NO PARKING AT ANY TIME" on easterly side of this highway, particularly between M. P. 209.55 and M. P. 209.63.

The Commission thereupon adopted the attached resolutions relative thereto, marked EXHIBITS "H-1" through "H-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Brought to the attention of the Commission was a request from the Lane County Chapter of the American National Red Cross, Eugene, for permission to use a small pond situate in an abandoned gravel pit on the right of way of US 99, a short distance south of Junction City, in connection with its program of teaching the children of Junction City and vicinity how to swim and to perform life saving operations. The manager of the Chapter states that the Junction City American Legion and the Boy Scouts have agreed to police the grounds around the pond, but they want the State Highway Department to install standard cement-bottom type toilet facilities so the pond will not become contaminated. The Engineer recalled that the Commission granted a similar privilege during July, 1953 on the condition

that the American Red Cross would assume full responsibility for the use of the pond and for any accidents that might occur. He also said that it is not practical for the State to furnish and service out-door toilets of the type requested. He recommended that the request be denied; however, he suggested, in the event the Commission sees fit to grant the permit, that the use of the pond be conditioned upon installation by the American Red Cross of sanitary toilets on a "rental and service" basis, the expense of the same to be paid by the Red Cross. He further recommended that the Red Cross be required to provide a lifeguard during the time that children are swimming and to assume full responsibility for any accidents that might result from use of the pond as planned. As a result of discussion, the Commission decided unanimously to permit the use of the pond for the purposes intended subject to the conditions as outlined by the Engineer.

The Engineer presented for approval a six-way agreement with the U. S. Forest Service, American Forest Products Company, White Pine Lumber Company, Adams Lumber Company, and Lakeview Logging Company covering construction and maintenance of an access road and telephone line to Black Cap Mountain northeast of Lakeview in connection with construction and operation of a remote-controlled radio transmitting and receiving station. He explained that by this agreement the Highway Commission is obligated to pay one-sixth of the total telephone construction cost of $2,162, or $360.33. He also said that the agreement should carry the effective date of November 15, 1953, which was the date of completion of the project, since which time service has been rendered on a monthly rental charge of $16. He recommended approval of the agreement. The Commission accepted the recommendation.

The Commission discussed a letter from Mr. Edward L. Clester, Newport, who claims damage to his property located adjacent to the new highway between Toledo and Newport. It appears that as a result of the highway construction considerable silt was deposited on Mr. Clester's property plugging a culvert and causing damage to his garden which he estimates at $750. The Engineer advised that this matter was investigated and it had been found that Mr. Clester's property was damaged but not to the extent that he alleges. In fact from the findings of the investigation, the damage was determined to be approximately $150, and Mr. Clester has agreed to accept such sum in full settlement of his claim. He recommended payment of such sum to Mr. Clester The Commission adopted the recommendation.

The Engineer brought up for discussion the matter of amending the Commission's regulations as incorporated in the log hauling permits issued by the Public Utilities Commission so as to prohibit the truck-hauling of logs, poles, or piling over state highways on a Monday immediately following a legal holiday which falls on a Sunday. He stated that present regulations prohibit such hauling on Saturday afternoons between May 23 and September 8, on Sundays, New Year's Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, Christmas Day, and during the period 8:00 p.m. Pacific Standard Time on any other day to 4:00 a.m. Pacific Standard Time on the day following; but the question of hauling logs on the Monday that is observed for any of the above holidays that fall on a Sunday has never been raised until this year when several inquiries were received. He suggested that it would be

advisable to prohibit the hauling of logs on the Monday immediately following New Year's Day, Memorial Day, Independence Day, and Christmas Day when such holidays fall on Sunday. It was the feeling of the Commission that the truck hauling of logs should be prohibited on a Monday immediately following the holidays mentioned by the Engineer when such holidays fall on Sunday, and it was so ordered. The Secretary was instructed to recommend to the Public Utilities Commissioner that the regulation contained in his log hauling permit be amended accordingly.

In this connection a letter was presented from Mr. Chas. E. Ogle, Secretary-Manager of the Associated Forest Industries of Oregon, Salem, stating that his office has received a number of inquiries from member concerns requesting permission to truck-haul logs over state highways on Saturday afternoons during the remainder of the year 1954. Several of the members, he said, have indicated the need for additional hauling time due to unseasonable weather, and they are also fearful that the current timber strike will result in a critical log shortage during the winter months. He stated that he is bringing this matter to the attention of the Commission as a personal matter, so the Commission will understand the feeling of the members of his association, and not as a request from the Highway Committee of the association. It was the decision of the Commission that the hauling of logs on Saturday afternoons should not be permitted. Motion to that effect was offered by Commissioner Reynolds and carried by the unanimous vote of the Commission.

The Commission discussed and, upon recommendation of the Engineer, unanimously approved a one-year extension from July 1, 1954 to June 30, 1955, of a cooperative agreement with the U. S. Forest Service whereby that agency is allowed the use of a portion of the State Highway Department dormitory building at Government Camp for an additional forest ranger on summer fire patrol duty. The Commission also approved new rental rates, as follows, for use of such facilities, as recommended by the Engineer:

Room	Old Rental Rate	New Rental Rate
Office	$60.00	$50.00
Kitchen and Dining Room	75.00	65.00
Dormitory Cot per Month	6.00	5.00
Dormitory Cot per Week	1.50	1.50
Dormitory Cot per Night	0.30	0.30

The Commission discussed two resolutions adopted by the Oregon State Council of Carpenters by one of which the carpenters go on record in favor of construction of a toll bridge across the mouth of the Columbia River between Washington and Oregon, the cost to be paid by both states in a program with the U. S. Army Engineers and the Highway Departments. By its other resolution the Oregon State Council of Carpenters goes on record as being opposed to the wage rates that currently appear in State Highway specifications, and in favor of rates not lower than

those provided in area bargaining agreements. Concerning the first of the above-mentioned resolutions, it was pointed out that the Highway Commission has already gone on record in favor of a preliminary survey to assemble information concerning a proposed bridge across the Columbia River near Astoria and has agreed to contribute $12,500 of State Highway funds to assist in financing such a survey if like contributions are made by the State of Washington, Pacific County, Washington, and the Port of Astoria, the survey being estimated to cost about $50,000. Concerning the second of the resolutions, the Engineer advised that the minimum rate of pay specified in Federal Aid contracts is $1 per hour for unskilled labor, $1.15 to $1.30 for intermediate labor, and $1.40 for skilled labor. These rates, he said, were established by the State Highway Commission at its meeting held in June, 1946, and arenow entirely out of order and should be revised. He recommended approval of minimum wage rates as follows: Unskilled labor $1.75 per hour, Intermediate grade labor $2.00 per hour, and Skilled labor $2.25 per hour. The Commission approved the recommendation unanimously and so ordered.

The Engineer reported receipt of several claims for asphaltic damage to automobiles which were parked adjacent to the highway in Medford where paving crews were working during the early part of April. The damage in all cases, he explained, consisted of the deposit of fine specks of asphalt from the spray or smoke originating from asphaltic painting operations ahead of pavement patching, particularly when the wind was blowing. In all instances but one, he said, the cars were parked on private property away from the highway. He mentioned the following claims: Skinner's Garage for washing and polishing two new 1954 Buicks and a 1954 Cadillac—$45.90; Dick Knight Company for washing and polishing three new 1954 DeSotos or Plymouths--$36.00; Lumbermens Mutual Casualty Company, a subrogation claim for cleaning and polishing a 1950 Packard Sedan and a 1950 Buick Sedan, both privately owned -$40.00. Each of the above-mentioned claims, he said, was examined by the paving crew foreman who advised that particles of asphalt did stick to the finish of these cars and in his estimation the claims are justified. The fourth claim, he said, was for cleaning a car that was parked on the street within the barricaded area that had been posted with "No Parking" signs. This particular claim was denied and the claimant advised accordingly. He recommended payment of the three claims listed above. The Commission adopted the recommendation.

The Commission by unanimous vote approved the Secretary's report on voucher lists signed by him in behalf of the Commission during the period May 7 to June 21, 1954. (See copy of list in General Files.)

The Commission discussed a claim presented by Mr. Ivan Wilson, owner of the Tillamook Hotel, Tillamook, in the amount of $50, being the cost to replace a neon sign reading "Dining Room" which was being maintained in the hotel and which was broken by a Highway Department employee. The Engineer explained that a joint meeting of representatives of Oregon State College Extension Service, the State Department of Agriculture, and the State Highway Department was held in the hotel dining room on March 22, 1954 and that the sign was accidently broken when some wooden boxes containing samples of chemical sprays, etc. were being removed from the room. Replacement

quotations received from three different companies in Portland, he said, range from $50 to $115. He gave as his opinion that the claim is a just one and he recommended that it be paid, subject to execution of the customary release. The Commission adopted the recommendation.

A communication was presented from McInturff & McInturff, Attorneys, Coos Bay, requesting an additional 30 days time before enforcement becomes effective of the Commission's order designating a "No Parking" zone on the Coos River Secondary Highway near its junction with US 101 at Bunker Hill. It was explained that there are two business establishments known as Lindbland's and Mac's Seafood Restaurant located at the junction of these two highways and that the owners had no opportunity to prepare for alternate parking space before the "No Parking" signs were erected by Highway Department employees; also that the owners have made plans to provide their own parking lot nearby but have not been able to proceed with the plans because of inclement weather. The Engineer recommended approval of the request. The Commission adopted the recommendation.

The Engineer requested authority to increase by an amount of $28,000 the project authorization for construction of the Willamette River-Marion County Line Section of the West Portland-Hubbard Highway, State Highway Contract No. 3818. He explained that this overrun in authorization is occasioned mostly by an increase in two items--one being an increase in "B" asphaltic concrete pavement due to the recent decision to pave four-foot shoulders along the section, increasing the pavement thickness from $3\frac{1}{2}$ inches to 4 inches, the other being construction of an underpass for farm equipment which was not anticipated in the original plans. The Commission unanimously authorized an increase of $28,000 in this project authorization as requested.

The Commission discussed meeting dates for its next two regular meetings, and decided to hold the next meeting on Monday and Tuesday, August 9 and 10, 1954. The next following meeting was set for Thursday and Friday, September 23 and 24, 1954. The Secretary was instructed to arrange to hold these meetings as usual in the Green Room of the Imperial Hotel, Portland.

The State Parks Superintendent brought up for discussion the question of providing lifeguards in state parks where swimming is allowed, and he particularly mentioned three state parks--Sunset Beach, Wallowa Lake, and Hat Rock. As to Sunset Beach, he stated that swimming accommodations are very popular and are enjoyed by many people, and that up to the present time no lives have been lost there by drowning. At Wallowa Lake, he said, there is some swimming, and, in his estimation, a lifeguard is needed, at least part of the time, which condition is also true at Hat Rock where swimming facilities have been provided. He recommended employment of lifeguards at each of these places when the number of swimmers justifies the expense involved. Chairman Chandler raised the question of how far should the Commission go in furnishing lifeguard protection. He pointed out that there are many places in the state where people swim. He expressed his feeling that the conditions at Sunset Beach do not warrant a lifeguard where at low tide in the summertime the water is very shallow and swimming must be confined to high tide conditions, and even then there is not much danger. He expressed the feeling that there is more danger to swimmers at Wallowa Lake

where the water is cold and deep. Commissioner Reynolds expressed his feeling that the furnishing of lifeguards is an unnecessary obligation in view of the Chief Counsel's opinion as expressed earlier in the meeting. In reply to an inquiry from the State Parks Superintendent as to whether or not the conditions at Hat Rock justify a lifeguard, Commissioner Reynolds stated that he did not think a lifeguard is necessary, and that people should be responsible for themselves. Commissioner McIver expressed concurrence in the statements of Commissioner Reynolds, at least for the time being. He mentioned that the Commission has many other places to spend the money that would be required to finance lifeguards. As a result of this discussion, the Commission unanimously affirmed the decision reached earlier in the session which is not to furnish lifeguards at these locations and to continue the practice that has been followed in the past.

The Chief Counsel brought up for discussion the matter of condemning a quarry site to be used in connection with the Hilgard Junction-Meadowbrook Surfacing Project on the Starkey Highway about eight miles west of La Grande, bids for which were received earlier in the day. He advised that the tract contains 12.6 acres, owned by Elizabeth Underhill who is demanding $5,000 for the property whereas an appraisal made by the Right of Way Department indicates a value of $100 per acre or a total of $1,260. He pointed out that a satisfactory bid was received for construction of the surfacing project and that the specifications for the job mentioned this particular quarry, but there still is a question whether or not the contractor will elect to use it. It was his feeling that the property can be acquired at less cost in a couple of months than now if the Commission can wait that long. He also suggested, if the contractor does not use this quarry, that it might not be necessary to acquire it. The Commission discussed this matter at some length, and as a result thereof instructed the Chief Counsel to defer filing a condemnation action to acquire the property until advice has been received from the contractor, Mr. Vernie Jarl, whether or not he intends to use the site in connection with this contract.

The Engineer reported receipt of communications from the President of the North American Gasoline Tax Conference, Mr. J. J. David, Seattle, and from Mrs. Della Urquhart, Director, Department of Licenses, State of Washington, inviting the Oregon State Highway Commission to be present or to be represented at the 28th Annual Meeting of the conference which is to be held in Seattle during August 10 and 13, 1954 at the Olympic Hotel. He gave as his feeling that not much would be gained by attending this conference and he recommended that the invitation be declined with thanks. The Commission accepted the recommendation.

The Engineer also reported receipt of a letter from Mr. Roy Webster, President of the Hood River Chamber of Commerce, who states that it is the feeling of the people of Hood River that the business situation in this town is becoming very serious--restaurants, motels, and service stations are having a hard time making ends meet because tourists and highway travelers pass up their city as a result of inadequate access roads, entrances, and signs; moreover, one of the most scenic spots in the State of Oregon, the Hood River Valley, is being neglected by tourists now even more than when the Columbia

River Highway passed through their town. Mr. Webster made certain suggestions to correct the situation, and he asked that the Chamber of Commerce be taken into consideration when changes are made and that a committee of leading citizens be given an opportunity to confer with the highway engineers regarding such matters instead of having access roads and signs arbitrarily thrust upon the city without the city being given an opportunity to voice approval or objection. The Engineer advised that a satisfactory solution has been worked out for the west highway entrance into the City of Hood River and that bids are to be received on the following day for grading and paving the West Hood River Connection which is about 0.8 mile west of the town. He added that it is proposed to illuminate this intersection so it can be readily seen at night time as well as in daylight. He also said that plans are not as yet complete for the east entrance, but it is proposed to give the matter first priority and to arrange for appropriate signs reading "Hood River City Junction Ahead", etc., and that everything is being done to make that entrance as good as it can be made so the highway traveler will be informed of the city and the valley. He suggested that a letter in reply to Mr. Webster's communication should be prepared somewhat in conformity with his report. The Commission deferred action in the matter.

Brought up for discussion by the Engineer was a request from Mr. Calvin N. Souther, Portland, for signalization of the intersection of the Oswego Highway and S. W. Military Road between Portland and Oswego. The Engineer advised that this is a four-way intersection located in a 45-mile per hour speed zone and that a week-day traffic count taken in June of this year showed a total of 10,087 vehicles entering the intersection during the 24-hour period, of which number only 304, or 3 percent of the total, entered from S. W. Military Road. During a 16-hour check, he said, 35 pedestrians, of whom 25 were school children, crossed the Oswego Highway at this point. As to accidents at the intersection, he said that the records reveal only three reported accidents during the period January 1, 1949 to April 30, 1954, resulting in injuries to three persons but no fatalities, and that two of the accidents were of the type that might have been prevented by traffic signals. The Engineer went on to say that a comparison of the results of the investigation with the standard warrant for signalization of rural intersections reveals that the volume of both vehicular and pedestrian traffic wishing to enter or cross the highway is far below that of the minimum warrants. He gave as his feeling that signalization of the intersection would result in more accidents. He estimated the cost of a traffic actuated signal, which he said would be the type required, at approximately $4,500. He pointed out that there are a number of similar intersections on this section of highway and if this one is installed, then it will be necessary to install others. He recommended in view of the findings that the request be denied. The Commission adopted the recommendation.

Presented to the Commission was a communication from Mr. Arthur Schmidt, Maupin, transmitting a petition signed by numerous residents of Maupin and vicinity, in which the Commission is requested to allow a Mr. Ed McCarthy, service station owner, to rebuild his service station on US 97 in Cow Canyon, as realigned, as near as is possible to the location of his present service station and to have access to the new "controlled access" highway. The Engineer explained that Mr. McCarthy's service station is located on the old route of The Dalles-California Highway in Cow Canyon and that the new highway

is located about 120 feet distant from the old road and at an elevation of 25 feet below it. Mr. McCarthy, he said, does not own the property on which his service station stands, but is operating on a 10-year lease which has three years more to run; further, that the owner of the land, a Mr. John Bolter, is willing to sell at a reasonable price the land that the State needs from him, subject to the McCarthy lease. The Engineer gave as his considered opinion that construction of approaches to the service station is not economically feasible; moreover if Mr. McCarthy were granted access it would be contrary to the Commission's established policy. He pointed out that Mr. McCarthy's station is old and run-down, and he gave as his belief that it would be feasible to condemn the leaseholder if settlement cannot be reached with him otherwise. The Engineer pointed out that Mr. Schmidt, in his letter transmitting the petition, mentioned difficulties that trucks and cars pulling trailers have in traversing the Cow Canyon grade, and the necessity for them to stop and cool their engines with water, which, he said, would not be available were Mr. McCarthy to go out of business. The Engineer advised that the new highway will not be a dangerous one to travel and that so far as water is concerned, a supply can be furnished by the State in the event travel requires it. Commissioner Reynolds mentioned that this report was rendered by the Engineer at his request and that he approves it. The Secretary was instructed to convey the information to Mr. Schmidt.

The Auditor brought up for discussion a proposed transfer of funds which he had previously suggested in his monthly financial report to the Commission. This transfer, he said, involves monies originally set up in the parks budget for improvements in Rooster Rock State Park which project the Commission has deferred. He recalled that the amount set up for this improvement was $65,000 of which amount $32,000 was transferred on April 1, 1954 to finance a proposed extension of the Joseph-Wallowa Lake State Secondary Highway in Wallowa Lake State Park, and that $7,000 was left in the Parks Improvement Budget for oiling the Hat Rock State Park road, leaving a balance of $26,000 available for other purposes. He also recalled that the Commission, sometime ago, deferred a $6,750 project for a left-turn refuge in Emigrant State Park which amount has been held in reserve. He, therefore, recommended that this $6,750 plus the $26,000 remaining in the Rooster Rock Budget, or a total of $32,750, be transferred to finance improvement of the Salmon River Highway through the town of Willamina as requested by the city authorities. The Commission approved the recommendation unanimously and so ordered.

The Commission discussed briefly matters pertaining to the budget, and in this connection, Chairman Chandler requested a statement as to how close expenditures of the several items contained in the budget compare with the budgeted amount for such items, such statement to cover the six-month period January 1 to June 30, 1954. The Auditor was instructed to prepare such statement.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Mill Gulch-Salisbury Oiling Project on the Baker-Unity Highway about eight miles south of Baker in Baker County: The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at their bid price of $17,454.00.

"Leveling course and oiling 4.23 miles on the Powell Butte Junction-Deschutes County Line Section of the Powell Butte County Road about 14 miles east and south of Redmond in Crook County: The Commission elects to accept the bid of Babler Brothers, Inc., Portland, in the sum of $25,655.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Crook County and the Bureau of Public Roads is received and the sum of $6,400 is deposited by the County.

"Oakland Junction-Boomer Hill Road Fencing Project on the Pacific Highway between Oakland and Myrtle Creek in Douglas County: The Commission awarded the contract to Colorado Fuel and Iron Corporation, Portland, at their bid price of $64,403.88.

"Ridge Road-Morrow County Line and North Unit, Lost Valley Road-Lonerock Oiling Project on the Base Line and Lonerock County Roads in Gilliam County: The Commission elects to accept the bid of J. C. Compton Company, McMinnville, in the sum of $28,871 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Gilliam County and the Bureau of Public Roads is received and the sum of $6,500 is deposited by the County.

"Construction of Evans Creek Bridge and Box Culvert in Jackson County: All bids were referred to Jackson County.

"Construction of Lost River Bridge on the Merrill-California Line County Road in Klamath County: No bids were received for this project.

"Construction of Row River Bridges on the Pacific Highway near Cottage Grove in Lane County: The Commission awarded the contract to Valley Construction Company, Portland, at their bid price of $141,925.00.

"Oakridge (First Street) Paving Project in Lane County: The Commission awarded the contract to T. C. Wildish, Eugene, the low bidder, at his bid price of $11,493.00.

"Construction of Hayesville Interchange at the intersection of the Portland-Salem Expressway with the Pacific Highway north of Salem in Marion County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $242,480.00.

"Construction of Shelton Ditch Bridge on Airport Road southeast of Salem in Marion County: The Commission awarded the contract to the low bidder, Lind & Marr Construction Company, Beaverton, at their bid price of $14,980.00.

"Slope paving for "D" and Center Street Underpass on the Salem By-pass Highway in Marion County: The one bid submitted for this project was rejected.

"Rock base and oiling 7.77 miles on the Jordan-Keck Canyon Section of the Rhea Creek County Road about six miles westerly of Lexington in Morrow County: The Commission elects to accept the bid of Rogers Construction Company, Portland, in the sum of $63,660.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Morrow County and the Bureau of Public Roads is received and the sum of $14,300 is deposited by the County.

"Paving 3.0 miles on the 42d Avenue-92d Avenue Section of the T. H. Banfield Expressway in East Portland in Multnomah County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $306,414.50.

"Paving 3.54 miles on Sand Station-Washington State Line Section of the Columbia River Highway about fourteen miles northeasterly of Umatilla in Umatilla County: The Commission elects to accept the bid of Parker-Schram Company, Portland, in the sum of $80,763.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval for reimbursement of costs is received from the U. S. Army Engineers.

"Weston (Depot Street) Grading and Paving Project in Umatilla County: The Commission elects to accept the bid of Morrison & Lamping, Walla Walla, Washington, in the sum of $16,502.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Weston is received and the sum of $4,200 is deposited by the City.

"Roadbed surfacing, also furnishing 1,500 cubic yards crushed material in stockpile on the Hilgard Junction-Meadowbrook Section on the Starkey Highway about eight miles westerly of La Grande in Union County: The Commission elects to accept the bid of Vernie Jarl, Gresham, in the sum of $36,440 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and surfacing, also widening of concrete bridge on the Enterprise-Brock Corner Section of the Fish Hatchery County Road west and south from Enterprise in Wallowa County: The Commission elects to accept the bid of Morrison-Knudsen Company, Inc., Boise, Idaho, in the sum of $46,807.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County and the Bureau of Public Roads is received and the sum of $10,500 is deposited by the County.

"Construction of Baker Creek and Panther Creek Bridges in Yamhill County: The Commission elects to accept the bid of Johnson & Amens, McMinnville, in the sum of $62,700 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Yamhill County and the Bureau of Public Roads is received and the sum of $14,100 is deposited by the County."

The Commission signed agreements, etc., as follows:

"Deed" conveying to Ernestine Hicks a parcel of property containing 0.103 acre which covers encroachment of her home on state highway property.

"Indentures of Access" for the following properties:

1. Frewing property on Tigard-Newberg Section of Pacific Highway West in Washington County.

2. Hervey property on Cedar Point-Coquille Section of Oregon Coast Highway in Coos County.

3. Atkins property on Tigard-Onion Flat Unit, Tigard-Newberg Section of Pacific Highway West in Washington County.

4. Lee property on Tigard-Newberg Section of Pacific Highway in Washington County.

5. Graham-Calbreath property on Orr Corner-Monmouth Section of Pacific Highway West in Polk County.

6. Pearson property on Tigard-Tualatin Unit of Tigard-Newberg Section of Pacific Highway West in Washington County.

7. Charity Lodge No. 75 I. O. O. F. property on Tigard-Onion Flat Unit, Tigard-Newberg Section of Pacific Highway West in Washington County.

8. Viall property on Forest Boundary-Hauser Section of Oregon Coast Highway in Coos County.

"Grant of Farm Crossing" to McNutt property on Orr Corner-Monmouth Section of Pacific Highway West in Polk County.

"Agreement" with Mr. and Mrs. W. B. Wooden wherein State pays Woodens $50 and is released from all obligations in connection with acquiring their property on Goshen-Divide Section of Pacific Highway in Lane County.

"Lease" with Secretary of State covering Secretary of State's building in Eugene. Modification calls for additional payment of $60 per month commencing July 1, 1954 and ending April 1, 1970.

"Bargain and Sale Deed" transferring to Wilbur and Anna Badley 0.4 acre of excess right of way on Otter Crest Section of Oregon Coast Highway in Lincoln County.

"Agreement" granting to Beulah P. Moore an easement of access across Depoe Bay Ocean Wayside State Park for purpose of serving a gift shop to be constructed adjacent to the park.

"Easement Agreement" and "Construction Agreement" with Oregon Pacific and Eastern Railway Company re overcrossing on revised location of Pacific Highway near Cottage Grove in Lane County.

"Agreement" with MacWilkins, Cole and Weber covering their re-employment as advertising consultants for the one year period commencing July 1, 1954.

June 23, 1954

"Agreement" with West Coast Telephone Company obligating State to pay $360.33, one-sixth of total telephone construction cost for installation of telephone line to Black Cap Mountain, northeast of Lakeview. Effective date of agreement November 15, 1953.

"Lease" covering renewal of cooperative agreement with U. S. Forest Service from July 1, 1954 to June 30, 1955 for use of a portion of State's dormitory building at Government Camp.

"Agreement" with the McLeod Construction Company covering the leasing of a quarry site on the Coos Bay-Roseburg Highway between Coquille and Myrtle Point in Coos County.

"Agreement" with U. S. Coast Guard covering use of Coast Guard pole line between Charleston and Cape Arago.

"Agreement" between Port of Astoria, Pacific County, Washington, Washington State Highway Department and Oregon State Highway Department, covering engineering study for proposed toll bridge across Columbia River at Astoria.

"Agreement" with Marion County re maintenance of Airport County Road as a temporary road for North Santiam Secondary Highway.

"Maintenance Agreement and Finance Agreement" with Yamhill County covering Baker Creek Bridge.

"Maintenance Agreement and Finance Agreement" with Yamhill County covering Baker and Panther Creek Bridges.

"Maintenance Agreement and Finance Agreement" with Morrow County covering Jordan-Keck Canyon Road Section.

"Maintenance Agreement and Finance Agreement" with Wallowa County covering Enterprise-Brock Corner Section.

"Maintenance Agreement and Finance Agreement" with Gilliam County covering North Unit, Lost Valley Road-Lonerock Section.

"Maintenance Agreement and Finance Agreement" with Gilliam County covering Ridge Road-Morrow County Line Section.

"Bargain and Sale Deed" with H. G. and Gladys E. Mallett covering construction of their own irrigation ditch on East Unit, Vale-Cairo Section of Central Oregon Highway, Malheur County.

"Maintenance and Finance Agreement" with Deschutes County covering the Bend-Tumalo Section, S-281(2), FAS 579.

"Exchange of Easements" with California-Oregon Power Company re property in Josephine County, extending over Lot 15, Section 31, Township 36 South, Range 5 West, W. M.

"Indenture and Grant of Access" on the James N. Morehead property re changing location and use of accesses on the Noble Slough-Foster Section of the South Santiam Highway in Linn County, Oregon.

"Rezoning from residential to commercial property" the North half of Block 31, Hackleman's Second Addition to Albany.

"Agreement" with Carl O. Nelson re leasing to State property lying in the North half of the Northwest quarter ($N\frac{1}{2}NW\frac{1}{4}$) of Section 34, Township 30 South, Range 3 West, W.M. Douglas County.

"Agreement" with Oregon Pacific and Eastern Railway Company relative to reimbursement for watchmen and flagmen services covering operations of George R. Stacy Company at private grade crossing of railroad tracks on revised location of Pacific Highway east of Cottage Grove, Oregon.

The meeting adjourned at 4:10 p.m. to reconvene on the following morning in the same room.

Portland, Oregon
June 24, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 3:00 p.m. in the same room:

BENTON COUNTY
BEAVER CREEK-GREENBERRY COUNTY ROAD

Central Paving Company, Independence	$ 9,154.50
McNesby & Aubry, Inc., Corvallis	9,460.50

DESCHUTES COUNTY
FOREST BOUNDARY-BEND OILING PROJECT

Babler Brothers, Inc., Portland	$39,542.50
F. L. Somers, Medford	44,445.00
J. C. Compton Company, McMinnville	46,645.00

DOUGLAS COUNTY
PAVING SOUTH UMPQUA RIVER-SHADY UNIT

E. C. Hall Co. & J. C. Compton Co., Portland	$398,465.00
Parker-Schram Company, Portland	399,806.00
The Central Heating Company, Eugene	409,096.00
J. N. Conley, Portland	419,007.00
Acme Construction Company, Eugene	436,650.00
McNutt Brothers, Eugene	466,881.00
Babler Brothers, Inc., & Rogers Construction, Inc., Portland	505,972.00

DOUGLAS COUNTY
DRAIN PAVING PROJECT

Porter W. Yett, Portland	$12,886.00
K. F. Jacobsen & Co., Inc., Portland	13,892.50

HARNEY COUNTY
SUNTEX ROCK PRODUCTION PROJECT

N. A. Toole Construction Company, Ontario	$23,475.00
E. H. Itschner Company, Molalla	28,500.00
C & W Crushing Company, Seaside	28,900.00
Calkins Crushing Company, Oceanlake	29,500.00
Vernie Jarl, Gresham	31,600.00

HOOD RIVER COUNTY
WEST HOOD RIVER CONNECTION GRADING AND PAVING PROJECT

Parker-Schram Company, Portland	$12,495.60

June 24, 1954

HOOD RIVER COUNTY
BEALS CORNER-DOUGHERTY CORNER SECTION

Valley Construction Company, Portland	$54,940.00

LANE COUNTY
MAIN STREET, 16TH STREET, AND TAYLOR STREET OVERCROSSINGS

Tom Lillebo, Reedsport	$103,512.00
Lind & Marr Construction Company, Beaverton *	104,797.00
Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland	105,049.00
Hamilton & Thoms, Eugene	105,630.00
Hannan Brothers Company, Portland	106,565.00
Wall, Bartram & Sandford, Junction City	108,120.00
John Kovtynovich, Eugene	109,670.00
Glenn Snook, Eugene	109,765.00
R. H. Jones, Hillsboro	109,815.00
F. L. Somers & Geo. R. Stacy, Klamath Falls	111,470.00
The Central Heating Company Oreg. Ltd., Eugene	112,345.00
Valley Construction Company, Portland	114,915.00
Peter Kiewit Sons' Company, Longview, Washington	141,440.00

* Bidder will accept award of only one project

LANE COUNTY
CHANNEL CHANGE BRIDGES EAST OF CRESWELL

Hamilton & Thoms, Eugene	$17,605.00
Columbia Empire Constructors, Inc., Portland	18,319.80
Valley Construction Company, Portland	21,630.00
R. H. Jones, Hillsboro	21,950.00
The Central Heating Company Oreg. Ltd., Eugene	22,290.00

LANE, KLAMATH, JEFFERSON AND JACKSON COUNTIES
DIVISIONS NOS. 3 AND 4 GUARD RAIL PROJECT

R & W Construction Company, Auburn, Washington	$36,345.50
R & M Construction Company, Central Point	36,895.00
Fred Stubbert, Springfield	37,680.00
Lind & Marr Construction Company, Beaverton *	38,308.00
Wulfert Company, Inc., San Leandro, California	38,779.00
Glen Ousley, Eugene	39,014.50
T. W. Thomas, Portland	41,291.00

* Bidder will accept award of only one project

June 24, 1954

LINCOLN COUNTY
GRADING AND PAVING CORVALLIS-NEWPORT HIGHWAY

Acme Construction Company, Eugene	$26,236.50

LINN COUNTY
HARDSCRABBLE HILL AND COX CREEK COUNTY ROADS

C. C. Meisel, McMinnville	$36,416.00
Babler Brothers, Inc., Portland	37,789.00
Harr & Horton, Portland	40,352.50
Lebanon-Harrisburg Sand & Gravel Company, Lebanon	43,129.00
J. C. Compton Company, McMinnville	43,874.00

MARION COUNTY
GRADING AND PAVING NORTH RIVER ROAD

Central Paving Company, Independence	$58,271.50
Warren Northwest, Inc., Portland	61,463.50

MARION COUNTY
BROADACRES ROAD AND CROSBY ROAD UNDERCROSSINGS

Lockyear & White, Inc., Longview, Washington	$104,035.50
Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland	104,323.00
Johnston & Bryant, Newberg	105,020.00
Hannan Brothers Company, Portland	107,651.00
Babler Brothers, Inc., Portland	108,060.00
Lind & Marr Construction Company, Beaverton *	108,345.00
Tom Lillebo, Reedsport	109,309.00
Hamilton & Thoms, Eugene	110,320.00
Birkemeier & Saremal, Portland	113,540.00
United Builders, Inc., Beaverton	113,705.00
Natt McDougall Company, Portland	114,111.00
H. A. Starr Concrete, Portland	115,493.00
Carl M. Halvorson, Portland	120,830.00
Valley Construction Company, Portland	123,650.00

* Bidder will accept award of only one project

MARION COUNTY
SALEM BY-PASS FENCING PROJECT

Lind & Marr Construction Company, Beaverton *	$25,615.00
A. C. Bubak, Woodburn	26,648.00
Colorado Fuel & Iron Corporation, Portland	27,838.00

June 24, 1954

Salem By-pass Fencing Project (Cont.)

Wulfert Company, Inc., San Leandro, California	$28,774.00

* Bidder will accept award of only one project.

TILLAMOOK COUNTY
WEST SLOPE, SUMMIT PASSING LANE

Grimstad & Vanderveldt, Astoria	$19,806.50
Oregon Asphaltic Paving Company, Portland	20,373.00

UNION COUNTY
LADD CANYON SAND STORAGE SHED

Bechtel Brothers, La Grande	$11,800.00
United Pacific Construction, Inc., Eugene	14,967.00

WALLOWA COUNTY
WALLOWA LAKE PARK FACILITIES

United Pacific Construction, Inc., Eugene	$10,563.00
Bechtel Brothers, La Grande	11,085.90
Walt M. Young, Hermiston	11,551.98

The Commission discussed briefly with the Engineer projects proposed for contracting at the Commission meetings in August and September, 1954. The Commission also discussed with the Engineer the proposed rerouting of the Oregon Coast Highway through the town of Wedderburn in Curry County, particularly the feasibility of constructing an interchange in the south part of the town. No action was taken at this time. Later in the day, however, the matter was again discussed and the Engineer was advised by Chairman Chandler that the Commission had agreed to proceed with construction from Greggs Creek to Wedderburn and right of way should be acquired as soon as possible. The Engineer was also instructed to reinvestigate the proposed interchange in Wedderburn to see if a more suitable location can be found that will avoid the acquisition of expensive right of way.

A delegation representing the Seven Devils Coast Road Association, Coos County, came before the Commission to request construction of a highway northerly from Bullards Bridge near Bandon to the south end of the Cape Arago Secondary Highway south of Charleston. The following people composed the group: Hans Nelson, Chairman, North Bend; Lawrence A. Wilke, Secretary, Empire; Merritt J. Senter and M. E. Boak, members of the Association, Bandon; Mrs. Hans Nelson, North Bend; and Mrs. Lawrence A. Wilke, Empire. Mr. Nelson who acted as spokesman thanked the Commission for highway work performed in

the vicinity of Coos Bay and Coquille and advised that the delegation today is interested in securing construction of a highway between Bullards Bridge and the south end of the Cape Arago Secondary Highway using a route along the coast. He stated that the project is about 12 miles long and that it is the No. 2 project in the list that was submitted to the Highway Interim Committee in 1948. He exhibited a map showing the location of the road and advised that it is the improvement they want next and that they would like to have it soon. In reply to Chairman Chandler's inquiry as to whether they wished construction of this road as a relocation of the Oregon Coast Highway or as a separate highway, Mr. Nelson replied that the people in the area do not care if the road is constructed as an alternate route for the Oregon Coast Highway or as a secondary highway. The original petition requesting construction, he added, asked for a secondary highway and that is all that they want. Mr. Wilke called attention to the advantages to be gained as a tourist attraction being adjacent to the beach, and that it would be advantageous to industry in the truck-hauling of logs and farm produce. Mr. Boak pointed out that at the present time there are only two spots along the highway in Coos County from which the ocean can be viewed and that the entire county is in favor of this road. Chairman Chandler advised that an economic study is now being made in this area to determine the proper routing of the Oregon Coast Highway and that no answer can be given until the survey is completed and the facts studied. The Commission, he stated, feels that expenditure of any large amount of funds in the district should be made to further improve the Oregon Coast Highway, and that the roads on the existing secondary highway system should be improved to modern standards before new highways are added. In conclusion, he mentioned that the road is eligible for Federal Aid Secondary County Road funds, and he suggested that the delegation contact the Coos County Court relative to its designation and construction as a Federal Aid Secondary Highway.

A delegation representing the Crook County Parks Board appeared before the Commission to request a state park development at Ochoco Reservoir east of Prineville. The following people were included: Joe Mason, Secretary; Richard Houk, Vice-Chairman; Marvin Loper and Harry Fowler, members; Jess C. Minson, Crook County Commissioner; and Joe Tomison, Secretary, Prineville-Crook County Chamber of Commerce; all of Prinville. Mr. Fowler headed the group and introduced the speakers. Mr. Mason exhibited a map showing the area under discussion which, he said, contains about 16 acres of privately-owned land at the reservoir site and which, in their opinion, is an ideal location for a state park. He further stated that place is a very popular one for vacationists from all over the country, but accommodations are bad, and as a result the State Sanitary Board has posted it as unsanitary. Mr. Houk called attention to the large number of people who use this area, particularly fishermen during the months of May and June. A check made of boat rentals at the reservoir, he said, reveals that about half of the people who use the boats are from Portland and other distant parts of Oregon, which indicates that usage of the area is state-wide in character rather than local. Mr. Loper mentioned that motels in the vicinity are overcrowded. He also said that in his estimation the most practical use for the area would be as a picnic area rather than one for overnight camping, and that particularly needed is a place to park cars and to launch boats. Mr. Tomison declared that improvement of facilities at this location will aid in the general

effort to keep tourists in the state for a longer period of time. Mr. Fowler stated that the area had been posted as unsanitary due to lack of toilet facilities, and he inquired when they can expect the Commission's decision whether or not the State will develop the area so they can pass the information on to the owner of the property with a request to withhold sale for awhile. Chairman Chandler stated that the Commission in response to a previous request ordered a study made concerning establishment of a park at this location, and at that time it did not appear feasible; however, the Commission is willing to have a more detailed study made and will base a decision on the results obtained, such study to include the entire season, but that is all that can be done now. The Parks Superintendent was thereupon instructed to make such study covering the entire fishing season and to report complete facts for the Commission's guidance.

A group of people, as follows, from Philomath and Corvallis came before the Commission concerning the proposed improvement of the Corvallis-Newport Highway between Corvallis and Philomath: Paul H. Pengra, Janet Pengra, Robert A. Stamm, Beryl Masters, Karl F. Drlica, Dale Hollingsworth, Ben Hoydan, and Bob Brands, property owners, all of Corvallis; and Gordon Larson, Mayor; Gene Wullert, member of the Chamber of Commerce; David Brown, Lions Club; and Clifford Gee, all of Philomath. Mayor Larson headed the group and Mr. Gee was the main spokesman. Mr. Gee stated that there is some confusion in the minds of many people regarding this project due to lack of definite information, but many residents of Philomath feel that the present highway should be widened to four lanes rather than the improvement consist of two one-way facilites. It is felt, he stated, that traffic is not heavy enough to warrant the two one-way roads and rather than construct such type of facility, it would be better to leave the highway as it is. He presented a petition favoring the widening of the present highway. Mr. Stamm stated that he represents property owners adjoining the present highway who feel that it would be better to widen the present road to four lanes. He presented a written statement in support thereof. Chairman Chandler stated that the engineering work on the project has been completed, and he asked the Engineer to explain the plan. This project, the Engineer stated, has been under study for 18 months and many survey lines were projected. After all of them had been carefully considered, it was found that the greatest benefit to the general public could be obtained by constructing an additional two-lane highway somewhat south of the existing highway using the old route for one-way traffic westbound and the new highway for eastbound traffic with connections between the two one-way roads. The cost, he stated, would be about $1,000,000 and would take care of traffic needs for a long time. Experience has taught that if the present highway is widened, it will not be a safe road and there will be continual demands for stop lights, speed zones and other traffic regulations, and eventually it would be necessary to construct a new road. He emphasized the fact that the conclusions arrived at have been made only after very careful engineering analysis, and that in his mind there is no question that the dual construction is superior, and he so recommended. Mr. Larson stated that a portion of the proposed location in the western part of Philomath will be inundated during periods of high water, to which the Engineer replied that the grade will be established above high water line. The main problem, he said, is at the Corvallis end. Commissioner Reynolds stated that it is contrary to the Commission's policy to build new highways unless they meet future traffic needs; also that construction of this section is not in the present program and no funds are available at this time to

finance the work. Mr. Larson thanked the Commission and the Engineer for the time granted them and for the explanation made concerning the highway. (Later in the day the Commission adopted a survey providing for two one-way facilities as recommended by the Engineer. See ahead for additional entry.)

Mr. Maurice Walton of the Walton Lumber Company, Hood River; Mr. Kenneth Abraham, attorney for Mr. Walton; and Mr. Ed Steele, Secretary of the Hood River Chamber of Commerce, came before the Commission to request permission for Mr. Walton to truck-haul logs from Frog Lake to Parkdale over the Warm Springs and Mt. Hood Highways. Mr. Abraham who acted as spokesman explained that Mr. Walton's loads will consist of short logs only, not exceeding 18 feet in length, and there will be only five or six loads daily, two of which will be made before 7:00 a.m. Mr. Walton's mill, he stated, will have to shut down unless logs can be secured, thus throwing 21 families out of work. He gave as his feeling that the overall length of short logs on a single truck unit will be shorter than the buses which now use the road and will be no more unsafe or objectionable. Mr. Steele called attention to the economic aspects of the situation in providing steady work for mill employees, and he also stated that trucks hauling short logs will create no more of a hazard than do farm trucks. Mr. Walton advised that he has exhausted every other source of timber and that the Forest Service officials suggested that he might be able to secure timber from this new source at the rate of one million board feet this year and $1\frac{1}{2}$ million feet next year. Mr. Abraham requested a decision in the matter by June 29 which is the date that the Forest Service will receive bids for timber in the Frog Lake area. Chairman Chandler advised that the Commission will discuss the matter and that he will be informed by the Secretary when a decision has been reached. (Later in the day Chairman Chandler stated that the Commission had given the matter further consideration and had decided to deny the request until a trial run can be made with a typical load of logs to determine whether or not loads such as Mr. Walton intends to haul can be transported over the highway without endangering other traffic. The Secretary was instructed to inform Mr. Walton that arrangements will be made for a test run of a typical load of his logs if he desires and will advise.)

The following persons composed a delegation representing the U. S. Forest Service and the U. S. Army Engineers which appeared before the Commission concerning the development of existing park areas adjacent to the North Santiam Highway at Detroit Reservoir: Frank B. Folson, Assistant Regional Forester; Richard M. Bowe, Recreation Planner, U. S. Forest Service; Wm. MacDonald, Engineer, U. S. Forest Service; Owen Davis, Recreation Planner, U. S. Army Engineers; and L. W. Warnke, Operations Division, U. S. Army Engineers; all of Portland. Mr. Bowe, who headed the group, explained that before the reservoir was constructed, two forest camps then in existence were flooded out when the reservoir was filled. The Army Engineers, he said, replaced these facilities by installing stoves, toilets and a few overnight camping spaces across the highway from the Forest Service Headquarters near the bridge over the Breitenbush River, and by constructing a boat launching site on the old Camp Mongold Road. He pointed out that approximately 16,000 people used these recreational facilities during the month

of May. In addition to the small space that is developed at that place, there is about a mile of additional area which can be developed. The Federal Government, he stated, has provided no funds for additional developments, amounts available being sufficient only for expenditures at the site of the dam. Likewise, Forest Service money is very limited for these purposes. He asked the Commission to assume the responsibility of developing both areas under a cooperative arrangement. Mr. Warnke of the Army Engineers explained that they can only spend funds on such projects when the project is considered of national importance, such as Crater Lake Park, Yellowstone Park, et cetera. In his estimation, the Detroit Reservoir and the area at Owyhee Dam very likely will not rate national significance. Chairman Chandler stated that the Commission will have the Parks Superintendent make a detailed study of the recreational use of this area during the balance of the year and will base its decision on the facts that he reports. He pointed out that the State has no money available to finance development here this year.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

A delegation composed of the following people from Sherwood and Norwood, Washington County, came before the Commission to renew their request for access to the Portland-Salem Expressway at the Norwood Crossing: W. L. Archer, Clyde H. Sanders, Paul McFarland, Howard Elleman, and J. M. Houghton. Mr. Archer who headed the group stated that they discussed this matter with Governor Patterson and he inquired if the Governor had discussed it with the Commission. Chairman Chandler advised that no meeting with the Governor had been held. Mr. Archer then stated that all of the people in the vicinity of Norwood desire access at this point, and they feel that an injustice has been done them by the Highway Commission in denying such access. Statements have been made, he stated, to the effect that an access was not planned but a map that he has in his possession indicates that such an access was planned. He called attention to a letter concerning freeways in the Los Angeles area indicating that access roads are not hazardous except during hours of peak traffic. He requested a traffic count at this location now. Chairman Chandler explained that it is the opinion of the members of the Highway Commission that no traffic count should be taken until the highway is open to traffic. The Commission, he stated, has previously promised to make the count at that time and will keep its promise. He pointed out that the traffic survey, when it is made, will include an origin and destination count and will be made in a manner and at such time as will accurately indicate the volume of traffic and its pattern. Mr. Sanders commented that most of the people in the Sherwood and Norwood vicinity drive to work and the matter of an access is important to them. He called attention to the five points of access granted in a section 3.2 miles long north of Norwood. He also disagreed with the amount of traffic as indicated in the Engineer's letter of March 22. Mr. Archer also questioned the validity of traffic count figures at the other interchanges, stating his belief that there is not as much traffic as shown. Chairman Chandler stated that the Commission will make a traffic count as previously promised, and if the volume of traffic as measured by national standards indicates that an interchange is necessary it will be constructed. Commissioner McIver expressed his concurrence in the remarks of Chairman Chandler and stated definitely that he is not in favor of granting access at Norwood Crossing until

facts reveal it to be absolutely required. Mr. Sanders inquired if an engineer could be sent to explain the matter to the local residents to which Chairman Chandler replied that he doubted if such a presentation would be of any value. Mr. Elleman alleged that other promises had been made and not kept and that about two years ago a crossing was promised if money were available, and that now access is denied because of low traffic volume. It was his feeling that a mistake had been made in allowing access at some of the other highway crossings and not at Norwood. Chairman Chandler concluded the discussion by again stating that the Commission will have another traffic count taken, as promised, after the Expressway has been opened to travel and the traffic patterns established, and if the facts ascertained reveal access warranted it will be allowed.

The Commission again considered the proposed survey for improvement of the Corvallis-Newport Highway between Corvallis and Philomath. In the discussion of this matter, it was brought out that money would probably not be available for three or four years. It appeared to the Commission that the proposed construction as recommended by the Engineer consisting of two one-way routes with local connections between the two for convenience of local residents would be the most desirable facility from all standpoints. Commissioner Reynolds thereupon moved that the survey as recommended be adopted and that right of way be acquired as soon as possible. Commissioner McIver seconded the motion. Chairman Chandler declared the motion carried by the unanimous vote of the Commission. The attached resolution relative thereto marked EXHIBIT "C-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

At 3:00 p.m. Commissioner Reynolds announced the award of contracts for which bids were received at the morning session, as follows, the Commission's decision in each instance being unanimous:

"Roadbed surfacing and oiling 1.03 mile on the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry County Road about eight miles south and west of Corvallis in Benton County: The Commission elects to accept the bid of Central Paving Company, Independence, in the sum of $9,154.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County and the Bureau of Public Roads is received and the sum of $2,000 is deposited by the County.

"Forest Boundary-Bend Oiling Project on the Tumalo Falls-Bend County Road west from Bend in Deschutes County: The Commission elects to accept the bid of Babler Brothers, Inc., in the sum of $39,542.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Deschutes County and the Bureau of Public Roads is received and the sum of $8,900 is deposited by the County.

"Paving 4.18 miles on the South Umpqua River-Shady Unit, Deady-Shady Section of the Pacific Highway south from Roseburg in Douglas County: The Commission awarded the contract to E. C. Hall Company and J. C. Compton Company, Portland, the low bidders, at their bid price of $398,465.00

"Drain (Main Street) Paving Project in Douglas County: The Commission awarded the contract to the low bidder, Porter W. Yett, Portland, at his bid price of $12,886.00.

"Suntex Rock Production Project on the Central Oregon and Lakeview-Burns Highways in Harney County: The Commission awarded the contract to N. A. Toole Construction Company, Ontario , the low bidder, at their bid price of $23,475.00.

"Grading and paving 0.2 mile on the West Hood River Connection on the Columbia River Highway in Hood River County: The one bid which was submitted for this project was rejected.

"Construction of a concrete bridge over the East Fork of Hood River and construction of 0.94 mile of highway roadbed, rock base and oil mat wearing surface on the Woodworth County Road near Parkdale in Hood River County: The one bid which was submitted for this project was rejected.

"Main Street, 16th Street, and Taylor Street Overcrossings just east of Cottage Grove on the Pacific Highway in Lane County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $103,512.00.

"Construction of Channel Change Bridges east of Creswell in Lane County: The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at their bid price of $17,605.00.

"Divisions Nos. 3 and 4 Guard Rail Project on the Willamette, The Dalles-California, Warm Springs and West Diamond Lake Highways in Central and Southern Oregon in Lane, Klamath, Jefferson, and Jackson Counties: The Commission awarded the contract to R & W Construction Company, Auburn, Washington, the low bidder, at their bid price of $36,345.50.

"Grading and paving on the Depot Slough-Toledo Section of the Corvallis-Newport Highway west from Toledo in Lincoln County: The one bid submitted on this project was rejected.

"Oiling 6.0 miles of Jefferson Junction-Knox Butte and Cox Creek-Lebanon Junction Sections of the Hardscrabble Hill and Cox Creek County Roads south and east of Albany in Linn County: The Commission elects to accept the bid of C. C. Meisel, McMinnville, in the sum of $36,416.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County and the Bureau of Public Roads is received and the sum of $8,700 is deposited by the County.

"Grading and paving 2.6 miles on the Hopmere-Wheatland Junction Section of the North River Road about four miles north of Salem in Marion County: The Commission elects to accept the bid of Central Paving Company, Independence, in the sum of $58,271.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County and the Bureau of Public Roads is received and the sum of $13,200 is deposited by the County.

"Construction of Broadacres Road and Crosby Road Undercrossings on the Portland-Salem Expressway west of Hubbard and Woodburn in Marion County: The Commission awarded the contract to the low bidder, Lockyear & White, Inc., Longview, Washington, at their bid price of $104,035.50.

"Salem By-Pass Fencing Project on the Pacific Highway East, east of Salem in Marion County: The Commission awarded the contract to the low bidder, Lind & Marr Construction Company, Beaverton, at their bid price of $25,615.00.

"Grading and pavement widening 0.96 mile on the West Slope, Summit (Passing Lane) Section of the Wilson River Highway about 30 miles east of Tillamook in Tillamook County: The Commission awarded the contract to the low bidder, Grimstad & Vanderveldt, Astoria, at their bid price of $19,806.50.

"Ladd Canyon Sand Storage Shed on US 30 in Union County: The Commission awarded the contract to the low bidder, Bechtel Brothers, La Grande, at their bid price of $11,800.00.

"Wallowa Lake Park Facilities in Wallowa County: The Commission awarded the contract to the low bidder, United Pacific Construction, Inc., Eugene, at their bid price of $10,563.00."

There being no further business to come before the Commission at this time, the meeting adjourned at 3:20 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

June 24, 1954

EXHIBITS "A" through "K"

Minutes of

June 23 and 24, 1954

EXHIBIT "A"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT 1-T. H. BANFIELD EXPRESSWAY HIGHWAY

18998 Lloyd Corporation Ltd. (Smith)
Right of Way
Option expires November 13, 1954

5,917 sq. ft. at $1.50	$ 8,875.50	
5,917 sq. ft. of black top and gravel surface at $0.50	2,958.50	
Amount to be paid owners-chrg to Right of Way		$11,834.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

UNIT 1- T. H. BANFIELD EXPRESSWAY HIGHWAY (cont)

18998 Lloyd Corporation (cont)

Re-establish fence on new property line Estimated 313 feet at $1.40. Est. cost	$ 438.20	
GRAND TOTAL (Estimate)-chrg to Right of Way		$12,272.20

Access contrblled-none allowed

UNIT 2 - T. H. BANFIELD EXPRESSWAY HIGHWAY

22005 Bartel, Walter D. et al (Smith)
Right of Way
Option expires November 12, 1954

10,000 sq. ft. at $0.43	$ 4,300.00	
House: 900 sq. ft. at $6.50	5,850.00	
Garage, sidewalks and shrubs	850.00	
Amount to be paid owners-chrg to Right of Way		$11,000.00

Grantor to vacate or rent within 30 days after payment.

Takes all-

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY

22004 Sterkel, George William et al (Smith)
Right of Way
Option expires November 12, 1954

5000 sq. ft. at $0.15	$ 750.00	
Amount to be paid owners-chrg to Right of Way		$ 750.00

Takes all-

20384 McGeorge Jr., Ronald and Vivian L. (Smith)
Right of Way
Option expires November 16, 1954

6000 sq. ft. at $0.20 (includes shrubs and lawn)	$ 1,200.00	
House: 825 sq. ft. at $10	8,250.00	
Garage and Drive	800.00	

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY (cont)

20384 McGeorge Jr., Ronald A. and Vivian L. (cont)

Amount to be paid owners-chrg to Right of Way $10,250.00

Grantor to vacate or rent 5 days after receipt of payment.

Takes all-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21384 Hegele, Mark and Esther et al (Grant)
Right of Way
Option expires November 13, 1954

2,613 sq. ft. at $0.05	$	130.65
25,264 sq. ft. at $0.03-		756.92
Allowance for legal fees and court costs		162.43

Amount to be paid owners-chrg to Right of Way $ 1,050.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 555+95, West side, for residential use.

Access controlled- (This supersedes a recommendation for condemnation made 1-20-54.)

21367 Weber, Alvin A. and Blanche N. (Johnson)
Right of Way
Option expires December 3, 1954

0.04 acre, lump sum	$	200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

Grantors give consent to any necessary pruning by State.

THINGS TO BE DONE BY THE STATE

State to build a wall from South side of driveway to South property line. Reslope and repave existing driveway and re-curb the same. Access at Sta. 503+85 for future development. Access

TIDE CREEK-ST. HELENS UNIT GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21367 Weber, Alvin A. and Blanche N. (cont)

at Stas. 505+30 and 503+85, East side for residential use.

Access controlled-

21310 Kyle, Harry F. and Sophia K. (Grant)
Right of Way
Agreement signed June 4, 1954

Allowance to move barn $ 400.00

Amount to be paid owners-chrg to Right of Way $ 400.00

Access controlled-

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

22031 Doran, John O. and Jennie (Black)
Right of Way
Option expires November 11, 1954

0.37 acre $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1809+30, North side, for residential use, development, harvesting and transportation of forest products.

Access controlled-

MURRAY ROAD OVERCROSSING-BERGER RANCH-BARNES ROAD SECTION-SUNSET HIGHWAY

21833 Woodmansee, James R. and Lorna H. (Black)
Right of Way
Option expires November 25, 1954

0.02+acre, lump sum $ 130.00

Amount to be paid owners-chrg to Right of Way $ 130.00

Access not controlled-

MURRAY ROAD OVERCROSSING-BERGER RANCH-BARNES ROAD SECTION-SUNSET HIGHWAY (cont)

21834 Wood, Lester J. and Ruth M. (Black)
Right of Way
Option expires December 1, 1954

796 sq. ft. at $0.13+	$ 100.00	
Allowance to move drain field (20 ft. at $2)	40.00	
Amount to be paid owners-chrg to Right of Way		$ 140.00

Grantor to move septic tank drain field.

Access controlled-none allowed

21831 Erland, George V. and Helen Marie (Black)
Right of Way
Option expires December 6, 1954

3300 sq. ft. at $0.15	$ 495.00	
Amount to be paid owners-chrg to Right of Way		$ 495.00

Access not controlled-

21832 Wilkins, Ruel O. and Nancy M. (Black)
Right of Way
Option expires December 7, 1954

4000 sq. ft. at $0.255	$ 1,020.00	
Moving allowance	15,976.00	
Amount to be paid owners-chrg to Right of Way		$16,996.00

Access not controlled-

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19732 Anderson, E. Carlisle and Elsie R. (Black)
Right of Way
Option expires November 14, 1954

0.11 acre at $1,500	$ 165.00
Allowance to move sign	150.00

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19732 Anderson, E. Carlisle and Elsie R. (cont)

Yard improvements, blacktop & curbing	$ 185.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

Grantor to move sign within 30 days after notice of acceptance.

THINGS TO BE DONE BY THE STATE

State will move water line if necessary. Access at Sta. 438+50 and 439+60 on South side for residential, motel and trailer court activity.

Access controlled-

(Black)

19739 Wood, Bess DeMars
Right of Way
Option expires November 7, 1954

0.051 acre at $1,000	$ 51.00	
Filbert trees, yard improvements etc.	49.00	
Amount to be paid owner-chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 460+75, East side, for residential and farm purposes.

Access controlled-

CLACKAMAS OVERCROSSING SECTION-CLACKAMAS HIGHWAY

(Johnson)

21585 Thomas, Anna
Right of Way
Option expires November 8, 1954

350 sq. ft., lump sum	$ 100.00	
Amount to be paid owner-chrg to Right of Way		$ 100.00

Access controlled-none allowed

CLACKAMAS OVERCROSSING SECTION-CLACKAMAS HIGHWAY (cont)

21591 Mathews, Loren L. and Elsie M. Wilkinson (Johnson)
Right of Way
Option expires October 21, 1954

2,600 sq. ft., lump sum $ 320.00

Amount to be paid owners-chrg to Right of Way $ 320.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 288+78 and 289+32, North side, for residential use.

Access controlled-

BEAR CREEK-SCOTTS POINT SECTION-SILETZ SECONDARY HIGHWAY

22022 Steere, Etta Patterson et al (Benson)
Right of Way
Option expires November 9, 1954

0.18 acre at $200	$	36.00
46 rods fence at $3.50		161.00

Amount to be paid owners-chrg to Right of Way $ 197.00

Access not controlled-

GELLATLY HILL SECTION-CORVALLIS-NEWPORT HIGHWAY

22067 Settles, Orval C. and Joyce R. (Benner)
Quarry Site
Option expires December 1, 1954

3.79 acres at $100	$	379.00
48 rods fence at $4		192.00

Amount to be paid owners-chrg to Quarry Site $ 571.00

Grantor has until Aug. 1, 1954 to remove merchantable timber. Also build own fence.

DEPOT SLOUGH-TOLEDO SECTION-CORVALLIS-NEWPORT HIGHWAY

21979 Coulson, Robert N. and Ruby (Benner)
21980 Right of Way

DEPOT SLOUGH-TOLEDO SECTION-CORVALLIS-NEWPORT HIGHWAY (cont)

21979 Coulson, Robert N. and Ruby (cont)
21980 Right of Way (cont)
Option expires December 9, 1954

525 sq. ft., lump sum	$ 25.00	
0.08 acre, lump sum	75.00	
5 trees at $50	250.00	
Amount to be paid owners-chrg to Right of Way		$ 350.00

Access not controlled-

21981 Taylor, Walter and Louise (Benner)
Right of Way
Option expires December 9, 1954

240 sq. ft., lump sum	$ 25.00	
1 tree	25.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access not controlled-

21984 Dickinson, A. S. and Emma (Benner)
Right of Way
Option expires December 9, 1954

0.36 acre, lump sum	$ 100.00	
Approx. 10,000 FBM at $10	100.00	
Amount to be paid owners-chrg to Right of Way		$ 200.00

Access not controlled-

PRAIRIE ROAD-JUNCTION 6th and 7th STREETS-EUGENE SECTION - PACIFIC HIGHWAY

22003 Madsen, M. C. & Carrie et al (Reeder)
Right of Way and Easement
Option expires November 25, 1954

371 sq. ft. at $0.50	$ 185.50
1000 sq. ft. at $0.10 (Easement)	100.00

PRAIRIE ROAD-JUNCTION 6TH AND 7 TH STREETS-EUGENE SECTION-PACIFIC HIGHWAY (cont)

22003 Madsen, M. C. & Carrie et al (cont)

Amount to be paid owners-chrg to Right of Way $ 285.50

Grantor to use existing access on Roosevelt Blvd.

THINGS TO BE DONE BY THE STATE

Construct 50' road approach from Sta. 614+45 to 614+95, West side. Construct curbs.

Access not controlled-

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21214 Hemenway, James & Julia et al (Reeder)
Right of Way & Gravel Site
Option expires October 27, 1954

48 acres at $200 (Gravel Site)	$ 9,600.00
3.88 acres at $400 (R/W)	1,552.00
All rights to 24' road easement	500.00
Allowance for seeded area and damages	338.00

Amount to be paid owners-chrg to	Right of Way	$ 2,390.00
	Gravel Site	9,600.00
Grand Total		$11,990.00

THINGS TO BE DONE BY THE STATE

Construct necessary fencing. Install 18" culvert pipe at Sta. 598+00. State has right to enter property when Grantor receives approval of option.

Access controlled-none allowed on Pacific Hwy.

Confirmation of telephone approval by Chandler May 19, 1954.

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY (cont)

21481 Beidler, I. J. and Anna L. (Norlin)
Right of Way
Option expires November 21, 1954

8.15 acres at $800- $ 6,480.00

Amount to be paid owners-chrg to Right of Way $ 6,480.00

State to fence right of way.

Access controlled-none allowed

21479 Alfred T. Beidler Estate et al (Norlin)
Right of Way
Option expires November 21, 1954

5.66 acres at $530+ $ 3,020.00

Amount to be paid owners-chrg to Right of Way $ 3,020.00

State to fence right of way.

Access controlled-none allowed

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21854 Spangenberg, Lester and Ruby E. (Holt)
Right of Way
Option expires November 25, 1954

.23 acres, lump sum $ 150.00

Amount to be paid owners-chrg to Right of Way $ 150.00

THINGS TO BE DONE BY THE STATE

Install 6" carrier pipe across road at Sta. 302+50 for irrigation purposes.

Access controlled-none allowed

ANLAUF-ELKHEAD ROAD UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HIGHWAY

22001 Coons, Glenn & Josephine G. (Holt)
Slide and Waste Easements
Option expires November 25, 1954

17.79 acres, lump sum	$ 400.00	
Amount to be paid owners-chrg to Right of Way		$ 400.00

Grantor may fence across easements.

Access controlled-none allowed

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21864 Payne, Thomas E. and Florence N. (Holt)
Right of Way
Option expires November 12, 1954

3 acres at $1500	$ 4,500.00	
House: 1187 sq. ft. at $6	7,122.00	
Pump house, pressure tank, 2 wells & 2 pumps	800.00	
Cabin: 250 sq. ft. at $1.25+	324.00	
Garage: 770 sq. ft. at $0.60	462.00	
Elevated tanks & pipe	2,000.00	
Dance Hall & Restaurant: 6733 sq. ft. at $1.90	12,792.00	
Service Station, tanks, compressor, pumps, etc.	4,000.00	
Amount to be paid owners-chrg to Right of Way		$32,000.00

Grantor to vacate within 30 days after payment.

Takes all- (Confirmation of telephone approval by Chandler 6-4-54)

21861 Ulam, Clay and Ruby (Holt)
Right of Way and Easement
Option expires November 16, 1954

64.3 acres, lump sum	$20,000.00
Easement	gratis
Damages to remainder	7,500.00

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY (cont)

21861 Ulam, Clay and Ruby (cont)

Compromise settlement to avoid litigation $ 1,500.00

Amount to be paid owners-chrg to Right of Way $29,000.00

THINGS TO BE DONE BY THE STATE

Grant 2 temporary accesses to serve lands lying Southerly of Sta. 3300, for the purpose of removing timber. State reserves right to erect a gate across said accesses. Install box culvert at Sta. 3231+00 and another one at Sta. 3298+25. Relocate portion of grantors road at Sta. 3180+00, West side, parallel to new right of way.

Access controlled-none allowed
(Confirmation of telephone approval by Chandler 5-19-54)

21862 McCann J. D. and Eileen (Holt)
Right of Way
Option expires December 9, 1954

5.3 acres at $1,000	$ 5,300.00
Damage due to access control and area reduction	6,700.00

Amount to be paid owners-chrg to Right of Way $12,000.00

Grantors give consent for State to enter drainage way to remove brush and to deepen and straighten drainage way if State considers such work feasible.

THINGS TO BE DONE BY THE STATE

Extend culvert located at Sta. 3211+00 to S. Umpqua River. Culvert to be constructed underground. Install culvert at Sta. 3198+50. State will construct a fence on East R/W line.

Access controlled-none allowed

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21343 Parker, John L. and Esther L. (Stuntz)
Right of Way
Option expires November 17, 1954

0.7 acre, lump sum	$ 4,000.00	
House: 988 sq. ft. at $10+	9,950.00	
Garage: 624 sq. ft. at $4+	2,500.00	
Septic tank & sewer outlet to river	750.00	
Concrete box for spring outlet	300.00	
Gravelled driveway	500.00	
Amount to be paid owners-chrg to Right of Way		$18,000.00

Grantors to vacate premises 60 days from notice of acceptance.

Takes all-

VIENTO-HOOD RIVER SECTION-COLUMBIA RIVER HIGHWAY

21888 Casey, John T. et al (Witt)
Right of Way
Option expires December 6, 1954

0.01 acre, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Takes all-

SHERMAN JUNCTION-WILLOWDALE SECTION-THE DALLES-CALIFORNIA HIGHWAY

21841 Bolter, John G. and Ella (Brainerd)
Right of Way and Quarry
Option expires November 10, 1954

64.56 acres at $40	$ 2,582.40	
0.78 acres at $15	11.70	
2.37 acres at $300	711.00	
5.21 acres at $25 (Quarry)	130.25	
Allowance to re-establish 1,203 rods fence at $3	3,609.00	
Amount to be paid owners-chrg to Right of Way		$ 6,914.10
Quarry Site		130.25

SHERMAN JUNCTION-WILLOWDALE SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

21841 Bolter, John G. and Ella (cont)

GRAND TOTAL $ 7,044.35

Grantors may use creek between Sta. 223+00 and 227+00, East side, and place fence same place on West side. May use old highway for ranching operations. Re-establish fence. May cut trees on R/W until land needed for construction. May use road to quarry at Sta. 235+00, East side.

THINGS TO BE DONE BY THE STATE

Leave 50' gap in center line stripe at Sta. 144+50. Re-establish water pipe crossing at Sta. 222+30. Protect spring at Sta. 271+00, East side. Access at Stas. 144+50, 204+75, 418+25, 419+40, East side and Stas. 146+75, 418+75, 423+10 and 431+10, West side and all for farming, stockraising and residential use.

Access controlled- (Confirmation of telephone approval by Chandler and Reynolds May 19, 1954.)

CROOKED RIVER-TERREBONNE SECTION-THE DALLES-CALIFORNIA HIGHWAY

20778 Bonneville Power Administration (Chidsey)
Moving of Structure MR-60/4

Est. cost to move structure approved by Comm 9-24-53	$ 2,400.00
Actual cost	3,073.39
Amount still due owners-chrg to Right of Way	$ 673.39

EAGLE ROCK-POST SECTION-PAULINA HIGHWAY

22021 Porfily, Ivan W. and Marjory (Cozad)
Ditch Easement
Option expires November 17, 1954

0.23 acres at $200+	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access not controlled-

MARKS CREEK-FOREST BOUNDARY SECTION-OCHOCO HIGHWAY

(Cozad)

22069 Ochoco Lumber Company
Quarry Site
Option expires December 1, 1954

2.34 acres at $75+ $ 175.00

Amount to be paid owners-chrg to Quarry Site $ 175.00

Grantor to retain easement for haul road. Grantor has right to remove merchantable timber.

BEAVER MARSH-CHEMULT UNIT-WILLAMETTE JCT.-DIAMOND LAKE JCT. SECTION-THE DALLES-CALIFORNIA HIGHWAY

(Cozad)

21778 St. Helens Pulp and Paper Company
Right of Way
Option expires November 19, 1954

23.8 acres at $30 (includes timber) $ 714.00

Amount to be paid owners-chrg to Right of Way $ 714.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 787, 974+50 and 993+00, East and West sides, for transportation of timber and farm products.

Access controlled-

(Cozad)

21777 Ideal Cement Company
Right of Way
Option expires October 23, 1954

4.9 acres at $25 $ 122.50

Amount to be paid owners-chrg to Right of Way $ 122.50

THINGS TO BE DONE BY THE STATE

Access on East and West sides at Sta. 732 for residential and transportation of products produced on property.

Access controlled-

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JCT.-DIAMOND LAKE JCT. SECTION-THE DALLES-CALIFORNIA HIGHWAY

(Cozad)

21779 Mortenson, Josephine K.
Right of Way
Option expires December 9, 1954

8.8 acres land and timber at $25 $ 220.00

Amount to be paid owners-chrg to Right of Way $ 220.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 749 on East and West sides for transportation of timber and mineral products and residential use.

Access controlled-

FIELDS CREEK-MT. VERNON SECTION-JOHN DAY HIGHWAY

(Brainerd)

21977 Richard McKern Estate
Right of Way
Option expires November 18, 1954

0.61 acre, lump sum $ 325.00
(includes all grantors rights to Co. Rd. between Stas. 1353+57 and 1354+15, North side.)

Amount to be paid owners-chrg to Right of Way $ 325.00

THINGS TO BE DONE BY THE STATE

Access at Stas. 1347+95 and 1353+40, South side and Sta. 1353+88, North side for farming, livestock and residential activity.

Access controlled-

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY

(Brainerd)

22028 Rehder, E. H. and Lillian A.
Right of Way
Option expires November 18, 1954

0.02 acre, lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

EXHIBIT "A" (cont)

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY (cont)

22028 Rehder, E. H. and Lillian A. (cont)

THINGS TO BE DONE BY THE STATE

Re-establish fence. Access at Sta. 18+80 and 19+65, South side for unrestricted use.

Access controlled-

22027 Parret, C. Victor and J. Grethel (Brainerd)
Right of Way
Option expires November 18, 1954

0.01 acre, lump sum $ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Re-establish fence. Access at Sta. 18+08 on South side, unrestricted use, 30 ft. wide.

Access controlled-

20171 Musgrave, Dave and Hattie (Brainerd)
Easement for ditch change
Option expires November 18, 1954

0.23 acre, lump sum $ 300.00

Amount to be paid owners-chrg to Right of Way $ 300.00

THINGS TO BE DONE BY THE STATE

Re-establish 62 rods fence at $5 Estimate Cost 310.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 610.00

Access not controlled-

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PACIFIC HIGHWAY EAST

21540 Johnson, Eva C. (Benner)
Right of Way
Option expires November 10, 1954

7840.8 sq. ft. at $0.20	$ 1,568.20
Allowance to replace 70' well	500.00
Trees and Shrubs	250.00
5,310 sq. ft. lawn at $0.10	531.00
Encroachment damage	1,209.00
Low bid for moving house	5,941.00

Amount to be paid owner-chrg to Right of Way $ 9,999.20

Grantor to drill own well.

THINGS TO BE DONE BY THE STATE

Re-establish entrance at Sta. 64+90, East side. Unrestricted access at Stas. 62+00 and 64+90, East side.

Access controlled-

21207 Sigurdson, Frank A. and Otillie Jenny (Benner)
Easement for Haul Road
Option expires December 14, 1954

1000 feet Gratis

THINGS TO BE DONE BY THE STATE

Oil-mat surface of road

Access not controlled-

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21340 Teets, John N. and Merie C. (Stuntz)
Right of Way
Option expires December 6, 1954

0.71 acre, lump sum $ 4,000.00

Amount to be paid owners-chrg to Right of Way $ 4,000.00

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY (cont)

21340 Teets, John N. and Merie C. (cont)

State to assume 1954-55 taxes. Estimate		$ 40.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 4,040.00

Takes all-

21507 Sidle, William and Edna J. (Stuntz)
Right of Way
Option expires September 7, 1954

1.33 acres at $10,000	$13,300.00	
4 cabins; 320 sq. ft. at $10	12,800.00	
4 garages: 180 sq. ft. at $1.25	900.00	
House: 648 sq. ft. at $10+	6,500.00	
Amount to be paid owners-chrg to Right of Way		$33,500.00
Grantor to vacate 90 days from date of acceptance.		
State to assume 1954-55 taxes. Estimate		335.00
GRAND TOTAL (Estimate) chrg to Right of Way		$33,835.00

Takes all-

21341 Smith, Stephen E. and Hutoka M. (Stuntz)
Right of Way
Option expires December 4, 1954

0.82 acre, lump sum	$ 4,000.00	
Amount to be paid owners-chrg to Right of Way		$ 4,000.00
State to assume 1954-55 taxes. Estimate		40.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 4,040.00

Takes all-

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY
(cont) (Stuntz)

21502 Smith, Eva and Ira
Right of Way
Option expires September 7, 1954

0.04 acre, lump sum	$	100.00
4 apple trees at $25		100.00
Loss of spring and cost of removing tank & water pipe		500.00
Amount to be paid owners-chrg to Right of Way	$	700.00

Grantor to remove water tank and pipe 30 days from notice of option acceptance.

Access controlled-none allowed

PRINEVILLE-MARKS CREEK SECTION-OCHOCO HIGHWAY

21857 Welch, Harry Jr. and Norma J. (Brainerd)
Easement for Drainage
Option expires November 20, 1954

3.65 acres at $50	$	182.50
Amount to be paid owners-chrg to Right of Way	$	182.50

Access not controlled-

BOOTH RANCH-MYRTLE CREEK SECTION-PACIFIC HIGHWAY

21874 Ulam, Clay and Ruby (Holt)
Channel Change Easement

.18 acre easement Gratis

Access not controlled-

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JCT.-DIAMOND LAKE JCT. SECTION-THE DALLES -CALIFORNIA HIGHWAY

22091 Parks, Denver W. and Victoria (Cozad)
Right of Way
Option expires December 14, 1954

6.47 acres at $50	$	323.50

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JCT.-DIAMOND LAKE JCT. SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

22091 Parks, Denver W. and Victoria (cont)

Allowance for signs	$	250.00
Allowance to move log cabin from R/W		100.00
Amount to be paid owners-chrg to Right of Way	$	673.50

Grantor to move log house at Sta. 1000, West side. Move four signs from R/W. May salvage any material from old shack at Sta. 994+50, West side. May remove trees at Sta. 1000 East side.

THINGS TO BE DONE BY THE STATE

Oil access roads. Access at Sta. 1000 and 993 on East and West sides and Sta. 1050, East side, all for residential, farming and mining activity.

Access controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

21362 Zak, John and Mary (Johnson)
Right of Way and Slope Easement
Option expires December 13, 1954

0.06 acre, lump sum (0.04 acre of this is for easement)	$	610.00
Amount to be paid owners-chrg to Right of Way	$	610.00

Grantor has right to remove any plants or shrubs.

THINGS TO BE DONE BY THE STATE

Reconstruct present driveway entrance and pave same. Access at Sta. 498+55, East side for residential use.

Access controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY (cont)

21363 Davis, Jess W. and Ida V. (Johnson)
Right of Way
Option expires December 13, 1954

0.01 acre, lump sum $ 600.00

Amount to be paid owners-chrg to Right of Way $ 600.00

Grantor has right to remove any plants or shrubs.

THINGS TO BE DONE BY THE STATE

Construct roadway across front of Grantors property. Roadway to be surfaced with oil. Access at Sta. 499+70, East side, for residential use. Reconstruct driveway entrance and pave.

Access controlled

HARBOR DRIVE-CITY LIMITS-HARBOR DRIVE-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY

22160 Travis, Harry F. and Luilla G. (Smith)
Right of Way
Option expires November 19, 1954

10,500 sq. ft. at $0.35 $ 3,675.00

Amount to be paid owners-chrg to Right of Way $ 3,675.00

Access controlled-none allowed

CLAY AND COLUMBIA STREET INTERCHANGE SECTION-WEST PORTLAND EXPRESSWAY

20671 Gustafson, Edward F. et al (Johnson)
Right of Way
Option expires July 7, 1954

48,800 sq. ft. at $1.25	$61,000.00
10,000 sq. ft. at $1.50	15,000.00
Building: 23,500 sq. ft. at $3.05	71,675.00
1,500 sq. ft. of office space at $4.25	6,375.00

CLAY AND COLUMBIA STREET INTERCHANGE SECTION-WEST PORTLAND EXPRESSWAY (cont)

20671 Gustafson, Edward F. et al (cont)

20,200 sq. ft. of yard improvements	$11,000.00	
Power wiring	17,400.00	
5 traveling cranes	19,325.00	
Amount to be paid owners-chrg to Right of Way		$201,775.00

Grantors to have 6 months free occupancy after receipt of compensation. Also may remove exposed gas lines.

State to assume half of 1954-55 taxes. Est. $ 1,009.00

GRAND TOTAL (Estimate) chrg to Right of Way $202,784.00

Takes all-

ALBANY-JUNCTION CITY SECTION-PACIFIC HIGHWAY EAST

22158 Forkner, Elmer L. and Cecile (Benner)
Quarry Site
Option expires December 15, 1954

29.1 acre, lump sum	$ 8,000.00	
Amount to be paid owners-chrg to Quarry Site		$ 8,000.00

THINGS TO BE DONE BY THE STATE

Fence South and East sides of site.

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19707 Peterson, Edward F. and Elsie May (Black)
Right of Way
Option expires December 13, 1954

1 acre at $2,000	$ 2,000.00	
1.92 acres at $1,000	1,920.00	
Onion House: 1280 sq. ft., lump sum	2,080.00	
Amount to be paid owners-chrg to Right of Way		$ 6,000.00

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19707 Peterson, Edward F. and Elsie May (cont)

State will not close road on South side of Hwy. that connects with South R/W line at Sta. 344+35.

Access controlled-none allowed

19696 Tittle, Jesse C. and Virginia C. (Black)
Right of Way
Option expires December 13, 1954

0.542 acre at $1,000+ $ 550.00

Amount to be paid owners-chrg to Right of Way $ 550.00

THINGS TO BE DONE BY THE STATE

Re-establish property corners where property lines meet R/W line. Access at Sta. 294+82, South side, for residential and farming purposes.

Access controlled-

LINCOLN COUNTY LINE-GELLATLY CREEK SECTION-CORVALLIS-NEWPORT HIGHWAY

21552 Nixon, Bob and Jean (Landon)
Quarry Site
Option expires December 14, 1954

9.16 acres at $163.72 $ 1,500.00

Amount to be paid owners-chrg to Gravel Site $ 1,500.00

Takes all-

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19709 Lucas, Clarence L. and Mabel E. (Black)
Right of Way
Option expires December 9, 1954

0.50 acre at $1,500 $ 750.00

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19709 Lucas, Clarence L. and Mabel E. (cont)

0.87 acre at $1,000	$ 870.00
Damage	1,080.00
Amount to be paid owners-chrg to Right of Way	$ 2,700.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 361+40, East side, for residential use.

Access controlled-

BEAVERTON-REEDSVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22159 Harden, D. L. and Eva H. (Black)
Right of Way
Option expires December 20, 1954

11,007± at $0.09	$ 981.00
Amount to be paid owners-chrg to Right of Way	$ 981.00

THINGS TO BE DONE BY THE STATE

Place culvert and connect street to hwy.

Access not controlled-

EXHIBIT "A" (cont)

WALLOWA LAKE LODGE-POWER SUBSTATION SECTION-JOSEPH-WALLOWA LAKE HIGHWAY

*22075 Wiggins, Irene et al (Brainerd)
Right of Way
Option expires December 16, 1954

0.91 acre at $1,000 $ 910.00

Amount to be paid owners-chrg to Right of Way $ 910.00

Access not controlled-

*22080 Benson, H. T. and Sadie (Brainerd)
Right of Way
Option expires December 16, 1954

0.06 acre at $1,000 $ 60.00

Amount to be paid owners-chrg to Right of Way $ 60.00

Access no: controlled-

*FOOTNOTE: Re Items #22075 and #22080:-Amounts approved by Commission, but options are not to be closed until satisfactory arrangements are concluded with the Power Company for acquisition of some of its property as an addition to Wallowa Lake Park.

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21339 Hess, Orin L. and Rosamond W. (Stuntz)
Right of Way
Option expires September 7, 1954

1.0 acre at $5,000	$ 5,000.00
Flowers, trees, garden etc.	2,000.00
Damage	3,000.00
Amount to be paid owners-chrg to Right of Way	$10,000.00

Grantor may retain plum tree and shed if removed 30 days from notice of acceptance.

THINGS TO BE DONE BY THE STATE

Preserve spring and water works. Place grantors pipe in conduit under hwy. Permit grantor to rise, maintain and repair same and have permanent use of spring.

Access controlled-none allowed

21776 DeVoe, Douglas et al (Stuntz)
Right of Way
Option expires December 17, 1954

7.6 acres at $200	$ 1,520.00
2.0 acres at $1,630	3,260.00
0.5 acres at $2,000	1,000.00
2.21 acres at $1,900+	4,220.00
Amount to be paid owners-chrg to Right of Way	$10,000.00
State to assume 1954-55 taxes. Estimate	100.00
GRAND TOTAL (Estimate) chrg to Right of Way	$10,100.00

Access controlled-none allowed

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BLVD SECTION-WEST PORTLAND EXPRESSWAY

22182 Furrer, Ambrose (Black)
Right of Way
Option expires December 21, 1954

30,000 sq. ft. at $0.05	$ 1,500.00

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BLVD SECTION-WEST PORTLAND EXPRESSWAY (cont)

22182 Furrer, Ambrose (cont)

House, cabin & chicken house: 990 sq. ft., lump sum	$ 2,650.00
Yard improvements, lump sum	500.00
Amount to be paid owners-chrg to Right of Way	$ 4,650.00

Grantor to vacate or rent property within 30 days after receipt of compensation.

Takes all-

GOLD BEACH-PISTOL RIVER SECTION-OREGON COAST HIGHWAY

22163 Arnold, Jack W. and Marian E. et al (Stuntz)
Right of Way & Easement
Option expires December 17, 1954

6800 sq. ft. at $0.25	$ 1,700.00
.08 acre easement	Gratis
Amount to be paid owners-chrg to Right of Way	$ 1,700.00

Grantor to move fence within 60 days after option acceptance.

THINGS TO BE DONE BY THE STATE

Move two signs and underground conduit containing electric wiring.

Access not controlled-

EXHIBIT "B"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes; and

WHEREAS, nothwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved.

COUNTY AND SECTION	FILE NUMBER	PURPOSE	HIGHWAY
BENTON			
Gellatly Point-Corvallis	21742-Richard	Haul Rd. & Quarry	Corvallis-Newport
	21828-Moser	Haul Rd.	Corvallis-Newport
Gellatly Hill	22067-Settles	Gravel Pit & Quarry Site	Corvallis-Newport
CLATSOP			
Astoria-Ocean Home Farm	22035-Olson	Quarry & Easement	Oregon Coast

EXHIBIT "B" (cont)

CROOK			
Marks Creek-Forest Boundary	20541-Ochoco Lbr. Co.	Plant Site	Ochoco
	22069-Ochoco Lbr. Co.	Quarry Site	Ochoco
CURRY			
Hunter Creek	22033-Gold Beach Lbr. Co.	Gravel Pit & Easement	Oregon Coast
GRANT			
Long Creek-Fox	22066-McGirr	Quarry & Stockpile Site	Pendleton-John Day
LINN			
Albany-Junction City	22158-Forkner	Quarry	Pacific East
WASCO			
Dufur-Maupin	22074-Vogt	R/W	The Dalles-California
WASHINGTON			
Berger Ranch-Barnes Rd. (Murray Rd. Overpass)	21831-Tualatin Co.	R/W	Sunset
	21832-Wilkins	R/W	Sunset
	21833-Woodmansee	R/W	Sunset
	21834-Wood	R/W	Sunset
	21835-Harry Mittleman, Contractor, Inc.	R/W	Sunset

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this Miscellaneous Resolution No. 113 shall be entered in the minutes and records of the Commission as of June 23, 1954, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

EXHIBIT "C-1"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway in Umatilla County, and of the East Forest Boundary-Meadow Creek Section of the Ukiah-Hilgard Secondary Highway in Union County, and in connection therewith to prepare maps showing the route and location of said sections and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, beginning at Highway Engineer's Station 0+00 at a junction with the Pendleton-John Day Highway west of the town of Ukiah and extending in an easterly direction to Highway Engineer's Station 537+25 at the western boundary of the Umatilla National Forest, approximately 9.75 miles east of the point of beginning; together with the survey of the East Forest Boundary-Meadow Creek Section of the Ukiah-Hilgard Secondary Highway, beginning at Highway Engineer's Station 250+00 at the easterly edge of the Umatilla National Forest near the Mt. Emily Lumber Company Camp and extending easterly a distance of approximately 4.31 miles to Highway Engineer's Station 22+30 about two miles northeasterly from the town of Starkey, together with the map, which for identification purposes bears Map File No. 10C-21-18 and the date of June, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute

and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of June, 1954, as Survey Resolution No. 104.

EXHIBIT "C-2"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the U.S. Bureau of Public Roads has heretofore made a complete and final survey of the route and location of the Umatilla National Forest Section of the Ukiah-Hilgard Secondary Highway in Umatilla and Union Counties, and in connection therewith has prepared a map showing the route and location of said section and has filed said map, reports and records with the State Highway Department for consideration; and

WHEREAS, the State Highway Engineer has reported that he has examined said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Umatilla National Forest Section of the Ukiah-Hilgard Secondary Highway, beginning at Highway Engineer's Station 537+25 (Bureau of Public Roads Station 0+00) at the western boundary of the Umatilla National Forest approximately 9.75 miles east of a junction with the Pendleton-John Day Highway and extending in an easterly direction to Highway Engineer's Station 250+00 (Bureau of Public Roads Station 1076+00) at the easterly edge of the Umatilla National Forest near the Mt. Emily Lumber Company Camp, together with the map, which for identification purposes bears Map File No. 10C-21-18 and the date of June, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and

constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of June, 1954 as Survey Resolution No. 105.

EXHIBIT "C-3"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Philomath-Corvallis Section of the Corvallis-Newport Highway in Benton County, and in connection therewith to prepare a map showing the route and location of said section and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Philomath-Corvallis Section of the Corvallis-Newport Highway, beginning at Highway Engineer's Station at the junction with the Alsea Highway west of Philomath and extending in an easterly direction to a connection with Third and Fourth Streets north of Mary's River in the City of Corvallis at Highway Engineer's Station , together with the map, which for identification purposes bears Map File No. 10C-21-17 and the date of June, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 23rd day of June, 1954 as Survey Resolution No. 103.

EXHIBIT "D"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3656, with E. L. Gates & Co. for grading and paving on the Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County, completed October 22, 1953.

"Contract No. 3772, with Babler Bros. Inc., for grading on the Anlauf-Elkhead Road Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County, completed April 13, 1954.

"Contract No. 3784, with Guy F. Atkinson Co. for constructing Willamette River Bridge at Wilsonville on the West Portland-Hubbard Highway (Portland-Salem Expressway), completed May 24, 1954.

"Contract No. 3808, with J. F. Johnston, for constructing the Beaverton-Aurora Road Undercrossing on the West Portland-Hubbard Highway in Clackamas County, completed May 27, 1954.

"Contract No. 3857, with Diamond Tractor & Equipment Co. for grading and oil mat surfacing on the Middle Unit-Princeton-Follyfarm Section of the Rome-Princeton Highway in Harney County, completed June 1, 1954.

"Contract No. 3868, with J. C. Compton Co. for paving on the Lakeview (Pine Street North)City Street Section in Lake County, completed May 25, 1954.

"Contract No. 3926, with Acme Construction Co. for bridge construction, grading and paving on the Molalla Junction-Marquam Section of the Cascade Highway in Clackamas County, completed May 24, 1954.

"Contract No. 3927, with Acme Construction Co. for grading and paving on the Molalla (2nd St. & Hart Ave.) City Street Section in Clackamas County, completed May 24, 1954.

"Contract No. 3956, with Morrison & Lamping for grading and paving on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County, completed November 25, 1953.

"Contract No. 3976, with Lloyd Sperling for constructing an office

building in Tillamook, Tillamook County, completed June 7, 1954.

"Contract No. 3983, with Loree Building Service for constructing Moon Creek and John Day River Bridges on the John Day Highway in Grant County, completed June 17, 1954.

"Contract No. 3998, with Birkemeier & Saremal for constructing the Kellogg Creek Bridge on the Milwaukie-Gladstone Road in Clackamas County, completed June 1, 1954.

"Contract No. 4007, with Parker-Johnson Co. for constructing the North Corvallis Overcrossing on the Pacific Highway West in Benton County, completed June 12, 1954.

"Contract No. 4009, with Ausland & Dodson for constructing the Rock Point Bridge Approaches on the Pacific Highway in Jackson County, completed May 17, 1954.

"Contract No. 4013, with Parker-Johnson Co. for widening the Cook Overcrossing on the West Portland-Hubbard Highway in Washington County, completed May 13, 1954.

"Contract No. 4017, with Ferguson-Cassidy Co. for constructing trailer shelters at Timberline and Warm Springs Junctions in Clackamas County, completed June 2, 1954.

"Contract No. 4026, with George E. Berry for constructing a sand shed at Lapine on The Dalles-California Highway in Deschutes County, completed May 13, 1954.

"Contract No. 4029, with Fodge & Collins for constructing overnight camp in Honeyman State Park in Lane County, completed May 31, 1954.

"Contract No. 4033, with Rogers Construction Co. for grading and paving on the Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes and Jefferson Counties, completed June 9, 1954.

"Contract No. 4042, with Loree Building Service for constructing maintenance building at Athena in Umatilla County, completed June 5, 1954.

"Contract No. 4043, with Lind & Marr for constructing the North Plains Junction grade separation on the Wilson River Highway in Washington County, completed May 28, 1954.

"Contract No. 4080, with N. A. Toole Construction Co. for furnishing crushed materials in stockpile on the Black Bridge-Carson Section

on four state highways in Baker County, completed May 14, 1954.

"Contract No. 4085, with Vernie Jarl for furnishing crushed materials in stockpile on the Goshen-Lowell Section of the Willamette Highway in Lane County, completed April 26, 1954.

"Contract No. 4103, with Sprague McDowell Co. for roadside improvement on the west approaches to Salem Bridges Section of the Willamina-Salem Highway in Polk County, completed June 17, 1954.

"Contract No. 4104, with the Colorado Fuel & Iron Corporation for fencing on the Deschutes River-Fulton Canyon Section of the Columbia River Highway in Sherman County, completed May 22, 1954.

"Contract No. 4113, with Warren Northwest, Inc. for paving on the Fairgrounds Road-Market Street Unit, Summer Street (Salem) Section of the Pacific Highway East in Marion County, completed May 19, 1954.

"Contract No. 4116, with C. C. Meisel for furnishing crushed materials in stockpile on the Shaniko Section of the Sherman Highway in Wasco and Sherman Counties, completed May 1, 1954.

"Contract No. 4140, with Warren Northwest, Inc. for paving on the Gervais (5th Street) City Street Section in Marion County, completed May 25, 1954.

"Contract No. 4142, with Warren Northwest, Inc. for grading and paving on the Turner (3rd Street) City Street Section in Marion County, completed June 2, 1954.

"Contract No. 4144, with Walton-Brown Electric Co. for Toothrock Tunnel lighting on the Columbia River Highway in Multnomah County, completed May 28, 1954."

THEREFORE BE IT RESOLVED that the work covered by State highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 34 shall be entered in the minutes and records of the Commission as of the 23rd day of June, 1954.

EXHIBIT "E-1"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Cove. . . . . $ 763.30

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 23rd day of June, 1954.

EXHIBIT "E-2"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the last six month period of 1952 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Condon.	$3,209.23
Glendale.	2,887.65

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 23rd day of June, 1954.

EXHIBIT "E-3"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1953 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Antelope	$ 210.96	Harrisburg	$3,030.86
Barlow	263.71	Hines	3,227.76
Canyon City	1,786.17	Hubbard	1,733.42
Cascade Locks	2,577.28	Huntington	2,577.28
Cave Junction	995.05	Idanha	1,544.10
Chiloquin	2,348.74	Imbler	523.90
Coburg	2,436.64	Jefferson	2,236.22
Columbia City	1,424.01	Lafayette	2,327.64
Condon	3,403.56	Long Creek	1,012.63
Cornelius	3,509.04	Maupin	1,097.02
Creswell	2,327.64	Monroe	1,272.82
Dayville	1,005.60	Mosier	910.66
Detroit	963.40	Oceanlake	2,461.25
Dufur	1,483.78	Phoenix	2,622.99
Dundee	1,082.95	Port Orford	2,369.83
Estacada	3,340.27	Prairie City	2,890.21
Falls City	2,999.21	Sisters	2,542.12
Fairview	1,540.04	Summerville	256.67
Fossil	2,267.87	Sumpter	513.35
Gearhart	1,997.13	Taft	1,582.24
Granite	140.64	Tualatin	871.99
Haines	1,128.66	Turner	2,144.81
Halsey	1,364.24	Wasco	1,072.40

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named

respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 23rd day of June, 1954.

EXHIBIT "F"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number 9 Route number US 101

Location of Termini				Established Speed
M.P. 226.45 (South city limits of Reedsport)	to M.P.	226.55 (0.10 mile south of the south city limits of Reedsport)		35 M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 158 be entered in the minutes and records of the Commission as of the 23rd day of June, 1954.

EXHIBIT "G-1"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Nehalem Highway, State Secondary Highway No. 102, known as Nehalem River Bridge Section (M. P. 30.7) in Clatsop County, the westerly terminus of which is at Highway Engineer's Station 66+33.1 of the reconstructed highway and the easterly terminus of which is at Highway Engineer's Station 97+70.22 of the reconstructed highway; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the said highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated portion or unit is no longer needed for state highway purposes; and

WHEREAS, Clatsop County and the Highway Commission have heretofore entered into an agreement under date of June 26, 1953, relating to the disposition of the said eliminated portion or unit; and

WHEREAS, pursuant to said agreement, it was agreed that when the construction of said relocated section of the Nehalem Highway was completed and opened to public travel the State would notify the County of the same by letter, and that effective upon the date of said letter jurisdiction and control over the said eliminated portion or unit would vest in Clatsop County; and

WHEREAS, the Highway Commission, by and through its authorized officers and agents, formally notified Clatsop County by letter dated May 14, 1954, that the said section has been completed and opened to public travel and that as of that date jurisdiction and control of the said eliminated portion or unit of the right of way of the said highway as formerly located became vested in Clatsop County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Nehalem Highway, State Secondary Highway No. 102, located in Clatsop County and known as the Nehalem River Bridge Section (M. P. 30.7), the westerly terminus of which is at Highway

Engineer's Station 66+33.1 of the reconstructed highway and the easterly terminus of which is at Highway Engineer's Station 97+70.22 of the reconstructed highway, was completed on April 7, 1954, and the said County was formally notified of the completion thereof by letter dated May 14, 1954. Pursuant to the aforementioned agreement by and between the Commission and the said County heretofore entered into on June 26, 1953, the said County became vested with complete jurisdiction and control over the portion or unit herein defined and described as Unit "A" upon the date of the said letter, and pursuant to the said agreement Unit "A" was eliminated and removed as a part of the route of the Nehalem Highway upon the date of the said letter.

2. That the portion or unit of the old right of way which, by reason of the relocation of said highway, is no longer within the boundaries of the new right of way, and which, for the purpose of this resolution, is identified as Unit "A" and is shown colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:*

Unit "A"

Beginning at State Highway Engineer's Station 76+70 of the relocated Nehalem Highway in the southwest quarter of the northwest quarter of Section 5, T. 5 N., R. 6 W., W.M.; thence easterly via the former route of the Nehalem Highway to State Highway Engineer's Station 91+25 of the relocated Nehalem Highway in the southeast quarter of the northwest quarter of Section 5, T. 5N., R. 6 W., W.M.

3. That from the date of the aforementioned letter and thereafter Unit "A" shall be maintained by the said County as a county road for the benefit and service of persons living thereon and communities served thereby. The Commission confirms the disposition heretofore made of Unit "A" in the said letter and declares that Unit "A" has been abandoned pursuant to said agreement on the date of said letter and that all right, title and interest which the State had in said right of way passed to and vested in the said County as of the date of said letter. *

4. The area shown colored in green on the said Exhibit "A" includes right of way acquired for the relocated section of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained

and held by the State. *

That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with monuments, and such boundary monuments shall thereafter be maintained in place.

6. That this resolution shall be entered in the minutes and records of the Commission on this 23rd day of June, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Clatsop County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 278 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-2"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Cascade Highway, State Secondary Highway No. 160, known as the Molalla Junction-Marquam Section in Clackamas County, the northerly terminus of which is at Highway Engineer's Station 127+50 on the reconstructed highway and the southerly terminus of which is at Highway Engineer's Station 407+00 on the reconstructed highway; and

WHEREAS, by reason of the relocation of said section of said highway , a portion or unit of the right of way of the said highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated portion or unit is no longer needed for State highway purposes; and

WHEREAS, Clackamas County and the Highway Commission have heretofore entered into an agreement under date of April 10, 1953, relating to the disposition to be made of the said eliminated portion or unit; and

WHEREAS, pursuant to said agreement it was agreed that when the construction of said relocated section of the Cascade Secondary Highway was completed and the section opened to public travel the State would notify the County of same by letter, and that effective upon the date of said letter jurisdiction and control over the said eliminated portion or unit would vest in Clackamas County; and

WHEREAS, the Highway Commission, by and through its authorized officers and agents formally notified Clackamas County by letter dated June 2, 1954, that the said section has been completed and opened to public travel and that as of that date the jurisdiction and control of the said eliminated portion or unit of the right of way of the said highway as formerly located became vested in Clackamas County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Cascade Highway, State Secondary Highway No. 160, located in Clackamas County and known as the Molalla Junction-

(cont.)

Marquam Section, the northerly terminus of which is at Highway Engineer's Station 127+50 of the reconstructed highway, and the southerly terminus of which is at Highway Engineer's Station 407+00 of the reconstructed highway, was completed on May 24, 1954, and the said County was formally notified of the completion thereof by letter dated June 2, 1954. Pursuant to the aforementioned agreement between the Commission and said County entered into on April 10, 1953, the said County became vested with complete jurisdiction and control over the portion or unit herein defined and described as Unit "A" upon the date of the said letter, and pursuant to the said agreement Unit "A" was eliminated and removed as a part of the route of the Cascade Highway upon the date of the said letter. *

2. That the portion or unit of the old right of way which by reason of the relocation of said highway is no longer within the boundaries of the new right of way and which for the purpose of this resolution is identified as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows: *

UNIT "A"

Beginning at State Highway Engineer's Station 168+50 of the relocated Cascade Highway in the northwest quarter of the southwest quarter of Section 18, Township 5 South, Range 2 East, W. M., thence via the former route of the Cascade Highway to State Highway Engineer's Station 184+25 of the relocated Cascade Highway in the northwest quarter of the southeast quarter of Section 18, Township 5 South, Range 2 East, W. M.

3. That from the date of the aforementioned letter and thereafter Unit "A" shall be maintained by the said County as a county road for the benefit and service of persons living thereon and communities served thereby. The Commission hereby confirms the disposition of Unit "A" heretofore made in the said letter and declares that Unit "A" has been abandoned pursuant to said agreement on the date of the said letter and that all right, title and interest which the State had in said right of way passed to and vested in the said County as of the date of said letter.

4. That the area shown colored in green on the attached Exhibit "A" includes right of way acquired for the relocated section of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

EXHIBIT "G-2" (cont.)

5. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with monuments, and such boundary monuments shall thereafter be maintained in place.

6. That this resolution shall be entered in the minutes and records of the Commission on this 23rd day of June, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Clackamas County.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 274, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-3"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of The Dalles-California Highway, State Primary Highway No. 4, known as Crooked River-Terrebonne Section in Deschutes County, the northerly terminus of which is at Highway Engineer's Station 930+71.65 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 1114+00 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Deschutes County and the Highway Commission entered into an agreement under date of September 14, 1953, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel the Commission would notify the County of same by letter and that, effective upon the date of said letter, the eliminated portions or units, therein and herein referred to as Units "A" and "B", would be abandoned as part of the said highway and would be maintained thereafter by Deschutes County as county roads under the jurisdiction and control of said county; and

WHEREAS, Deschutes County was duly notified by letter dated June 16, 1954, that the said section had been completed and opened to public travel and that as of June 16, 1954, jurisdiction and control over Units "A" and "B" became vested in Deschutes County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the The Dalles-California Highway, State Primary Highway No. 4, located in Deschutes County and known as the Crooked River-Terrebonne Section, the northerly terminus of which is at Highway Engineer's Station 930+71.65 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 1114+00 on the relocated highway, was completed on June 9, 1954.

2. That the portions or units of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way and which are identified herein as Units "A" and "B"are shown colored in red

(cont.)

on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. The location of Units "A" and "B" are more particularly described as follows: *

UNIT "A"

Beginning at the southerly boundary line of the Peter Skene Ogden State Park on the former route of the The Dalles-California Highway on the south line of the north 1/2 of the northeast 1/4 (N 1/2-NE 1/4) of Section 5, Township 14 South, Range 13 East, W. M., thence southwesterly via the former route of the The Dalles-California Highway to State Highway Engineer's Station 1005+50 on the relocated route of the The Dalles-California Highway in the northeast quarter of the northwest quarter (NE 1/4-NW 1/4), Township 14 South, Range 13 East, W. M.

UNIT "B"

Beginning at State Highway Engineer's Station 1064+00 on the reconstructed route of the The Dalles-California Highway in the northwest quarter of the northeast quarter (NW 1/4-NE 1/4) of Section 16, Township 14 South, Range 13 East, W. M.; thence southerly via the former route of the The Dalles-California Highway to State Highway Engineer's Station 1095+80.39 on the line between Sections 16 and 21, Township 14 South, Range 13 East, W. M.

3. That, pursuant to the aforesaid agreement, Units "A" and "B" are hereby abandoned as part of the The Dalles-California Highway, State Primary Highway No. 4, effective as of June 16, 1954, the date of said letter to Deschutes County, and that all right, title and interest which the State had in the right of way of Units "A" and "B" passed to and vested in the said County as of that date.

4. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of the said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

5. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

6. That this resolution shall be entered in the minutes and records of the Commission on this 23rd day of June, 1954, as Abandonment and Retention Resolution File No. 279, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Deschutes County.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 279, under the heading, "Abandonment and Retention Resolutions", and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-1"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Cascade Secondary Highway No. 160 (ORE 213) is a state secondary highway under the jurisdiction and control of the Oregon State Highway Commission; and

WHEREAS, it appears that at a location one-quarter of a mile south of S. E. Flavel Street (south city limits of Portland) there is located on the east side of said Cascade Secondary Highway between the south property line of S. E. Crystal Springs Bouldvard (M. P. 6.74) and the Portland Traction Company Railroad grade crossing (M. P. 6.29), the Kendall Cafe and Tavern, and that a hazardous condition is created by the parking of vehicles on either shoulder of said Cascade Secondary Highway in front of and near said cafe and tavern; and

WHEREAS, an area has been provided for off-highway parking at said location; and

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and permit the parking of vehicles on the shoulders of the highway; and

WHEREAS, in the opinion of the Commission, public welfare and public safety require that shoulder parking of vehicles should be prohibited within said area,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendation by members of its staff, that the parking of vehicles on either side of the said Cascade Secondary Highway (ORE 213) between the south property line of S. E. Crystal Springs Boulevard (M. P. 6.74) and the Portland Traction Company Railroad grade crossing (M. P. 6.29) in the vicinity of Kendall Cafe and Tavern creates a hazard not only to traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

(cont.)

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the owners and operators of the Kendall Cafe and Tavern and a like copy to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 23rd day of June, 1954, as "No Parking" Resolution No. 115.

EXHIBIT "H-2"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Pacific Highway West (1-W) is one of the major state primary highways and is likewise a Federal Aid highway (US 99W), which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that the parking of vehicles on the shoulders of said highway, opposite the Polk County Fairgrounds in the vicinity of the town of Rickreall in Polk County, produces a traffic hazard, and

WHEREAS, the parking of said vehicles on the shoulders of said highway during the time that the county fair is being conducted and at other times when activities are being carried on at the fairgrounds tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a distinct hazard is created not only to through traffic but to the owners and drivers of said parked vehicles, and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along both sides of the Pacific Highway West (1-W) between M. P. 59.20 (Engineer's Station 743+80) and M. P. 59.35 (Engineer's Station 756+30) creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs should be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

(cont.)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police and a like copy to the President of the Polk County Fair.

6. That this No Parking Resolution No. 116 be entered in the minutes and records of the State Highway Commission as of the 23rd day of June, 1954.

EXHIBIT "H-3"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Siuslaw Highway, No. 34, is one of the major state primary highways and is likewise a Federal Aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, field investigation reveals that a serious shoulder-parking condition exists in the vicinity of LaDuke's Lumber Company on the said Siuslaw Highway between M. P. 2.34 (Engineer's Station 916+00) and M. P. 2.62 (Engineer's Station 901+00) in the town of Cushman and that a hazardous condition is created at and near said LaDuke's Lumber Company by the parking of vehicles on both sides of said Siuslaw Highway in front of and near said LaDuke's Lumber Company; and

WHEREAS, an area has been provided by the Lumber Company for off-highway parking at such location; and

WHEREAS, the roadway of said highway at said location is not of sufficient width to safely accommodate the traveling public and permit the parking of vehicles on the shoulders of the highway; and

WHEREAS, in the opinion of the Commission, public welfare and public safety require that shoulder-parking should be prohibited within said area.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigations, reports, and recommendation by members of its staff, that the parking of vehicles on both sides of the Siuslaw Highway, No. 34, between M. P. 2.34 (Engineer's Station 916+00) and M. P. 2.62 (Engineer's Station 901+00) in the vicinity of LaDuke's Lumber Company in Cushman creates a hazard not only to highway traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judg-

ment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the owners and operators of the LaDuke's Lumber Company and that a like copy be sent to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 23rd day of June, 1954, as "No Parking" Resolution No. 117.

EXHIBIT "H-4"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the Pacific Highway, No. 1, is one of the major state primary highways and is likewise a Federal Aid highway, (US 99), which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that the parking of vehicles on the shoulders of said highway in the vicinity of the highway department's loadometer weighing station south of Dillard in Douglas County, produces a traffic hazard; and

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway and also interferes with the successful operation of the loadometer weighing station, to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles, and

WHEREAS, in the opinion of this Commission, public travel and public safety, as well as the operation of the weighing station, require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles on either shoulder of the Pacific Highway, No. 1, between M. P. 209.27 (Engineer's Station 1055+50) and M. P. 209.85 (Engineer's Station 1024+50) creates a hazard not only to through traffic but to persons owning and using said parked vehicles, and that the parking of any vehicle on the easterly side of said highway right of way between M. P. 209.55 (Engineer's Station 1040+50) and M. P. 209.63 (Engineer's Station 1036+00) interferes with the successful operation of the highway department's loadometer weighing station at such location.

2. That this Commission does hereby find and declare that the parking of vehicles on either shoulder of said highway between M. P. 209.27 and M. P. 209.85 and that the parking of a vehicle on any portion of the right of way on the easterly side of the highway between M. P. 209.55 and M. P. 209.63 should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action

(cont.)

of the Highway Commission as herein declared, the signs to bear in plain, legible letters the words, "NO PARKING ON HIGHWAY SHOULDERS" except that between M. P. 209.55 (Engineer's Station 1040+50) and M. P. 209.63 (Engineer's Station 1036+00) on the easterly side of the highway, the signs shall bear the words "NO PARKING AT ANY TIME".

4. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

5. That this No Parking Resolution No. 118 be entered in the minutes and records of the State Highway Commission as of the 23rd day of June, 1954.

EXHIBIT "I"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in Multnomah County, Oregon described as follows:

A parcel of land lying in the Northwest quarter of Section 31, Township 1 North, Range 2 East, Willamette Meridian, Multnomah County, Oregon; the said parcel being described as follows:

Beginning at a point 20.625 chains east and 60.78 chains north of the southwest corner of said Section 31, said point being in the center line of N. E. 47th Avenue, as now existing, and being also the beginning point in the description of said State of Oregon tract; thence North 1° 33' 16" East along the center line of N. E. 47th Avenue, 137.70 feet; thence North 88° 16' 19" West 117 feet to the true point of beginning; thence continuing North 88° 16' 19" West a distance of 242 feet; thence along the boundary of said State of Oregon tract as follows: South 1° 33' 44" West, 73.04 feet, North 88° 16' 19" West 15.00 feet, South 1° 33' 44" West 64.66 feet; and North 88° 16' 19" West 186.70 feet, to the east line of N. E. 44th Avenue, as now existing; thence North 1° 33' 44" East along the east line 30 feet from the center line of N. E. 44th Avenue 445.60 feet; thence South 88° 26' 16" East, 10 feet; thence North 1° 33' 44" East along a line parallel to and 10 feet east of the east line of N. E. 44th Avenue, 10.82 feet, more or less, to a point 53 feet southerly from, when measured radially to the T. H. Banfield Expressway center line at Engineer's Station L4 148+66.79; thence parallel to and 53 feet southerly from said expressway center line, on a 1584.02 foot radius curve to the right (the long chord of which bears South 56° 32' 25" East, 311.64 feet) a distance of 312.08 feet; thence continuing parallel and 53.00 feet southerly from said center line on spiral curve to the right (the long chord of which bears South 47° 38' 44" East, 223.36 feet) a distance of 223.46 feet to a point, said point being opposite Engineer's center line Station L4 154+18.06, said point also being on a line 117 feet westerly of and parallel to the center line of N. E. 47th Avenue; thence South 1° 33' 16" West 9.41 feet, to the true point of beginning.

The parcel of land to which this description applies contains 108,197 sq. ft.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competant and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of Two Hundred Fifty Thousand and No/100 Dollars

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($250,000.00), and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 114 be entered in the minutes and records of the Commission as of the 23rd day of June, 1954.

EXHIBIT "J"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, under the provisions of ORS 483.532 the State Highway Commission is authorized to impose limits as to any gross weight or any dimension of vehicles or combinations of vehicles operated upon roads, highways or streets under its jurisdiction; and

WHEREAS, under the provisions of ORS 366.350 the Commission is authorized to make regulations and provisions for the use and administration of state parks and other places of attraction which are owned by or under the control of the State, acting by and through the Commission; and

WHEREAS, the Cove Palisades State Park is owned by and under the control of the State, acting by and through its State Highway Commission, and that certain road within the Cove Palisades State Park extending from the Culver-Cove Palisades State Park County Road in a northerly direction to Round Butte is a public road under the jurisdiction of the State Highway Commission; and

WHEREAS, due investigation has been made and based upon said investigation and upon the recommendation of the State Highway Engineer and the State Parks Superintendent it is the judgment and finding of the Commission that the operation of vehicles having a size and weight which are lawful are damaging a portion of said road within the said park, and that in order to protect said highway from being unduly damaged, it is necessary to impose limits as to the gross weight of any vehicle operating upon said highway;

NOW, THEREFORE, the premises being as above stated, IT IS HEREBY ORDERED that the maximum weight of combined loads of any vehicle or combinations of vehicles which shall operate upon the section of that certain road extending from the Culver-Cove Palisades State Park County Road to Round Butte within the Cove Palisades State Park, which lies between Engineer's Station 0+00, at the summit of Round Butte, to Engineer's Station 136+00, shall not exceed 4,000 pounds gross weight on any axle, nor 7,000 pounds on any pair of tandem axles, nor a maximum of 10,000 pounds gross weight on all the axles of the vehicle or combinations of vehicles.

It is further ordered that this order shall be in full force and effect from the date of this resolution, until modified, annulled or voided by order of the State Highway Commission, and it is further ordered that a sign giving notice of this order be posted at the main entrance of the Cove Palisides State Park, and at each end of the said section of highway, and at important crossroads on said highway so that said notice can be readily seen and read. Said notice shall state plainly the limitations and regulations which are hereby determined and fixed, and be it further ordered that a duly certified copy of this order shall be furnished

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to the County Clerk of Jefferson County, to the Superintendent of State Police, and to the Secretary of State.

Entered in the minutes and records this 23rd day of June, 1954, as Load Limit Resolution No. 45.

EXHIBIT "K-1"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 29th day of October, 1953, by resolution declared the necessity for the acquisition of certain real property owned by Robert Neagle Forrest, et al, File No. R 20089, situated in Sections 16 and 21, Township 2 North, Range 33 East, W. M., Umatilla County, Oregon, and for use in connection with the relocation, construction, improvement and maintenance of the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway; and

WHEREAS, the said resolution declared the necessity that there shall be no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and the owners' remaining land, except for three farm crossings and one stock pass; and

WHEREAS, the said Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the location of two of the said farm crossings;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows.

1. That the access control language in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 29th day of October, 1953, pertaining to the property owned by Robert Neagle Forrest, et al, File No. R-20089, said access control language, being set forth on pages 9 and 10 of Exhibit A of the said resolution, be and the same hereby is amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the real property hereinabove described as Parcels No. 1, 2 and 3, except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:
>
> > The right to establish, maintain and use a crossing for farm purposes only, of a width not to exceed 75 feet, at Highway Engineer's center line Station 375+00, however, provided that upon the alienation of either of the portions of the property severed by the said relocated Old Oregon Trail Highway, resulting in the severed portions of said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall

(cont.)

commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the State shall have the power to close said crossing for all purposes.

The right to establish, maintain and use a crossing for farm purposes only, of a width not to exceed 75 feet, at Highway Engineer's center line Station 395+00; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Old Oregon Trail Highway, resulting in the severed portions of said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the State shall have the power to close said crossing for all purposes.

The right to establish, maintain and use a crossing for farm purposes only, of a width not to exceed 75 feet, at Highway Engineer's center line Station 412+25; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Old Oregon Trail Highway, resulting in the severed portions of said property being owned by different persons, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, shall commit, suffer or permit any use of the said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the State shall have the power to close said crossing for all purposes.

The construction of a frontage road shall not defeat the rights of crossing herein reserved.

Right to use as a stock pass a concrete box-type underpass, six feet high and six feet wide, which will be constructed by the State, at its sole cost, under the said relocated Old Oregon Trail Highway at Highway Engineer's center line Station 419+50.

2. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of June, 1954, as Condemnation Resolution No. 512.

EXHIBIT "K-2"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any State highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Euchre Creek-Wedderburn Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for

the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Euchre Creek-Wedderburn Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Euchre Creek-Wedderburn Section of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Euchre Creek-Wedderburn Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to at-

EXHIBIT "K-2" (cont)

tempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of June, 1954, as Condemnation Resolution No. 513.

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* FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 513, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-3"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads; frontage roads; highway drainage; drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, improve and maintain the Clackamas Secondary Highway, and to relocate, construct, improve and maintain the Clackamas Overcrossing Section of the said Clackamas Secondary Highway; and

WHEREAS, for the purpose of widening in part, improving and maintaining the Clackamas Secondary Highway, and relocating, constructing, improving and maintaining the Clackamas Overcrossing Section of the said Clackamas Secondary Highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, improvement and maintenance of the Clackamas Secondary Highway, and the relocation, construction, improvement and maintenance of the Clackamas Overcrossing Section of the Clackamas Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best in-

terests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Clackamas Overcrossing Section of the said Clackamas Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the widening in part, improvement and maintenance of the Clackamas Secondary Highway, and the relocation, construction improvement and maintenance of the Clackamas Overcrossing Section of the Clackamas Secondary Highway, and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of June, 1954, as Condemnation Resolution No. 514.

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*FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 514, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "K-4"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain Unit No. 2 of the T. H. Banfield Expressway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, accuire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Unit No. 2 of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Unit No. 2 of the T. H. Banfield Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the establishment, construction and maintenance of the said Unit No. 2 of the T. H. Banfield Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "K-4" (cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of June, 1954, as Condemnation Resolution No. 518.

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*FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 518, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-5"

Minutes of June 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire a material site, and right of way for a haul road, and for such purpose and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A", is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

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EXHIBIT "K-5" (cont)

2. That the highway facilities for which the said parcels of property, or interest therein, are required and are being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and that in the event no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of June, 1954, as Condemnation Resolution No. 519.

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*FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 519, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
August 9, 1954

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Proposed state park at Ochoco Lake: The Parks Superintendent reported that he had made a further study of this park area relative to its use. Whereas the study made a year ago indicated that its use was largely local, the most recent study indicates that about 60 percent of the people now using the lake cannot be classed as local people. The Game Commission, he added, has stocked the lake heavily with trout and the great preponderance of use is by fishermen. He recommended that it be developed in line with this usage at a total expenditure of about $24,000, being approximately $9,500 for land and $14,500 for improvements. The Commission accepted the recommendation.

2. Request of D. C. Burkes to sell their property north of Boiler Bay in Lincoln County for state park purposes: The Parks Superintendent stated that this parcel of land lies about one mile north of Whale Cove. The value of the land for park use is limited due to the short coast line and the small area which could be utilized for swimming and bathing. He, therefore, recommended that the property be not purchased. The Commission accepted the recommendation.

3. Proposed lease of property from Pacific Power and Light Company at the south end of Wallowa Lake for park purposes: The Parks Superintendent reported that after a number of conferences, an agreement has been reached with the Power Company for use of its property on the basis of a 30-year lease. The Power Company, he stated, reserves the right to terminate the agreement during the first 15 years of the agreement for expansion of its facilities and may also terminate it during the second 15 years for the expansion of its facilities or for the purpose of selling the property in which event the State shall be given the first option to purchase. The terms

of the agreement, he stated, provide ample protection for the State, and he recommended that the agreement be approved. Chairman Chandler inquired if the provisions of the agreement include some reference to the road in the park. The Parks Superintendent replied that this particular agreement does not have reference to the road. The Commission approved the agreement.

4. Development of park areas adjacent to lakes on a state-wide basis: The Parks Superintendent reported that since the June meeting he has not had time to make a complete and thorough study of this matter but has prepared a report showing lakes on which developments have been made, lakes on which developments have been proposed, lakes adjacent to highways on which developments could be made, and lakes not adjacent to highways. This report, he stated, was submitted to the Commission in letter form under date of July 20. Commissioner McIver stated that in his opinion the report should recommend a priority for development on the various lakes. Commissioner Reynolds suggested that the report be accepted and that consideration be given to individual developments separately on their own merits as they come up. After some further discussion the Commission accepted the Parks Superintendent's report and instructed him to submit a more thorough report showing his recommendations for priority of development.

5. Extension of Jack Flaucher lease for concession privileges at the Vista House on the old Columbia River Highway: Mr. Flaucher, the Parks Superintendent stated, has been a very good operator and has paid to the State between $5,500 and $6,000 annually since he has been in charge of this concession. He pointed out that when the operations have been satisfactory, it has been the practice in the past to approve an extension of the lease a year in advance so that the operator can arrange for the purchase of supplies. He recommended that Mr. Flaucher's lease be extended from March 31, 1955 to March 31, 1956. The Commission approved the extension.

6. Request for authority to travel out of the state: The National Conference on state parks, the Parks Superintendent reported, will be held at Lake Crescent in the State of Washington during September 12 to 16. At this conference, he said, discussion will be had on park practices and problems, and park administrators from nearly all of the states in the union will be present. He requested that Mr. L. V. Koons, Assistant State Parks Superintendent; Mr. R. C. Dun[illegible]p, Park Planner; Mr. Mark Astrup, Landscape Engineer; and himself as Parks Superintendent be authorized to attend the conference at an estimated total cost of $320. The Commission granted the request.

7. Request for development of a state park in Lake Coffenberry Area south of old Fort Stevens in Clatsop County: The Parks Superintendent reported that there has not been time to conduct a thorough investigation of this matter which will be the subject of discussion with a delegation on the following day so he asked that action be deferred pending further study. The Commission took no action at this time. (Following appearance of the delegation, the Commission instructed the Parks Superintendent to make a complete inves-

tigation and present a report on feasibility, cost, and other factors.)

8. Request from Cottage Grove Recreation Committee and Lane County Parks and Recreation Commission for establishment of a state park in the Baker Bay area on Dorena Reservoir: The Parks Superintendent recalled that he had investigated and reported a similar request in September, 1952, at which time it appeared somewhat early to consider such a development. As there may have been changes in conditions since that time, he recommended and the Commission authorized a further study for the need of the development.

9. Construction of additional overnight camping facilities at Honeyman State Park, Cape Lookout State Park, and Humbug Mountain State Park: The Parks Superintendent advised that provision has been made in the 1954 Budget for enlarging the overnight camping facilities in each of these parks, but development has been held up pending the need for the added facilities. He pointed out that in Honeyman State Park at no time during the month of July was there sufficient space to meet the demand for overnight camping use. At Cape Lookout, he said, there were only 12 days in July in which the camp was not full and on the week-end of July 24, 151 camping groups were turned away as were 80 groups on the week-end of July 31. At Humbug Mountain, he said, there were only eight days in July in which the camp was not filled to capacity. He recommended that extension and enlargement of overnight facilities at these three locations be authorized as soon as plans can be prepared and within limitations of the budgeted amounts. The Commission accepted the recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for various state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the options presented, the Right of Way Engineer brought up the matter of property to be acquired from Mr. Knox on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County. Mr. Knox, he stated, has offered to settle for the sum of $47,000 plus construction of a cattle pass and a 12-foot by 13-foot underpass. The property, he stated, is worth about $25,000, and he recommended that Mr. Knox's offer be rejected. The Commission approved the recommendation. Chairman Chandler commented that the difference in price in this case is too much and that the price to be paid should be set by a jury. In this connection the Right of Way Engineer asked that the contracting of the project be delayed for another month in order to give him time to complete the right of way negotiations. The request was granted.

The Right of way Engineer requested authority to negotiate the acquisition

of certain properties for which no specific authority previously has been granted, as follows:

COUNTY AND SECTION	FILE NUMBER	PURPOSE	HIGHWAY
BENTON	22282-Brown	Borrow Site & Haul Road	Pacific West
	22278-Johnson	Borrow Site	Pacific West
	22279-Kabler	Borrow Site	Pacific West
	22280-Wutzke	Borrow Site	Pacific West
	22281-Ayers	Borrow Site	Pacific West

The Commission approved the request by adopting the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A report on miscellaneous properties sold since the last Commission meeting was submitted by the Right of Way Engineer and accepted by the Commission. (For a list of properties sold, see copy of the report prepared by C. W. Parker, Property Manager, dated August 9 and 10, 1954, filed in the Secretary's office under the heading, "Miscellaneous Sales".)

Changes in points of access on two properties were presented by the Right of Way Engineer who explained that in both cases no additonal access is being granted, the only change being in location. He recommended and the Commission approved the changes as follows:

1. Atterbury property on the Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County - File No. 18875.

2. Voytilla property, also on the Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County - File No. 19289.

The Right of Way Engineer also brought up for discussion the granting of a new point of access to Mr. and Mrs. Guy Boyer on the East Unit of the Dayville-Mt. Vernor Section of the John Day Highway in Grant County. He explained that when the original settlement was made an existing road was overlooked, being a road that had been in use for a number of years. The access from this road, he stated, should have been granted in the original settlement, and he recommended that it be granted at this time. The Commission approved the recommendation.

He also brought up the matter of granting access to Mr. and Mrs. Edward F. Peterson on the Tigard-Newberg Section of the Pacific Highway West in Washington County. He explained that when the option was obtained it was thought that a road along the west side of the property was a public road; however, later on it was determined to be a private road in view of which he recommended that the Petersons be granted private access. The Commission accepted the recommendation.

The matter of granting a permit to Herbert Thompson, stockraiser, Pendleton, allowing him to cross the Pendleton-Deadman's Pass Section of the Old Oregon Trail (new location) was considered by the Commission. The Right of Way Engineer

explained that a cattle pass has been provided for Mr. Thompson's use, but there is not sufficient vertical clearance to allow him to ride his horse through it so it is necessary for him to cross on the pavement. He suggested the granting of a revocable permit for a gated crossing, the gates to remain closed at all times when the crossing is not in use so as to prevent the straying of stock on the highway right of way. The Commission authorized the granting of such a permit of five years duration with the strict understanding that no loose stock shall be driven on or across the highway.

The Right of Way Engineer requested instructions as to the procedure he should follow with respect to the acquisition of right of way needed for the proposed Adams Street routing of US 99W through the City of McMinnville. The Commission deferred action in this matter pending consideration of the adoption of a survey for such route which was scheduled for discussion later in the meeting. (The Commission later deferred action on the survey and instructed the Engineer to submit a new report on the highway situation in the McMinnville district. The Right of Way Engineer was authorized to negotiate the right of way when the survey is adopted.)

Consideration was given by the Commission to a proposed modification of the access language contained in a right of way deed covering the Mayhew property on Unit No. 4 of the T. H. Banfield Expressway in Multnomah County. The Right of Way Engineer explained that when the property was purchased from Mayhew, access rights were obtained not only to the expressway but to all connecting roads thereto. As the Mayhew property is the only property in this area where access to the highway and connecting roads is prohibited, he recommended that a portion of the access language be deleted so that the property will have the same treatment as all other properties in this area. The Commission accepted the recommendation.

The granting of additional compensation to the Allstate Construction Company for additional work performed by them in connection with their moving contract with Mr. Kapphahn on the Gervais-Hayesville Unit of the Portland-Salem Expressway was discussed. The Right of Way Engineer explained that in the original negotiations, landscaping of the property had been overlooked, and it was necessary for the Allstate Construction Company to perform this work as an extra item. He recommended that the company be paid $500 for such work. The Commission approved the payment.

The Right of Way Engineer presented for the Commission's consideration the proposed sale of three parcels of land which are not needed for highway purposes. In each instance, he stated, the amount to be received is equal to or higher than the amount the state paid for the property. He recommended sale of the following properties:

1. Sale to Mr. and Mrs. Clifford E. Layton of 0.10 acre of land on the Salem By-pass Section of the Pacific Highway East in Marion County for the sum of $325 with complete access restrictions.

2. Sale of 3,200 square feet of land on the Salem By-pass Section of the Pacific Highway East to L. W. and Opal K. Howland for the sum

of $224 with complete restriction of access.

3. Sale of 0.04 acre to George Z. and Barbara J. Bartruff on the Salem By-pass Section of the Pacific Highway East for the sum of $132.30 with complete restriction of access to the highway.

The Commission approved the sales as recommended.

The Right of Way Engineer requested permission to issue "land use" permits during the year 1955. He explained that many requests for use of state land for raising crops have been received, and in the past permits for such use have been granted when it appears that it will not interfere with highway construction or maintenance. Where the use of the land is of sufficient value, a charge is made for the issuance of the permit. The Commission granted the request.

The Right of Way Engineer requested authority to sell 0.74 acre of land on the Chrome Point-Coquille Section of the Oregon Coast Highway to B. B. Neavoll for the sum of $262.50. This property, he stated, is no longer required for highway purposes. The Commission approved the sale.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Olds Ferry-Ontario Section of the Old Oregon Trail Highway

R 22134 - J. R. Panike
Right of Way (Malheur)
6.9 acres

R 22135 - Earl J. B. Newquist
Right of Way (Malheur)
Parcel No. 1: 11.5 acres
Parcel No. 2: 19.53 acres

R 22136 - John A. Turner
Right of Way (Malheur)
Parcel No. 1: 21.47 acres
Parcel No. 2: 42.48 acres
Parcel No. 3: 25.94 acres

R 22137 - Elwyn R. Turner
Right of Way (Malheur)
25.31 acres

R 22139 - Gus J. Bezates
Right of Way (Malheur)
5.6 acres

Olds Ferry-Ontario Section of the Old Oregon Trail Highway (cont.)

R 22140 - Floyd L. McBride
Right of Way (Malheur)
Parcel No. 1: 43.09 acres
Parcel No. 2: 47.0 acres

R 22141 - Stella L. Ruse
Right of Way (Malheur)
Parcel No. 1: 11.85 acres
Parcel No. 2: 11.62 acres
Parcel No. 3: 38.91 acres
Parcel No. 4: 8.57 acres
Parcel No. 5: 1.85 acres
Parcel No. 6: 10.65 acres

R 22142 - P. H. Ennis
Right of Way (Malheur)
4.56 acres

R 22144 - George Nelson
Right of Way (Malheur)
Parcel No. 1: 2.16 acres
Parcel No. 2: 10.68 acres

R 22145 - G. K. Clark
Right of Way (Malheur)
8.84 acres

R 22148 - Harlan J. Canfield
Right of Way (Malheur)
Parcel No. 1: 12.20 acres
Parcel No. 2: 0.08 acre

R 22150 - Calvin M. Hughes
Right of Way (Malheur)
Parcel No. 1: 8.94 acres
Parcel No. 2: 0.06 acre

R 22151 - Robert V. Pierce
Right of Way (Malheur)
Parcel No. 1: 1.46 acres
Parcel No. 2: 0.04 acre

R 22152 - Roy C. Carte
Right of Way (Malheur)
Parcel No. 1: 20.12 acres
Parcel No. 2: 0.03 acre

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Olds Ferry-Ontario Section of the Old Oregon Trail Highway (cont.)

R 22153 - Carmine Fenicottero
Right of Way (Malheur)
Parcel No. 1: 11.17 acres
Parcel No. 2: 0.09 acre

R 22154 - Gordon P. Anderson
Right of Way (Malheur)
1.53 acres

R 22155 - C. H. Thayer
(Malheur)
Parcel No. 1: 10.26 acres for Right of Way
Parcel No. 2: 9.17 acres for Material Source
Parcel No. 3: 13.10 acres for Right of Way
Parcel No. 4: 0.97 acre for easement for ditch change

R 22164 - Martha D. Wilcox
Right of Way (Malheur)
3.66 acres

R 22165 - Merton H. Thayer
(Malheur)
Parcel No. 1: 0.83 acre for Right of Way
Parcel No. 2: 8.20 acres for Material Source
Parcel No. 3: 6.15 acres for Right of Way
Parcel No. 4: 0.22 acre for easement for ditch change

R 22166 - H. L. Peterson
Material Source (Malheur)
2.12 acres

R 22167 - Wendell G. Thayer
(Malheur)
Parcel No. 1: 5.57 acres for Right of Way
Parcel No. 2: 0.45 acre for easement for ditch change

R 22168 - Glen E. Thayer
(Malheur)
Parcel No. 1: 5.6 acres for Right of Way
Parcel No. 2: 0.42 acre for easement for ditch change

R 22169 - Verl Thayer
(Malheur)
Parcel No. 1: 8.23 acres for Right of Way
Parcel No. 2: 0.28 acre for easement for ditch change

R 22170 - Idaho Power Company
Right of Way (Malheur)
6.05 acres

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Olds Ferry-Ontario Section of the Old Oregon Trail Highway (cont.)

R 22173 - Anna Lou Wilks
Right of Way (Malheur)
3.5 acres

R 22175 - Edgar Wilks
Right of Way (Malheur)
52,700 square feet

R 22177 - Dr. C. R. Van Patten
Right of Way (Malheur)
1.98 acres

R 22181 - Clarence W. Clark
Right of Way (Malheur)
0.17 acre

R 22247 - Owner unknown
Right of Way (Malheur)
0.03 acre

Tigard-Newberg Section of the Pacific Highway West

R 19730 - Albert S. Johnson
Right of Way
0.08 acre

Greggs Creek-Wedderburn Section of the Oregon Coast Highway

R 21344 - George L. Powell
Right of Way (Curry)
0.04 acre

R 21505 - Robert M. Knox
Right of Way (Curry)
Parcel No. 1: 0.44 acre
Parcel No. 2: 0.17 acres

R 21508 - L. E. Goudy
Right of Way (Curry)
1.32 acre

R 21509 - J. M. Walton
Right of Way (Curry)
0.11 acre

R 21767 - Charles M. Gray
Right of Way (Curry)
Parcel No. 1: 22.0 acres
Parcel No. 2: 7.86 acres

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Greggs Creek-Wedderburn Section of the Oregon Coast Highway (cont.)

R 21774 - Allan Metz
Right of Way (Curry)
2.77 acres

R 21775 - L. Perez
Right of Way (Curry)
13.5 acres

R 21884 - Emil Nussbaum
Right of Way (Curry)
0.16 acre

R 21887 - F. W. Adams
Right of Way (Curry)
6.35 acres

R 21890 - Lloyd Corporation Ltd.
Right of Way (Curry)
Parcel No. 1: 21.05 acres
Parcel No. 2: 1.82 acres
Parcel No. 3: 55.1 acres
Parcel No. 4: 3.7 acres

R 21892 - John A. Laing
Right of Way (Curry)
0.89 acre

R 21897 - Walter R. Scott
Right of Way (Curry)
4.5 acres

R 21898 - John D. Billings
Right of Way (Curry)
1.5 acres

R 21990 - Max B. Trinkhaus
Right of Way (Curry)
0.34 acre

R 21991 - Leicester T. King
Right of Way (Curry)
0.26 acre

R 21995 - Harold Arndt
Right of Way (Curry)
Parcel No. 1: 0.3 acre
Parcel No. 2: 0.11 acre
Parcel No. 3: 0.03 acre

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Greggs Creek-Wedderburn Section of the Oregon Coast Highway (cont.)

R 22000 - William J. Cunningham
Right of Way (Curry)
15,000 square feet

R 22189 - Lloyd Corporation, Ltd.
(Curry)
Parcel No. 1: 14.3 acres for Material Source
Parcel No. 2: 1.09 acres for haul road easement
Parcel No. 3: 20.8 acres for Material Source
Parcel No. 4: 0.56 acre for haul road easement

R 22252 - Owner unknown
Right of Way (Curry)
0.46 acre

R 22253 - Owner unknown
Right of Way (Curry)
0.71 acre

R 22254 - Owner unknown
Right of Way (Curry)
0.71 acre

R 22255 - Owner unknown
Right of Way (Curry)
0.13 acre

R 22256 - Owner unknown
Right of Way (Curry)
0.35 acre

R 22257 - Owner unknown
Right of Way (Curry)
0.15 acre

R 22258 - Owner unknown
Right of Way (Curry)
0.14 acre

Tigard-Newberg Section of the Pacific Highway West

R 19728 - Parker R. Crossway
Right of Way (Washington)
0.17 acre

S. E. Flavel Street-King Road Section of the Cascade Highway

R 21878 - John E. Strandberg
Right of Way (Clackamas)
16,160 square feet

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Goshen-Divide Section of the Pacific High way

L 2212 - W. A. Woodward Lumber Company
New resolution required for change of description and access

L 2213 - Alsea Hawley, et al
New resolution required for change of description

L 2191 - John Stalder, et ux.
New resolution required for change of description

L 2194 - G. R. Sears, et al
New resolution required for change of description

Shady Point-Booth Ranch Section of the Pacific Highway

L 2071 - Blanche Tipton, et al
New resolution required for change of description of Parcel No. 3

The Tualatin River-Middleton Section of the Pacific Highway West

L 2164 - Harriet E. Harsch, et vir
New resolution required for change of description and access control

L 2163 - F. K. Hill, et al
New resolution required for change of access

Zig Zag-Rhododendron Section of the Mt. Hood Highway

L 2233 - H. L. Perkins, et ux
New resolution required for change of description

The Commission approved the request by adopting the attached resolutions relative thereto marked EXHIBITS "L-1" through "L-8 ", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried by his office since the June meeting of the Commission, as follows:

1. State vs D. B. Murphy, et al, L 1812: The State offered $15,000 for the property but the defendants demanded the sum of $50,000. In the course of the trial a settlement was reached whereby the State will pay the sum of $17,500 and permit an access 30 feet wide and eliminate the "future frontage road" clause.

2. State vs Robert E. Goad, et ux, L 2135: An offer was made for this property in the amount of $2,832. The offer was rejected and the

defendants demanded the sum of $13,458. The jury returned a verdict in the sum of $5,500.

3. State vs Rushlight's Inc., L 2112: An offer in the amount of $7,060 was made for this property, later increased to $10,500. This offer was rejected, and the defendants demanded the sum of $29,850. The jury returned a verdict in the amount of $7,100. The defendant has filed a motion for a new trial, but no new developments have occurred with respect thereto.

4. State vs Jannie Stadelman, et al, L 2122: The State offered to pay $4,500 for this property, which offer was rejected by the defendants who demanded the sum of $9,500. The jury returned a verdict in the sum of $4,205.

5. State vs Leonard O. Osburn, et al, L 1942: The defendants were offered $1,500 for the property which offer was rejected and a demand made for the sum of $12,384.07. The jury returned a verdict in the amount of $1,750 plus attorney's fees in the amount of $500.

6. Ivan J. Frantz, et ux vs Maud E. Eaton and the State of Oregon, by and through its State Highway Commission, L 2160 (R 19608): The Court agreed with the contention of the State that the complaint was improperly made and the State had not consented to be sued and allowed the motion to quash, whereupon the State withdrew from participation in the case. The action as between the remaining parties will continue and the State will hold the amount due Maud E. Eaton pending a determination of rights between these parties.

7. Wilhemine Kiesel Shearman and Wilhemine Kiesel Shearman, Trustee, vs Fred J. Strasbaugh, Paul L. Patterson, Governor of the State of Oregon, Earl T. Newbry, Secretary of the State of Oregon, Sigmund Unander, State Treasurer of the State of Oregon, constituting the State Land Board of the State of Oregon, and Ben R. Chandler, Charles H. Reynolds, and M. K. McIver, constituting and acting as the Highway Commission of the State of Oregon, L 2033: The Chief Counsel reported that the plaintiff sought to recover title to land and also to recover the sum of $4,500 from Strasbaugh for sand and gravel removed by him plus the sum of $25,000 from the State Highway Commission for removal of approximately $80,000 yards of gravel during the years 1951 and 1952. A motion was made to dismiss the case and an order of dismissal was issued and filed by the Court on November 24, 1953, but the State was not notified of the action until August 5, 1954.

(For details see the Chief Counsel's letters re report of cases tried, dated July 30, August 4, and August 5, 1954, in the General Files.)

The Commission also considered and accepted the Chief Counsel's report on court cases which have been settled since the Commission meeting of

June 23 and 24, 1954, as follows:

1. State vs Leroy F. Luton, et ux, L 2216: An offer was made for this property in the amount of $10,154 plus construction of an underpass beneath the highway. The defendants refused this offer and asked that a price be determined without an underpass. The defendants later requested that the entire property be acquired and offered to accept $35,000. The settlement was made on that basis. It was estimated that excess property can be sold for not less than $15,000.

2. State vs Letitia E. Kistner, et al, L 2054: The defendants rejected an offer of $4,825 for the property and demanded the sum of $12,000. After extensive negotiations, settlement was reached in which the State will pay the sum of $1,965 and construct fencing estimated to cost $3,400.

3. State vs H. W. Rich, et al, L 2034: The State offered to pay $100 for this property. Settlement has been reached in which the defendants will be paid the sum of $100 and the State will re-establish approximately 12 rods of fencing.

4. State vs Albin W. Lovcik, et ux, L 1941: An offer in the amount of $1,600 was rejected by the defendants who demanded the sum of $9,350. A settlement was effected in which the State will pay the sum of $1,000 for 1.5 acre required for right of way purposes, and the defendants will be permitted to retain 8.35 acres which is landlocked without access to the highway.

5. State vs Nolen F. Biehler, et ux, L 2119: An offer was made for this property in the amount of $2,500 which was rejected by the defendants who demanded $8,136. Further negotiations resulted in a settlement in the sum of $3,500.

6. State vs Holt Lumber Company, L 2102: Defendants were offered the sum of $1,663. This offer was rejected and a demand made for $3,500 plus $250 attorney's fees. Settlement was effected for $2,000.

7. State vs Gilbert Allen Yearous, et al, L 2197: The State offered to pay $417 and after some further negotiations this offer was accepted.

8. State vs Florence F. Hardie, et al, L 2083: An offer was made to the defendants in the sum of $200 which offer was rejected, the defendants demanding $623 plus attorney's fees of $300 plus $1,000 for removing the signs from the property. A settlement was reached under which the State will pay the sum of $500 and will permit the signs to remain upon the property.

9. State vs Donald Baker, et al, L 2226: An offer was made in the sum of $4,000. This offer was accepted on condition that the State construct a dual driveway entrance and pave the same to the property line.

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10. State vs Willard Anderson Post No. 2471, Veterans of Foreign Wars, et al, L 2035: An offer in the sum of $1,250 was made and after some further negotiation was accepted.

11. State vs Lawrence C. Turner, et al, L 2117 (R 20789): An offer in the amount of $1,200 was made but was rejected by the defendant who demanded the sum of $9,059. A settlement was reached in which the State agrees to pay $3,093.

(For further details concerning the above-listed report of cases settled, see copies of the Chief Counsel's letters of July 30 and August 3, 1954, in the General Files.)

The Commission accepted a report from the Chief Counsel concernint settlement of the Winston W. Chambers' case on the Rocky Point-Gold Beach Section of the Oregon Coast Highway. The Chief Counsel recalled that the Commission, at its meeting May 12, 1954, approved acquisition of four additonal acres from Mr. Chambers at a price of $126.10 per acre, which land was required in order to remedy a slide condition. Subsequent to that time, he said, another slide occurred which requires acquisition of an additional 5.05 acres from Mr. Chambers who is willing to sell it at the same price of $126.10 per acre.

At 10:00 a.m. bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 4:45 p.m. in the same room:

CLACKAMAS, MARION, MULTNOMAH AND WASHINGTON COUNTIES
ILLUMINATION
PORTLAND-SALEM EXPRESSWAY AND WILSONVILLE-HUBBARD HIGHWAY

Geo. L. Rochat & Son, Portland	$ 25,330.00
W. R. Grasle Company, Portland	28,480.00
Trowbridge Electric Company, Roseburg	30,800.00
Walton-Brown Electric Company, Salem	31,307.00
The Tide Company, Portland	31,705.00
Witzig Construction Company, Corvallis	35,700.00
Farnham Electric Company, McMinnville	37,389.00

CURRY COUNTY
ROCKY POINT-GREGGS CREEK GUARD RAIL PROJECT

Wold Brothers, Bandon	$ 54,000.00
Snitily Brothers Construction Company, Wenatchee, Wash.	60,500.00
R & M Construction Company, Central Point	61,250.00
Wulfert Company, San Leandro, California	61,750.00

Rocky Point-Greggs Creek Guard Rail Project (cont.)

Peter Kiewit Sons' Company, Longview, Washington	$ 64,750.00
Mark Smith & Company, Klamath Falls	80,000.00
Tom Lillebo, Reedsport	84,000.00

DOUGLAS COUNTY
SOUTH UMPQUA RIVER-FAIRGROUNDS ROADSIDE IMPROVEMENT PROJECT

Ernest Ferrante & Company, Portland	$ 31,792.20
C. S. Whitcomb Company & Walker & Mays, Portland	33,194.15
Portland Construction Company, Portland	33,856.00
William H. Ehlen, Jr., Portland	41,411.90

DOUGLAS COUNTY
SHADY BRIDGE ON PACIFIC HIGHWAY

Peter Kiewit Sons' Company, Longview, Washington	$355,425.00
Hamilton & Thoms, Eugene	362,400.00
Tom Lillebo, Reedsport	379,110.00
Lee Hoffman, Portland	406,780.00
Donald M. Drake, Portland	433,392.00

DOUGLAS COUNTY
DEADY-SHADY STRUCTURES ON PACIFIC HIGHWAY

Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland	$129,792.00
Hamilton & Thoms, Eugene	133,525.00
Peter Piewit Sons' Company, Longview, Washington	135,527.00
Tom Lillebo, Reedsport	136,758.00
Babler Brothers, Inc., Portland	139,997.50
Glenn Snook, Eugene	141,625.00
H. C. Werner, Inc., Eugene	142,805.00
Todd Building Company, Roseburg	143,300.00
Hannan Brothers Company, Portland	145,995.00
Donald M. Drake Company, Portland	179,200.00

GRANT COUNTY
JOHN DAY MAINTENANCE BUILDING

Walt M. Young, Hermiston	$ 5,955.00
Mann Construction Company, Redmond	7,070.00
J. L. Ross, Bend	7,359.80
McCormack Construction Company, Pendleton	7,950.00
William Zickler, John Day	9,350.00

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HARNEY COUNTY
GRADING AND SURFACING VAN DREWSEY COUNTY ROAD

J. M. Arenz, Portland	$ 73,139.00
T. W. Thomas, Portland	75,772.25
Durbin Brothers, Eugene	77,378.00
Q. L. Rufener, Portland *	79,959.00
Quinn Brothers & Robbins, Boise, Idaho	81,602.00
Shirley G. Stone Company, Oswego	82,031.00
A. H. Saxton & Son, Corvallis	84,913.00
Harbert Brothers, Estacada	85,487.00
Asphalt Paving Company, Klamath Falls	97,711.00
Fred H. Slate Company Oreg. Ltd., Portland	104,068.50
Babler Brothers, Inc., Portland	114,235.00
Earl M. McNutt, Eugene	117,429.10

* Bidder will not accept projects totaling more than $80,000

JACKSON COUNTY
ROCK POINT-SEVEN OAKS FENCING PROJECT-PACIFIC HWY

Harold W. Salter, Rogue River	$ 19,105.60
Mark Smith & Company, Klamath Falls	25,997.50
San Jose Steel Company, Inc., Portland	28,810.00

JOSEPHINE COUNTY
TAYLOR CREEK BRIDGE ON MERLIN-GALICE ROAD

R & M Construction Company, Central Point	$ 27,950.00
Lowe & Beeson, Talent	30,765.00
The Central Heating Company Oreg. Ltd., Eugene	31,385.00
Orlando C. Bennard, Portland	33,280.00
C. P. Patterson, Redmond	33,845.00

JOSEPHINE COUNTY
GALICE CREEK BRIDGE ON MERLIN-GALICE ROAD

Ausland & Dodson, Grants Pass	$ 14,060.00
C. P. Patterson, Redmond	16,160.00
Lowe & Beeson, Talent	17,375.00
R & M Construction Company, Central Point	17,452.50
The Central Heating Company Oreg. Ltd., Eugene	20,050.00
Orlando C. Bennard, Portland	21,365.00

KLAMATH COUNTY
TRAILER SHELTER AT ODELL LAKE

C. P. Patterson, Redmond	$ 14,499.85

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Trailer Shelter at Odell Lake (cont.)

Thomas Dalke, Salem	$ 19,840.00
Morris R. Holst, Oakridge	20,207.88
Mann Construction Company, Redmond	21,620.00
Walt M. Young, Hermiston	21,945.00
John M. Steinmuller, Eugene	22,068.00
Ferguson-Cassady Company, Portland	25,757.00

LANE COUNTY
HENDRICKS BRIDGE STATE PARK LATRINE

Harold E. Lee, Springfield	$ 5,128.90
John M. Steinmuller, Eugene	5,437.00
United Pacific Construction, Inc., Eugene	7,390.00

LANE COUNTY
COAST FORK WILLAMETTE RIVER-DIVIDE UNIT STRUCTURES

Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland	$ 96,986.00
Hamilton & Thoms, Eugene	105,260.00
Tom Lillebo, Reedsport	109,428.00
H. C. Werner, Inc., Eugene	117,440.00
Babler Brothers, Inc., Portland	119,095.00
Peter Kiewit Sons' Company, Longview, Washington	123,428.00

LINCOLN COUNTY
BIG CREEK STATE PARK LATRINES

John Hilstrom, Astoria	$ 7,026.00
Mann Construction Company, Redmond	7,200.00
V. C. Johnson, Gladstone	7,422.00
John M. Steinmuller, Jr., Eugene	7,704.00
Fred Neikes, Newport	8,040.00
C. W. Hill & Son, Salem	9,200.00
United Pacific Construction, Inc., Eugene	10,300.00

MALHEUR COUNTY
GRADING OLD OREGON TRAIL

Earl L. McNutt, Eugene	$1,251,712.00
Morrison-Knudsen Company, Inc., Boise, Idaho	1,294,569.50
Goodfellow Brothers, Inc., Wenatchee, Washington	1,384.581.00
Rogers Construction Company, Portland	1,397,646.00
Vernie Jarl, Gresham	1,445.646.00
McCammon-Wunderlich Company, Palo Alto, California	1,460,738.50

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Grading Old Oregon Trail (cont.)

Quinn Robbins Company, Inc., & Quinn Brothers & Robbins, Boise, Idaho	$1,474,537.50
J. W. Briggs, Bend	1,500,816.00
Kuckenberg Construction Company, Inc., Portland	1,508,928.00
C. R. O'Neil & M. L. O'Neil & Son, Pendleton	1,510,095.10
R. A. Heintz Construction Company, Portland	1,518,370.50
D & H Construction & M. H. Hasler Construction Company, Sacramento, California	1,537,149.00
Fred H. Slate Company Oreg. Ltd. & E. C. Hall Company, Portland	1,591.740.00
Peter Kiewit Sons' Company, Longview, Washington	1,676,676.00
Babler Brothers, Inc., Portland	1,677,770.00
Parker-Schram Company, Portland	1,692,538.50
White Brothers Company, Walla Walla, Washington	1,702,971.00
Gibbons & Reed Company, Salt Lake City, Utah	1,831,341.00
J. Ira McNutt, Eugene	1,889,273.00
P. L. Saddler, Wenatchee, Washington	1,908,910.20
Hewett-Sather Companies, Spokane, Washington	2,044,840.00
P. J. Anderson & Sons and Osberg Construction Company, Seattle, Washington	2,464,226.00

MARION AND CLACKAMAS COUNTIES
PAVING PORTLAND-SALEM EXPRESSWAY

Newport Construction Company, Portland	$ 967,337.50
Rogers Construction Company, Portland	1,060,945.00
J. N. Conley, Portland *	1,151,135.00
J. Ira McNutt, Eugene	1,179,725.00
Acme Construction Company, Eugene	1,260,689.50
E. C. Hall Company and J. C. Compton Company, Portland	1,327,540.00

* Bidder will accept award of only one project

MARION COUNTY
PAVING PORTLAND-SALEM EXPRESSWAY

Parker-Schram Company, Portland	$778,228.00
Central Paving Company and Calkins Crushing Company, Independence	828,160.00
Rogers Construction Company, Portland	839,644.00
Warren Northwest, Inc., Portland	886,779.00
J. N. Conley, Portland *	897,010.00
Porter W. Yett, Portland	917,106.00
Acme Construction Company, Eugene	935,947.00
J. Ira McNutt, Eugene	937,730.00
Newport Construction Company, Portland	937,999.00
The Central Heating Company Oreg. Ltd., Eugene	938,840.00

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Paving Portland-Salem Expressway (cont.)

E. C. Hall Company & J. C. Compton Company, Portland	$965,140.00

* Bidder will accept award of only one project.

MARION COUNTY
SALEM BY-PASS GUARD RAIL PROJECT

R & M Construction Company, Central Point	$ 55,669.50
Wulfert Company, Inc., San Leandro, California	56,625.00
Snitily Brothers Construction Co., Wenatchee, Washington	59,303.00
Walton-Brown Electric Company, Salem	59,957.00

MARION COUNTY
SALEM BY-PASS ILLUMINATION

George L. Rochat & Son, Portland	$ 13,000.00
Walton-Brown Electric Company, Salem	16,198.00
Trowbridge Electric Company, Roseburg	17,300.00
Electric Corporation, Salem	17,480.00
Marion Electric Company, Salem	18,087.00
L. H. Morris Electric Company, Eugene	19,950.00
Witzig Construction Company, Corvallis	21,300.00
Farnham Electric Company, McMinnville	22,450.00

MARION COUNTY
SLOPE PAVING ON SALEM BY-PASS GRADE SEPARATIONS

Babler Brothers, Inc., Portland	$ 5,700.00

MULTNOMAH COUNTY
74TH AVENUE GRADE SEPARATION

Chas. R. Schmiedeskamp, Portland	$ 52,492.00
Lee Hoffman, Beaverton	59,625.00

MULTNOMAH COUNTY
ONEONTA EMBANKMENT AND RIPRAP REPAIR PROJECT

John A. Logan, Portland	$ 8,200.00
O & K Construction Company, Gresham	8,200.00
A. H. Saxton & Son, Corvallis	8,275.00
Q. L. Rufener, Portland *	10,250.00
C. T. Malcom & Company, Portland	12,650.00
P. C. Knox, Gladstone	14,500.00

* Bidder will not accept projects totaling more than $80,000

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MULTNOMAH COUNTY
58TH AVENUE CONNECTION GRADE SEPARATION

United Builders, Inc., Beaverton	$ 34,787.50
Johnston and Bryant, Newberg	35,740.00
Hannan Brothers Company, Portland	36,040.00
Chas. R. Schmiedeskamp, Portland	40,992.50
Inland Construction Company, Milwaukie	41,640.00
Babler Brothers, Inc., Portland	44,055.00
Orlando C. Bennard, Portland	44,755.00
Lee Hoffman, Beaverton	45,275.00

MULTNOMAH COUNTY
HALSEY STREET GRADE SEPARATION

United Builders, Inc., Beaverton	$139,195.00
Lee Hoffman, Beaverton	152,890.00

UMATILLA COUNTY
GRADING AND OILING ADAMS-MISSION COUNTY ROAD

K. C. Dack Construction Company, Milton-Freewater	$ 90,651.50
Arthur Simonsen, Baker	98,117.00
Vernie Jarl, Gresham	98,596.00
C. C. Meisel, McMinnville	101,092.50

WASHINGTON, MULTNOMAH AND CLACKAMAS COUNTIES
BARBUR BOULEVARD-WILLAMETTE RIVER FENCING PROJECT

Colorado Fuel & Iron Corporation, Portland	$ 21,951.14

Chairman Chandler announced that because of unforeseen circumstances the bids for installation of traffic signals in Eugene will be held intact and be opened and read at the bid opening on the following day.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

A report was submitted by the Chief Counsel on a proposed settlement of the condemnation case against Charles K. Buffington, et al, on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County. He recalled that at the meeting on February 24, 1954, an option for this property in the amount of $19,000 was rejected as being too high. Appraisals on the prop-

erty, he stated, vary from $10,600 to $15,335. The value of the property he felt is about $10,600 and the defendants were offered that amount. The defendants have proposed a settlement in which the State is to pay them the sum of $16,900, rebuild a gate on the westerly side of the highway, construct an approach to the remaining triangular parcel, eliminate access control on the connecting road and eliminate 3.85 acres which encompass a quarry site. The Chief Counsel stated that he could not recommend settlement on that basis. The Commission accepted the recommendation.

The Commission also considered a report from the Chief Counsel concerning the claim of George and Augusta Jewett for damages due to interruption of their water supply by reason of construction on the Viento-Hood River Section of the Columbia River Highway in Hood River County. The Chief Counsel stated that condemnation proceedings were filed against the Jewetts on December 3, 1951 and that settlement was later reached in the amount of $10,500, the amount originally offered; however, during construction operations, the spring dried up and the State constructed a pipe line from a spring located on state-owned property to the site of the old spring. The Hewetts, he said, now claim damages in the amount of $1,740 for interruption of their water supply. He pointed out that under the terms of the settlement, payment of the $10,500 agreed upon was to be considered full compensation for the real property, including any and all damages resulting from construction of the highway. Also, under Oregon Law it appears that the State has no liability. He recommended that the claim be denied. The Commission accepted the recommendation.

The Chief Counsel requested and the Commission granted authority to institute legal proceedings against the following parties:

1. Baxter Payne, et ux, R 17627: This case concerns access to the Ochoco Highway from property formerly owned by Mr. and Mrs. J. B. Payne and Mr. and Mrs. E. A. Harnden approximately three miles west of the town of Mitchell. The deed conveying the right of way to the State provided for relinquishment of all rights of access except one which was allowed for private use only. Subsequently the land was sold to a Mr. and Mrs. Robert Woodley who built a motel on the property and are utilizing the access to service the motel in violation of the deed restriction. The Chief Counsel recommended that if voluntary cooperation cannot be secured from the Woodleys, legal proceedings be instituted to enforce the deed provision. The Commission approved the recommendation.

2. Thora K. Foss, R 18010: This case concerns access to the The Dalles-California Highway from property formerly owned by Mrs. Foss of Lapine, Deschutes County. In this instance the Chief Counsel stated that an access was granted for noncommercial use only but it now is being used by Mr. B. M. Martin, the present owner, as access to his motel. He recommended, if voluntary cooperation cannot be secured from Mr. Martin, that injunctive proceedings be authorized against him or any other party that is involved to enforce the provisions of the deed of conveyance which provides for private access only. The Commission accepted the recommendation. (The action of the Commission was confirmed at The Dalles on August 14, 1954 after the property was personally inspected by the Commission on the previous day. See ahead for additional entry.)

3. Albert S. Johnson, R 19730: This case concerns property acquired from Mr. and Mrs. Johnson on the Tigard-Newberg Section of the Pacific Highway West. The Chief Counsel explained that the consideration due and owing the Johnsons for this property was assigned to Beulah H. Opsund as consideration for her execution of a partial release of a mortgage that she holds; however, she has consistently refused to execute the mortgage release. He asked the Commission to authorize appropriate legal proceedings against the proper parties to accomplish the desired purpose. The recommendation was accepted by the Commission.

4. H. G. Rommel, R 10458: This case concerns acquisition of land in the town of Terrebonne on The Dalles-California Highway. The Chief Counsel explained that the option obtained from Mr. Rommel was accepted by the Highway Commission on September 24, 1953. Since that time, he said, Mr. Rommel has refused to execute a deed because he objects to the access restrictions contained therein, and he now demands a commercial access. He requested, and the Commission authorized legal proceedings as are necessary to obtain title to the property.

5. Sam Ellison, R 20960: This case concerns acquisition of land on the Gellatly Point-Corvallis Section of the Corvallis-Newport Highway. Mr. Ellison, the Chief Counsel stated, signed an option for the property which was accepted by the Commission September 24, 1953, but he now refuses to execute the deed because of the amount of land that the State is taking. He requested authority to start such legal proceedings as are necessary to acquire title to the property. The Commission approved the request.

The Commission considered briefly the renewal of the insurance policy now in effect covering liability in connection with snow removal operations on the Columbia River Highway between Troutdale and The Dalles. Action on the matter was deferred pending discussion during the Commission road trip later in the week. (The Commission authorized renewal of the present insurance at an adjourned meeting held in The Dalles on August 14, 1954. See ahead for additional entry.)

The Chief Counsel brought up for discussion the matter of closing the intersecting roads on the recently completed section of the Corvallis-Newport Highway between Newport and Toledo. He pointed out that there are a number of road connections along this section that should be closed and that the only way this can be accomplished legally is by the Commission declaring the highway a "throughway". He recommended such action by the Commission. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to the abandonment of a damage claim against Andrew La Lack, Jr., doing business as the La Creole Lumber Company, and

C. L. Million. The Chief Counsel explained that on March 23, 1954, a State Highway truck was sideswiped by a log truck owned by these people on a bridge located at Levins Street and Rickreall Creek in Dallas, Oregon. The bridge, he stated, is too narrow for two trucks to pass and, as the log truck had entered upon the bridge first, the driver of the state truck should have yielded the right of way. The claim, he stated, is in the sum of $34.34 and has been denied by the La Creole Lumber Company. He recommended that it be abandoned as uncollectible. The Commission accepted the recommendation.

A report was submitted by the Chief Counsel concerning the case of John Nyberg vs the State of Oregon by and through its State Highway Commission. He explained that on April 16, 1952, the State acquired from Mr. Nyberg three parcels of property on the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway in Washington County for the sum of $60,502. The plaintiffs allege that sediment and silt from the State Highway Department's fill have clogged the drainage ditch on the plaintiff's remaining property and that a heavy coating of silt, mud, and clay was carried from the fill and deposited upon approximately 15 acres of the plaintiffs' land. They demand payment of damages in the amount of $30,000. Investigation , he stated, is being made and as soon as the facts are known appropriate action will be taken for the defense of the State, and if a satisfactory settlement cannot be reached, then the case will have to be tried. The Commission accepted the report.

The Chief Counsel also presented a report on the case of State vs Walnut Park, et al, L 1985. He explained that complaint in this case was filed on April 8, 1953, for acquisition of two parcels of real property on Unit No. 2 of the T. H. Banfield Expressway between Northeast 33d Avenue and Northeast 37th Avenue. Prior to the filing of the complaint an offer was made in the sum of $59,600 based on appraisals by Mr. Leroy Draper, Mr. Jeffery Holbrook, and Mr. S. N. Mayhew, varying from $54,500 to $59,520, which appraisals were obtained in February, 1951. Since 1951, he stated, there has been a considerable increase in industrial land value based on sales of other industrial property, and appraisals taken recently indicate a value between $98,000 and $111,780. He requested authority to offer the sum of $111,780 for the property. The Commission authorized an offer in such amount.

The Commission gave attention to a report submitted by the Chief Counsel concerning a claim for damages filed by Mrs. June Haviland arising out of construction of the Viento-Hood River Section of the Columbia River Highway. The Chief Counsel stated, in brief, that Mrs. Haviland alleges that she failed to understand the terms of the offer for her property that was acquired for right of way purposes and that she is entitled to additional compensation for the drying up of a spring which resulted from construction of the highway. He gave as his opinion that Mrs. Haviland did understand the terms of the offer and that the payment of $10,500 to her represents full compensation for the property acquired from her and for the damages sustained to her remaining land. He added that there is no legal obligation on the part of the Commission to pay her an additional amount. The Commission accepted the report.

The Engineer reported that under authority granted by law and pursuant to instructions from the Commission, he has awarded to the successful bidders con-

tracts as follows, which were referred to him by the Commission for award as soon as certain conditions had been met. The Commission accepted the report:

1. Grading Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway, Douglas County. Bids received May 11, 1954. Conditions of award satisfied June 25, 1954. Berke Brothers & C. R. O'Neil, Pendleton, contractor.

2. Grading and paving and construction of a concrete bridge on Sherman Junction-Willowdale Section of The Dalles-California Highway, Wasco and Jefferson Counties. Bids received May 11, 1954. Conditions of award satisfied June 25, 1954. J. W. Briggs, Bend, contractor.

3. Ridge Road-Morrow County Line and North Unit, Lost Valley Road-Lonerock Oiling Project on Base Line and Lonerock County Roads, Gilliam County. Bids received June 23, 1954. Conditions of award satisfied June 28, 1954. J. C. Compton Company, McMinnville, contractor.

4. Oiling on Jefferson Junction-Knox Butte and Cox Creek-Lebanon Junction Sections of Hardscrabble Hill and Cox Creek County Roads, Linn County. Bids received June 24, 1954. Conditions of award satisfied June 28, 1954. C. C. Meisel, McMinnville, contractor.

5. Surfacing and furnishing crushed material in stockpile on Hilgard Junction-Meadowbrook Section of Starkey Highway, Union County. Bids received June 23, 1954. Conditions of award satisfied June 29, 1954. Vernie Jarl, Gresham, contractor.

6. Leveling course and oiling Powell Butte Junction-Deschutes County Line Section of the Powell Butte County Road, Crook County. Bids received June 23, 1954. Conditions of award satisfied July 1, 1954. Babler Brothers, Inc., Portland, contractor.

7. Roadbed surfacing and oiling Twin Bridges-Muddy Creek Section of Beaver Creek-Greenberry County Road, Benton County. Bids received June 24, 1954. Conditions of award satisfied July 1, 1954. Central Paving Company, Independence, contractor.

8. Paving Sand Station-Washington State Line Section of Columbia River Highway, Umatilla County. Bids received June 23, 1954. Conditions of award satisfied July 1, 1954. Parker-Schram Company, Portland, contractor.

9. Grading and paving Depot Street in Weston, Umatilla County. Bids received June 23, 1954. Conditions of award satisfied July 2, 1954. Morrison & Lamping, Walla Walla, Washington, contractor.

10. Rock base and oiling on Jordan-Keck Canyon Section of Rhea

Creek County Road, Morrow County. Bids received June 23, 1954. Conditions of award satisfied July 2, 1954. Rogers Construction Company, Portland, contractor.

11. Grading and surfacing and widening a concrete bridge on Enterprise-Brock Corner Section of Fish Hatchery County Road, Wallowa County. Bids received June 23, 1954. Conditions of award satisfied July 12, 1954. Morrison-Knudsen Company, Inc., Boise, Idaho, contractor.

12. Oiling on Forest Boundary-Bend Section of Tumalo Falls, Bend County Road, Deschutes County. Bids received June 24, 1954. Conditions of award satisfied July 12, 1954. Babler Brothers, Inc., Portland, contractor.

13. Grading and paving Hopmere-Wheatland Junction Section of North River Road, Marion County. Bids received June 24, 1954. Conditions of award satisfied July 21, 1954. Central Paving Company, Independence, contractor.

14. Construction of Baker Creek and Panther Creek Bridges, Yamhill County. Bids received June 23, 1954. Conditions of award satisfied July 26, 1954. Johnson & Amens, McMinnville, contractor.

Upon the Engineer's request, the Commission authorized negotiations with Mr. S. G. Schlotthauer for the purchase of additional right of way, 20 feet wide, on the Sunset Highway between Sylvan and West Slope. The Engineer explained that in 1949 certain work was performed to stop erosion and slides on Mr. Schlotthauer's property but it had not proved entirely successful, and during the last year three additional small slides occurred which encroached from two feet to 18 feet onto Mr. Schlotthauer's property. He gave as his opinion that the slopes have now reached a final angle of repose and hereafter will probably remain stable.

Responsibility for maintenance of the approach road to the Maryhill Ferry after completion of The Dalles Dam across the Columbia River was discussed. The Engineer advised that when the dam is completed, the existing road between US 30 and the ferry will be inundated. At the Public Utilities hearing concerning a new crossing of the railroad tracks at grade, the County Judge of Sherman County indicated that after completion of the dam, the County Court will not be interested in maintaining this approach to the ferry, and the Public Utilities Commissioner has written that if the County should vacate the road, serious consideration would be given to denying the application of the Army Engineers for a crossing of the railroad at grade. He pointed out that if the State takes over the road leading to the Maryhill Ferry which is privately operated, a precedent would be established with respect to the assumption of responsibility not only for other ferry approach roads but also for a number of toll bridges which have approaches that are of considerable magnitude. He recommended emphatically that the State

refuse to assume any obligation whatsoever in connection with the approach road to the Maryhill Ferry. The Commission adopted the recommendation and authorized the Engineer to convey such information to the Public Utilities Commissioner.

Consideration was given to a suggestion offered by E. J. Haney, Chairman of the Roads Committee of the Weston Chamber of Commerce for establishment of a viewpoint at Weston Mountain on the Weston-Elgin Secondary Highway in Union County. The proposed viewpoint, the Engineer stated, was recently investigated with Mr. Haney, and it was found that the proposed site is in a hazardous place on a 10° curve and a 6 percent grade. He mentioned an alternate location that could be developed at a lower elevation, but which would involve construction of about 1,000 feet of access road at a total cost of about $10,000. The Bureau of Public Roads, he stated, has made a survey for relocation of this highway section, in view of which he recommended that plans for the viewpoint be deferred until the ultimate location of the highway is assured. The Commission accepted the recommendation.

The Commission also considered a report from the Engineer on a proposed overcrossing of the Southern Pacific mainline tracks on the new route of the Clackamas Secondary Highway near the town of Clackamas. The Engineer explained that a petition was filed with the Public Utilities Commissioner for authority to construct the overcrossing and to close the existing grade crossing on this highway and another grade crossing on a county road about one-half mile south of the proposed overpass. The County crossing, he stated, is also hazardous and as the additional travel-distance would not exceed 0.3 mile by closing both existing crossings and using the proposed overhead, it appeared to him to be feasible and in the interests of safety to close both of them. The Engineer further stated that subsequent to filing of the petition with the Public Utilities Commissioner, many objections to the closure of the two crossings have been voiced, including those of two county commissioners, Safeway Stores, Clackamas Grade School District No. 64, and those of local citizens. The Southern Pacific Company, he added, has advised that if both crossings are closed it will contribute 10 percent toward the cost of the overcrossing but will not contribute unless both crossings are closed. He also called attention to the fact that the Oregon National Guard unloads freight on the west side of the railroad tracks at the present crossing and will offer no objection to the closing of the existing grade crossing if a new spur track and unloading platforms are constructed on the east side of the railroad for its use. In this connection the Railroad Company insists on concrete loading platforms, which, with the construction of the spur track is estimated to cost approximately $14,000. He estimated that the proposed overcrossing improvement,including construction and right of way, will cost at least $200,000. The Commission deferred action on the matter pending appearance of a delegation that is scheduled to be heard on the subject on the following day. (The delegation that was present on the following day was advised that the Commission wants more time to study the matter and will then take final action. The subject was again discussed during the progress of the Commission's inspection trip, August 11 to 14, when it was decided definitely not to build the new overcrossing structure until the Clackamas County Court agrees to recommend to the Public Utilities Commissioner the closing of both existing grade crossings.)

The Engineer reported to the Commission the results of receiving sealed bids in Salem on July 27 for the sale of used equipment and scrap materials located at Salem, La Grande, Klamath Falls, and Coquille. He presented a tabulation of high bids received and recommended acceptance of the high bid for each item except those on items Nos. 3, 5, 36, 51, 52, 53, 54, 100, and 110 which, he said, are too low and should be rejected. He pointed out that no bid was received on several items, and he recommended that these items, together with those rejected, be readvertised for future sale or be scrapped. The total of all high bids received other than those rejected was $22,551.58 compared with an appraised value of $17,237. The Commission approved the recommendations. (For details concerning this sale, see Engineer's letter of August 4, 1954 in the General Files and tabulation of bids received July 27, 1954, filed in the office of the Secretary under File No. 472, "Miscellaneous Proposals".)

A tabulation showing statistics from the weighmaster's records covering the period from January through June for the years 1950 to 1954 was presented by the Engineer. He pointed out that the percentage of weight violations by haulers of commodities other than logs, poles or piling has shown a consistent decrease from 1950 to date, the percentage of violations during the first six months of 1954 being only slightly above one percent of the total number of loads weighed. Fines are slightly above last year's average and about 15 percent below average fines for the same period in 1952. Violations with respect to haulers of logs, poles or piling for 1954 shows 1.57 percent of the total loads weighed which is above the corresponding period for 1953, and the same as for the period in 1952. Fines, however, now are approximately 26 percent below the average for the corresponding period of 1952. He also called attention to the fact that the number of cases pending in the various courts is 510 as of June 30, being almost double the number pending a year ago. The Commission accepted the report. (For further details see the Engineer's letter of July 30 with report attached in the General Files.)

The Engineer reported that under authority previously granted him, he had approved reclassification of the following highway sections from a Group II status to a Group I status, test runs having disclosed that extra long equipment can negotiate the turns without endangering other traffic:

1. The Mt. Hood Highway from its junction with the Odell Secondary Highway at M. P. 95.35 to its junction with the new route of the Columbia River Highway, US 30, at M. P. 104.78.

2. The Odell Secondary Highway, No. 282, from Odell easterly to the junction of the Mt. Hood Highway at M. P. 3.43.

3. The Hood River Secondary Highway from its junction with the Mt. Hood Highway, M. P. 0.00, 13th and Oak Streets in Hood River, to its junction with the Mt. Hood Highway near Parkdale.

The Commission confirmed the reclassification as reported.

An offer from Mr. I. B. Solberg, Vice-president of the Beaver Crest Development Company, Corvallis, to donate a 30-foot strip of property on each side of the Oregon Coast Highway one mile north of Seal Rock in Lincoln County was considered

by the Commission. The Engineer advised that this Company has platted a subdivision at this location and has offered to deed the two strips to the State without cost. He further stated that the offer appears to be made in good faith, and he recommended that it be accepted. The Commission adopted the recommendation.

The Engineer reported that residents of the City of Seaside are concerned about their plans for construction of a bridge across the Neawanna River at the end of East Broadway in Seaside. Their concern, he stated, is caused by their uncertainty as to the plans of the Highway Department for a by-pass of the City. He explained that from the data thus far obtained in the survey now being conducted, it appears that Roosevelt Drive will be the eventual route of the highway and, if so, such routing will not affect the proposed city bridge across the Neawanna River. The Commission discussed the matter briefly but took no action at this time. (The delegation, upon its appearance before the Commission, was informed of the status of the survey; also that indications are that Roosevelt Drive will be used for the by-pass and in that event the bridge will not be of any concern to the State.)

The Commission gave attention to the following items of Unfinished Business appearing on the Secretary's summary, dated June 24, 1954:

1. Request of Gold Beach Rotary Club for establishment of a state park on US 101 near Gold Beach. Chairman Chandler advised that in company with Messrs. R. H. Baldock, State Highway Engineer; W. C. Williams, Deputy State Highway Engineer; and R. N. Kellogg, Highway Engineer, U. S. Bureau of Public Roads, he inspected the proposed interchange structure at Wedderburn shortly after the June meeting of the Commission, and on the same occasion he met with members of the Gold Beach Rotary Club for discussion of the proposed park, the request for the park having come from that organization. He said that he gave the group a map prepared by the Parks Division disclosing an area about three miles north of Wedderburn that would be desirable for state park purposes and that he told the group that the State Highway Commission does not want to be responsible for the removal of any more park land from the tax rolls of Curry County, it being his feeling, inasmuch as this is a Rotary Club project, that the responsibility belongs to the Rotary Club. Chairman Chandler stated further that he pointed out to the group that the land proposed for the park is owned by the Lloyd Corporation, and that he indicated to them, if the Rotary Club will acquire the property for the State, the Highway Commission then very likely will look with favor upon developing the area for park and recreational purposes in a manner comparable to the developments at Humbug Mountain and Harris Beach; also, that the Commission would probably approve naming the park "Lloyd Park" in honor of Mr. Lloyd of the Lloyd Corporation. He further stated that he mentioned to the club the possibility of terminating at Gold Beach improvements to the Oregon Coast Highway because of difficulties that the Commission is experiencing with regard to acquisition of right of way for the improvement of this road. The attitude of the members of the Rotary Club, he said, appeared to be friendly and enthusiastic. In concluding his report, Chairman Chandler suggested that nothing further be done about acquiring the park property at this time so as to give the members of the Rotary Club

an opportunity to discuss the matter among themselves.

The Engineer mentioned receipt of a letter from the Rotary Club stating that they contacted representatives of the Lloyd Corporation and suggest that the State Highway Department negotiate for the proposed park area at the same time negotiations are carried on for acquisition of right of way for the highway. The Engineer suggested that the State Parks Superintendent furnish the Right of Way Department a description of the park area for its use in carrying on negotiations with the Lloyd Corporation. Chairman Chandler replied that in his estimation the matter should be left in "status quo" and the item removed from the list of unfinished business. Commissioner Reynolds declared his acceptance of Chairman Chandler's report. Commissioner McIver also indicated his approval of the report. The State Parks Superintendent was thereupon requested to send a map and description of the proposed park to Mr. H. Glenn Sabin, Secretary of the Gold Beach Rotary Club, for the Club's use in negotiating acquisition of the area.

2. Proposed acquisition of land from the Pacific Power and Light Company as an addition to Wallowa Lake State Park: The Commission ordered this item deleted from the list of unfinished business inasmuch as the Parks Superintendent had reported on it earlier in the session and action was taken at that time.

3. Request of U. S. Army Engineers that the State assume responsibility for recreational facilities at Detroit Lake on the North Santiam Secondary Highway: The Parks Superintendent stated that he is not ready to report on this subject, and he requested that the item be retained on the list of unfinished business. The Commission approved the request and so ordered.

4. Request for park development at Ochoco Lake on the Ochoco Highway east of Prineville: This item was ordered deleted from the list of unfinished business inasmuch as action on the Parks Superintendent's report covering the subject was taken earlier in the session.

5. Status of expenditures in relationship to the budget for 1954: The Commission approved a written report on this subject, dated July 27, 1954, as prepared by the Auditor. The item was ordered deleted from the list of unfinished business. (For details, see copy of the Auditor's report in General Files.)

Attention was given by the Commission to a telegram received from Norblad, Wyatt, & McDonald, Astoria, attorneys for the owners of the Spexarth Building of that place, protesting the proposed rounding of a corner at 8th and Commercial Streets in Astoria in front of the Spexarth Building. The Engineer stated that these attorneys threaten to file an injunction suit if the work is not stopped, and they also offer objections to the one-way traffic routing in Astoria. He said that he has ordered the rounding work stopped pending an opinion from the Chief Counsel as to the rights of the building owners. The Chief Counsel commented that a search is now being made and a legal opinion will be forthcoming shortly. The Commission accepted the report.

A request was considered from Tulana Farms, Inc., for the Commission's approval of the vacation of a small portion of Cross Street in the unincorporated town

of Worden in Klamath County. The Engineer stated that the townsite of Worden has never been developed and that most of Cross Street already has been vacated; also that Tulana Farms wants to erect a building on the property. The vacation of this portion of the street, as proposed, he stated, is not objectionable from the State's standpoint, and he recommended that the Commission give consent to such vacation. The Commission accepted the recommendation.

A request from the City of Myrtle Point for construction of curbs and full width pavement from 8th Street south to Maryland Avenue on the Coos Bay-Roseburg Highway and for construction fo sidewalks from Maryland Avenue south to the city limits was considered by the Commission. The Engineer advised that on the basis of a preliminary estimate the cost to construct a full-width pavement, including curbs and drainage would be $85,000 and to build the sidewalks will cost an extra $10,000. He pointed out that it is contrary to the Commission's policy to construct sidewalks within city limits; also, that there are no funds available to finance the curb and widening work. He recommended in view thereof that the request for the sidewalks be denied and that consideration of the curb and widening be deferred until funds are available. The Commission adopted the recommendations.

Consideration was given to a petition from residents of Canby and Oregon City requesting installation of a traffic light on US 99E where it connects with the County Road leading to Warner Grange Hall at the top of the New Era Hill about three miles north of Canby. The Engineer advised that this matter was investigated by the Traffic Engineering Division which ascertained that the two roads connect at an acute angle making it difficult for traffic to turn from one road to the other, particularly during hours of darkness. He recommended that a luminaire unit be installed at the intersection at an estimated cost of $350. The Commission approved the installation.

The Engineer presented for consideration a proposed agreement with the Southern Pacific Railroad covering the installation of flashing railroad signals at the crossing of the Knox Butte Federal-aid County Road with the main line tracks of the Southern Pacific Railroad Company between Jefferson Junction and Jefferson in Linn County. The Railroad Company, he stated, has agreed to pay one-half the cost of the installation and to maintain the signals, and the balance of the installation cost will be shared equally by the State and Linn County. He recommended approval of the agreement. The Commission accepted the recommendation.

The Engineer requested and the Commission authorized an increase of $11,800 in the project authorization for construction of the White School Junction Unit of the West Portland-Hubbard Highway. The Engineer stated that the overrun was caused by added cost of paving shoulders and installation of luminaire units and signs which were not included in the original authorization; also due to increasing the thickness of the roadway paving from $3\frac{1}{2}$ to 4 inches.

The Commission also approved the following project authorization increases: $53,000 for the Brush Creek-Rinehart Creek Section of US 101, Contract No. 3882, and $59,000 for the Rocky Point-Brush Creek Section of US 101

Contract No. 4057. The Engineer explained that the overruns resulted from extensive slides.

The Engineer recalled that at the June meeting he reported orally on a request from Mr. Calvin N. Souther, Portland, for installation of traffic signals at the intersection of the Oswego Highway and the S. W. Military Road between Portland and Oswego, and that later, on July 9, he sent the Commissioners a written report on the subject. He commented that a traffic engineering investigation was conducted which revealed that the minimum traffic volume as compared with national accepted standards is not sufficient to warrant the installation of signals. He pointed out that unless the standards are adhered to strictly, there is no basis on which to take a stand which will insure justice to all and favoritism toward none. He recommended that Mr. Souther's request be denied and the matter be taken care of by improved signing. The Commission accepted the recommendation.

Allocations to the cities and towns of the State of their respective shares of the revenues that accrued to the State Highway fund during the period January 1 to June 30, 1954 was considered by the Commission. The Engineer pointed out that under the provisions of Oregon Law, the sum of $2,138,708.94 is available for distribution among the cities and towns, and he recommended that this money be allocated to them pursuant to formula prescribed by law. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority to conduct a location survey for improvement of the Cascade Secondary Highway (82d Street) southerly from the Clackamas overcrossing near the Portland city limits to Oregon City. He recalled that numerous requests for improvement of this section have been received and that preliminary plans for the project have been well received by the Clackamas County Court. He further stated that the improvement should be made in the not too distant future, and he gave as his opinion that the survey should be done soon so right of way can be negotiated. The Commission granted the request.

The Engineer brought to the Commission's attention a proposed improvement of the Bear Creek Section of the Siuslaw Highway in Lane County. He pointed out that the present bridge over Bear Creek is an untreated timber structure constructed in 1921 which is in immediate need of replacement; however, the alignment of approximately 0.8 mile of highway adjoining the bridge is inferior and should be revised. He presented a map showing the proposed highway relocation and the new bridge crossing, and he recommended adoption of the survey at this time. The Engineer also recommended approval of the allocation of $160,000 provided for this purpose in the new Federal-aid program which was discussed at this meeting with which to finance the improvement. The Commission approved the survey as recommended by adoption of the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission also approved the allocation of $160,000 to finance construction of the project.

Consideration was given to the adoption of a location survey for the Adams Avenue unit of the proposed one-way traffic couplet for the Pacific Highway West in

the City of McMinnville. The Engineer explained that in the proposed plan Baker Street, the existing highway route, is to be utilized for eastbound traffic and Adams Street for westbound traffic. He recommended approval of the survey subject to the city authorities passing the required ordinance and signing a contract with the State covering the situation. Chairman Chandler inquired how this one-way couplet plan will fit in with the contemplated by-pass of the City of McMinnville. He commented that traffic from Portland to the coast and return will not go through the city if a by-pass were provided, thereby removing the great bulk of traffic which now is required to go through McMinnville. The Engineer replied that the information revealed by the economic survey for this area indicates that the one-way couplet is a necessity even though the by-pass is provided. Commissioner McIver inquired how far the money required to build the one-way couplet in the city will go in constructing the by-pass route. The Engineer replied that the one-way couplet in the city is estimated to cost about $175,000 for right of way plus $200,000 for construction. The cost of constructing the by-pass, he estimated at about $1,000,000. After further discussion the Commission instructed the Engineer to prepare a new report concerning the one-way couplet and the by-pass route, with maps, including information concerning traffic volumes and costs involved. Adoption of the survey was deferred pending study of the report.

A request was considered from Mr. Fred G. Smith and Mr. Ray L. Brown, Boardman, Oregon, for construction of an extension to the frontage road along US 30 at the City of Boardman. The Engineer pointed out that the existing frontage road was provided so that several streets in a platted subdivision could be closed and that access from the frontage road to the highway was provided at two locations. Extension of the frontage road, he stated, is desired by Mr. Smith and Mr. Brown and perhaps others to permit development of additional property. It was his opinion that the extension is not an obligation of the State, and he recommended that the request be denied. The Commission accepted his recommendation.

A petition was considered from residents of the Fulton Park District in Portland, requesting a pedestrian overcrossing of Barbur Boulevard, US 99W, in the vicinity of S. W. 2d Avenue or S. W. 3d Avenue near S. W. Miles Street. The Engineer advised that a careful investigation was made by the Traffic Engineer concerning pedestrian and vehicular traffic at this location which disclosed among other things, that the pedestrian volume amounts to 130 people daily and that no pedestrian accidents occurred at this location during the period from January 1, 1949 to December 31, 1953. To construct such overcrossing, he said, will cost about $18,000. He gave as his feeling, in view of the fact that the intersection is presently channelized and signalized and the further fact that there have been no pedestrian accidents, that the overpass is not justified. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed designation of a truck route in the City of La Grande utilizing Jefferson Street from 3d Street to Greenwood Street. The Engineer recalled that this matter has been under consideration for the past two years. Revaluation has been made, and it appears that the route described is a good one, but it will require the resurfacing of Jefferson Street with two

inches of asphaltic pavement and the acquisition of right of way to round the corner at Greenwood Street. He estimated the cost of the resurfacing work at $25,000 and recommended that the work be performed by State forces as a 1955 Betterment Project if the City will acquire the right of way necessary to round the correr at Greenwood Street and will continue to retain jurisdiction and the obligation to maintain the street after the improvement is completed. The Commission accepted the recommendation and ordered the arrangement covered by appropriate agreement.

A letter from the Coos County Court requesting a substitute connection for the Lakeside-Eel Lake County Road with the Oregon Coast Highway was discussed. The Engineer advised that this is the same substitute connection that was considered by the Highway Commission at its meeting in February, 1953, the difference being that the request at that time was from individuals who apparently wanted an access that could be developed commercially. Following receipt of the request from the County Court, he said, further investigation was made and it was determined that the request was for the benefit of the same individuals working through the County Court. The Commission accepted his recommendation that the request be again denied.

A petition forwarded by Mrs. George R. Brooks, Portland, requesting installation of a flashing beacon at the intersection of Northeast Vancouver Way and Northeast Gertz Road in North Portland was discussed. The Engineer reported that following receipt of the petition a careful investigation was made of the conditions at this point which revealed, among other things, that 40 percent of the vehicles that enter the intersection disregard the existing stop signs. From September 31, 1951 to May 31, 1954, he said, three accidents were reported at the intersection resulting in one fatality and one injury. He gave as his opinion that the primary need at the intersection is more strict enforcement of the "stop" signs. In view of the relatively favorable accident record and the low volume of traffic, he recommended that the request for a flashing beacon be denied. The recommendation was accepted by the Commission.

Consideration was also given to a request from the City of Stayton for installation of a flashing beacon at the intersection of First Street (ORE 22) and Fern Ridge Road in the extreme north part of Stayton. An investigation of this four-way intersection, the Engineer stated, disclosed that a considerable volume of traffic is involved and that the sight-distance is restricted by a deep highway cut which creates a considerable hazard. He recommended the installation of a flashing beacon to mark the intersection for northbound traffic and to provide an additional stop indication to traffic entering the intersection from the Fern Ridge Road. The cost he estimated at $400. The Commission approved the installation.

The Engineer reported that Mr. W. H. Buel of Lakeview, through Mr. Marshall Dana, Portland, has called to his attention a hazardous condition that exists at the intersection of 4th Avenue North and "G" Street (junction of US 395 and ORE 66) in the City of Lakeview. An investigation, he stated, indicated that channelizing islands should be installed to delineate the proper path for vehicles and to serve as a pedestrian refuge; also, that a flashing beacon should be installed to serve as an additional stop indication to traffic entering the intersection from the north and to mark the junction of the two state highways. The cost of this treatment he estimated at $1,600, and he recommended approval of the project. The Commission approved the recommendation.

A letter from Mr. Ed F. Ackley, attorney for the City of Brookings, concerning the poor condition of city streets that provide access to Azalea State Park, and the need for repairs to the sidewalks along the Oregon Coast Highway in the City was considered by the Commission. The Engineer advised that this matter was discussed in detail with Mayor Dimmick, the Council, and Mr. Ackley on February 9, 1954 in Brookings at which time it had been pointed out that the Commission is without authority to maintain "D" Street or Fern Avenue over which traffic is directed by signs from Chetco Avenue (US 101) to the Park, and it appears that these streets very likely are under the jurisdiction of the County inasmuch as the City has never formally adopted a system of city streets. Jurisdiction over the sidewalk area, adjacent to the Oregon Coast Highway, he said, rests with the Highway Commission because Brookings was not incorporated when the most recent improvements were made in 1940 and 1941. The City, he stated, wishes to secure jurisdiction over this sidewalk area in order to control and standardize sidewalk construction and to create improvement districts. The Engineer recommended the following:

"1. That the State deed to the City its right, title, and interest to that area between a point 30.5 feet from center line (back of the concrete curb) and a point 40 feet from center line, on both sides of the highway, where our normal right-of-way width is 40 feet each side of center line, and that area between a point 30.5 feet from center line and a point 50 feet from center line (some short sections), on both sides of the highway, where the right-of-way width exceeds the normal right-of-way width of 40 feet each side of center line, between Station 707+50 (Easy Street) and Station 771+50 (Oak Street), reserving unto the State the right to maintain any or all drainage ditches and embankment or cut slopes where no curbs or sidewalks have been or are in the future constructed. The deed should specify that property is to be used for street purposes only and cannot be vacated or conveyed to a private owner.

"2. That the State deed to the City all of its interest, right, and title to the existing right of way beyond a point 50 feet from center line between Station 734+00 and Station 752+00, reserving unto the State the right to maintain any or all cuts or fills; also reserving the right to maintain any or all drainage ditches where no curbs or sidewalks have been or in the future will not be constructed; and making a further reservation to the effect that no access will be permitted on the northerly or easterly side of the highway between Station 740+40 and Station 746+80. A stipulation should be made with respect to the above section of highway between Station 734 and Station 752 that, in the event any improvements such as grading or filling are performed on that area now being deeded to the City beyond a point 50 feet from center line, suitable drainage structures be installed in the natural drainage channels, which structures are equal in capacity to those now in place under the highway and the installation of such drainage structures shall be made to the satisfaction of the Chief Engineer.

"3. That the State Highway Department patch out the oil surface on Pacific Avenue from its intersection with Fern Avenue, for a distance of approximately 1,000 feet, in a northeasterly direction to its junction

with an unnamed street or road (to which the Highway Commission has fee title) serving as the main entrance to Azalea State Park".

In return for this maintenance, the Engineer said, the City has agreed to take over and assume complete jurisdiction as a city street the above access road to the park, approximately 1,171 feet in length, to which the Highway Commission acquired title from the Brookings Land and Townsite Company, December 31, 1938. He also said that the disposition of this street will be set forth in an agreement to be prepared by our Legal Counsel, wherein the State will agree to abandon the above-mentioned road to the County, which in turn will agree to abandon the same to the City, and the City will agree to accept the same as a city street. The Engineer exhibited a map disclosing the several features mentioned in his recommendations. The Commission unanimously adopted the Engineer's recommendations as outlined above.

An offer from Mr. Oscar Sigfridson to contribute $500 toward the cost of replacing a culvert pipe at M.P. 9.98 on the Nehalem Secondary Highway was presented by the Engineer. He explained that in preparing to replace an 18-inch culvert pipe at this location, Mr. Sigfridson pointed out his need for a cattle pass which would require a 72-inch pipe. The estimated additional cost to install the larger pipe, he said, is $1,000, fifty percent of which ($500) Mr. Sigfridson agreed to contribute; in fact, he already has submitted a check in such amount and has executed an agreement on the basis thereof. The Engineer recommended acceptance of Mr. Sigfridson's offer. The Commission accepted the recommendation.

Authority was requested by the Engineer to continue for another year, beginning July 1, 1954, a cooperative agreement with the U.S. Geological Survey concerning measurement of run-off waters from small drainage areas in various parts of the state. He recalled that a like agreement has been in effect for three years, each party contributing $5,000 annually to defray the expenses. He pointed out that a large number of the states have similar agreements and the Engineers of these states are unanimous in their opinion that the money expended in gathering the information has been returned to them many times in the more exact design of drainage structures. He recommended that the agreement be extended for another year at a cost of $5,000. Extension of the agreement was approved by the Commission.

A letter from Mr. Carl G. Helm, City Attorney, La Grande, concerning the Mill Creek cleaning project in La Grande was discussed. The Engineer explained that Mr. Helm has suggested that certain language be eliminated from the proposed agreement covering this improvement, which change would remove responsibility from the City for future maintenance of the channel. He explained that there is a question whether or not the Highway Department has any responsibility in the matter but the Commission, upon the insistence of the City, finally agreed to contribute $1,000 as the State's share of the costs involved with the distinct understanding that the State would not be responsible for any future maintenance of the channel. The suggestion of Mr. Helm, he said, limits the City's operation to work already completed and places on the State the responsibility for future maintenance. In view of the circumstances, he recommended that the agreement be abandoned and that the matter be considered closed. The Commission accepted the recommendation.

The Engineer reported that the following cities and towns have fulfilled the legal requirements for expenditure of State Tax Street Funds accrued to them:

From revenues accruing during the second six-month period of 1950:

Merrill	$2,543.45

From revenues accruing during the second six-month period of 1951:

Stanfield	$2,652.77

From revenues accruing during the second six-month period of 1953:

Aumsville	$ 988.02
Elkton	706.73
Gaston	1,293.92
Gervais	1,606.85
Grass Valley	685.63
Halfway	1,097.02
Hammond	1,835.39
Pilot Rock	2,978.11
Powers	3,146.89
Scappoose	2,317.09
Scio	1,575.20
St. Paul	942.31
Talent	2,598.38
Weston	2,387.41

He stated that the plans for the improvements proposed to be financed with the funds under discussion have been examined and found satisfactory and he recommended approval of the plans by the Commission. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and by unanimous vote granted the following requests for extensions of time within which to complete contracts, the Commission's action in each instance being in accord with the Engineer's recommendation:

1. F. O. Laws, Contract No. 4048, for grading the Interstate Bridge Approach Unit on the Hood River-Mosier Section of the Columbia River Highway in Hood River County, requested an extension of time from June 30, 1954 to July 30, 1954 in which to complete the work. The Engineer recommended that the extension of time be granted with penalty assessed from June 30 until the actual completion date.

2. Steeck Electric Company, Contract No. 4044, for installation of Tigard Traffic Signals on Pacific Highway West in Washington County, requested an additional extension of time from April 30, 1954 to July 30,

1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty to the contractor.

3. Tom Lillebo, Contract No. 3870 for construction of 4 structures on State Street-Battle Creek Unit of Salem By-pass in Marion County, requested an additional extension of time from May 30, 1954 to July 30, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty to the contractor. A letter was presented from the Bureau of Public Roads concurring therein.

4. Charles Wiedeman, Contract No. 4049 for construction of North Fork-Middle Fork Ash Creek Bridges on the Pacific Highway West in Polk County, requested an extension of time from May 30, 1954 to June 25, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty to the contractor. A letter was presented from the Bureau of Public Roads concurring therein.

5. Peter Kiewit Sons' Company, Contract No. 3970, for construction of Rinehart Creek Bridge on the Oregon Coast Highway in Curry County, requested an extension of time from May 31, 1954 to August 31, 1954 in which to complete the work. The Engineer recommended that the extension as requested be granted without penalty to the contractor. A letter was presented from the Bureau of Public Roads concurring therein.

6. R. E. Meade & Company, Contract No. 3935 for construction of Community Hospital Road Overcrossing on the Pacific Highway in Douglas County, requested an extension of time from December 31, 1953 to July 31, 1954 in which to complete the work. The Engineer recommended that the extension as requested be granted without penalty to the contractor. A letter was presented from the Bureau of Public Roads concurring therein.

7. Brookings Red-E-Mix Concrete Company, Contract No. 4107, for rock production on the Lone Ranch Creek-California State Line Section of the Oregon Coast Highway in Curry County, requested an extension of time from July 31, 1954 to August 31, 1954 in which to complete the work. The Engineer recommended that the extension as requested be granted without penalty to the contractor.

8. Henry R. Staats, Contract No. 4111 for aerial survey on the Trail-Cascade Gorge Section of the Crater Lake Highway in Jackson County requested an extension of time from July 31, 1954 to August 31, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty.

9. C. C. Meisel, Contract No. 4001, for grading and oil mat surfacing on the Grants Pass-Murphy Section of the Williams Highway in Josephine County requested an additional extension of time from July 15, 1954 to August 15, 1954 in which to complete the work. The Engineer recommended that the extension of time as requested be granted without penalty.

10. Logan, Taylor & Company, Contract No. 4095, for grading and paving on the Sylvan Section (Humphrey Boulevard Connection) of the Sunset Highway in Multnomah County requested an extension of time from July 31, 1954 to August 31, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

11. Rogers Construction Company, Contract No. 3865, for grading and paving on the North Unit Bend-Lapine Section of The Dalles-California Highway in Deschutes County requested an extension of time from June 30, 1954 to July 31, 1954 in which to complete the work. The Engineer recommended that the extension as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

12. H. J. & H. W. Miller, Contract No. 4081, for rock production on the Indian Creek-Salisbury Section of the Baker-Unity Highway in Baker County requested an extension of time from July 31, 1954 to September 15, 1954 in which to complete the work. The Engineer recommended that the extension as requested be granted without penalty.

13. Jed Wilson, Contract No. 4122, for rock production on the Blodgett Section of the Corvallis-Newport and Eddyville-Blodgett Highway in Benton and Lincoln Counties requested an extension from July 31, 1954 to August 30, 1954 in which to complete the work. The Engineer recommended that the extension as requested be granted without penalty.

(For further details regarding the extensions of time listed above, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.) *

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* FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts Nos. 3754, 3865, 3866, 3867, 3870, 3935, 3951, 3962, 3963, 3992, 4001, 4023, 4024, 4027, 4028, 4035, 4037, 4045, 4049, 4050, 4062, 4069, 4072, 4074, 4086, 4097, 4101, 4106, 4114, 4119, 4123, 4124, 4127, 4139, 4177, 4181, 4182, 4190, 4191, and 4225 for construction of State Highway projects have been completed according to requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. The Commission, after due consideration, accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

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Attention was given by the Commission to a request from Wasco County Pomona Grange No. 11, The Dalles, for construction of US 97 on revised alignment between Eight Mile Creek and The Dalles. The Engineer commented that this project has been requested several times and that it would provide a more favorable connection to The Dalles Bridge, but there are no funds immediately available to finance it; also, that the section through Maupin is also badly in need of improvement. The Commission deferred action pending discussion of the matter with a delegation on the following day. (The delegation was informed that no funds are now available but the project will be given careful consideration in formulating future construction programs.)

The Commission also considered a request from residents of Otter Rock for an approach road connection to the new location of the Oregon Coast Highway at Otter Rock. The Engineer stated that an adequate connection could be constructed for about $5,000 and that the residents have indicated they would be satisfied with such a facility. He recommended approval of the request and that the work be done under a price agreement with the contractor who is constructing the Depoe Bay-Miner Creek Section provided the arrangement is legal, otherwise that the job be advertised for bids in the regular manner. The Commission accepted the recommendation.

In this connection Chairman Chandler suggested that it would be advisable to investigate the feasibility of abandoning the old section of this highway from Otter Crest northerly to Miroco Beach. It was his feeling that this four-mile section should be abandoned inasmuch as no one resides along it. The Commission instructed the Engineer to make the investigation and to report his findings at the next meeting of the Commission.

Requests, as follows, were considered from Linn, Malheur, Wasco, and Yamhill Counties for additions to the Federal-aid County Road System totaling 30.5 miles:

1. Lane County FAS 238 extension: 9.9 miles on the Eugene-Richardson State Secondary Highway between Walton to Richardson and 11 miles of county road extending westerly from Richardson to a junction with the Siuslaw Highway at Mapleton.

2. Yamhill County proposed FAS 586, County Market Road No. 18 extending southerly from a junction with the Pacific Highway West in Lafayette to a junction with Three Mile Lane Secondary Highway, 2.8 miles.

3 Yamhill County proposed FAS 587, Moores Valley County Market Road No. 14 extending from the Pacific Highway West in the City of Yamhill westerly a distance of 2.7 miles to a four-way county road junction.

4. Wasco County proposed FAS 588, known as the Emerson Loop extending from a point on The Dalles-California Highway approximately three miles southeast of the Columbia River Highway Junction, easterly, southerly and westerly to a junction with The Dalles-California Highway approximately eight miles southeasterly of the Columbia River Highway Junction, a distance of 10.6 miles.

5. Malheur County proposed FAS 589, known as the "Arock Road" extending northerly from the I. O. N. Highway to the community of Arock, a distance of 3.4 miles.

The Engineer pointed out that Lane County plans to spend about one million dollars on "Route F", and to form a continuous and integrated road from Eugene to Mapleton on this route, the 9.9-mile section of state secondary highway between Walton to Richardson should also be added to the FAS System. He recommended approval of all of the above-described designations. The Commission approved the additions as recommended.

The Engineer brought up for discussion the programming of funds that are available to finance Federal-aid Secondary County Road Projects during the calendar years 1954-55 (Federal Years 1956-57) amounting to $6,200,000, supplemented by $393,000 of unobligated 1954-55 funds. He said that of the total available $3,100,000 of the new funds and the carry-over of $393,000 can be contracted as soon as plans can be prepared. He presented a list of eligible projects to take up $1,541,000 of the total amount available, and he asked the Commission to approve them and to authorize surveys as are necessary so the contracting of the projects can be gotten under way at the earliest possible time. Projects to utilize the remaining funds, he said, will be submitted as soon as they are determined. As a result of careful consideration, the Commission approved the following projects as recommended by the Engineer and authorized the Engineer to conduct surveys of the same as may be necessary:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Baker	512	Forest Boundary-Halfway, 3.3 miles. Surface and oil	$ 57,000	'56
Benton	206	Beaver Creek School-Twin Bridges, 2.5 miles. Grade and surface	$ 55,000	'55 & '56
	206	Beaver Creek School-Twin Bridges, 2.5 miles. Oil mat	20,000	'57
		Subtotal Benton County	$ 75,000	
Columbia	574	St. Helens-Warren, 2.3 miles Grade and pave	$ 65,000	'56
Grant	556	Ritter-Rush Creek, 7 miles Grade only	$ 103,000	'55 & '56
Hood River	580	Beals Corner-Dougherty Corner, 0.98 mile. Grade, surface, oil, and bridge. (Additional funds for '55 project Already approved)	$ 18,000	'56

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Hood River (cont.)	580	Beals Corner-Parkdale Junction, 1.5 miles. Grade, surface, and oil	$ 20,000	'56
		Subtotal Hood River Co.	$ 38,000	
Lane	238	Knowles Creek Tunnel, 1 mile Grade and tunnel	$ 422,000	'57
Lincoln	152	N. Fork Yachats River Bridge Structure only	$ 20,000	'55
	584	Yaquina River Bridge, Structure only	30,000	'55
		Subtotal Lincoln County	$ 50,000	
Malheur	525	Harper Section, 2 miles Grade, surface, and oil	$ 40,000	'56
	589	Arock Section, 3.4 miles Grade, surface, and oil	61,000	'56
		Subtotal Malheur County	$ 101,000	
Sherman	378	Locust Grove-Mud Hollow Canyon, 1.44 miles. Grade, surface, oil	$ 50,000	'56
Tillamook	615	Nehalem River Bridge, Structure only	$ 65,000	'56
	616	Cape Meares-Oceanside, 2 miles. Clearing and grading	65,000	'57
		Subtotal Tillamook County	$ 130,000	
Wasco	588	Emerson Loop Section, 10.6 miles. Oil mat	$ 98,000	'56
Washington	629	North Plains-Hillsboro, 5 miles. Grade and pave	$ 157,000	'56
Yamhill	587	North Yamhill River Bridge Structure only	$ 60,000	'55 & '56
	586	Yamhill River Bridge Grade and structure	135,000	'57
		Subtotal Yamhill County	$195,000	
TOTAL			$1,541,000	

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SUMMARY BY FISCAL YEAR FUNDS:

	1954-'55	1956	1957	Total
Available 8/1/54	$393,000	$3,100,000	$3,100,000	$6,593,000
Proposed Program, 8/2/54	84,000	815,000	642,000	1,541,000
Unprogrammed Balance	$309,000	$2,285,000	$2,458,000	$5,052,000

The Commission gave attention to a request from the United States Forest Service for installation of cattle guards along the Forest Highway Section of the Ukiah-Starkey Secondary Highway where certain land is being used for range experimental purposes. The Engineer commented that he is opposed to cattle guard installations on state highways because of the hazards created for highway traffic. He suggested as an alternate measure construction of a number of cattle passes and the fencing of the right of way. The Bureau of Public Roads, he stated, has agreed to install such cattle passes as are required but cannot do the fencing. He pointed out that if the highway were being constructed across private lands, it would be necessary for the State to pay for the fencing, and he stated that he could offer no objection to fencing public lands when it is to the benefit of the State. He estimated the cost of the fencing at $4,000, and he recommended approval of the expenditure. The Commission accepted the recommendation.

The Commission considered and ordered filed a letter received from the Rotary Club of Gold Beach expressing appreciation for improvements on the Oregon Coast Highway north of Gold Beach and urging continuance of improvements south from Gold Beach to the California state line.

Attention was given to a request submitted by Mr. and Mrs. W. J. Peeler of Camp Lane, Linslaw, Oregon, for designation of a reduced speed zone on the Richardson-Eugene Secondary Highway between Richardson and Noti. The Engineer reported that investigation revealed a low volume of traffic on this section and a not unusual accident record. In view of the findings, he recommended that the request for speed zoning be denied. The Commission accepted the recommendation.

A petition from residents of the Hawthorne District on the Santiam Highway between Sweet Home and Foster requesting installation of a stop light at the intersection of the Santiam Highway and the Clark Mill Road was considered. The Engineer reported that in November, 1952, a 30-mile per hour speed zone was established just east of the City of Sweet Home and a 35 mile per hour speed zone was designated through the community of Foster. The Clark Mill Road intersection, he stated, is an unzoned section between these two speed zones. He further stated that a traffic engineering investigation conducted in the area reveals the need for a change in the existing speed zones and establishment of a speed zone at the location mentioned by the petitioners. He, therefore, recommended that the speed zone action taken in November, 1952, be rescinded and that the following speed zones be substituted therefor:

1. 35 miles per hour from the east city limits of Hawthorne (M. P. 28.09) to a point 0.33 miles east of the city limits of Sweet Home (M. P. 28.42).

2. 45 miles per hour from a point 0.33 mile east of the east city limits of Sweet Home (M. P. 28.42) to a point 300 feet west of the highway traffic scales (M. P. 29.85), except that between M. P. 28.60 and M. P. 28.80, the indicated speed shall be 20 miles per hour during the hours of school crossings.

3. 35 miles per hour from a point 300 feet west of the traffic scales at M. P. 29.85 to the Spokane, Portland and Seattle Railroad undercrossing at M. P. 30.68.

The Commission approved the recommendation unanimously by adopting the attached resolution relative thereto marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered a request from Mr. P. L. Tappendorff, Deadwood, Oregon, for a speed zone through the community of Deadwood on the Siuslaw Highway. The Engineer reported that from the facts disclosed by an engineering investigation, it appeared that a reduced speed zone at this location is not warranted, and he recommended that the request be denied. The recommendation was accepted by the Commission.

A request from Terrebonne Lodge No. 228, I. O. O. F, Terrebonne, Oregon, for a restricted speed zone designation on the revised alignment of The Dalles-California Highway through this community, and a request for a warning signal near Terrebonne Grade School was considered by the Commission. The Engineer reported that an investigation conducted by the Traffic Engineer indicates the need for a 45 mile per hour speed zone from a point 0.10 mile north of "C" Avenue (M. P. 117.31) to a point 250 feet south of the junction with the old highway (M. P. 117.74) except that between "C" Avenue and "A" Avenue, the indicated speed should be 20 miles per hour during the hours of school crossings. Upon his favorable recommendation, the Commission approved establishment of such reduced speed zone by adopting the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer recommended the rescinding of the 35 mile per hour speed zone established May 19, 1942, on the Pacific Highway East between a point north of Pudding River Bridge (M. P. 25.73) and the north city limits of Aurora (M. P. 26.54). He explained that the speed restriction was established when the old narrow bridge over Pudding River was in use but no longer is needed since that bridge has been replaced with a wider structure that allows traffic to move across it at normal speed. The recommendation was approved by the Commission by adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition was considered from residents of Unionvale, Oregon, requesting establishment of a 45 mile per hour speed zone on the Salem-Dayton Secondary Highway through the community of Unionvale. The Engineer stated that an investigation by the Traffic Engineering Department, including a study of prevailing speeds and the accident record, disclosed that there presently is no warrant for a restricted speed zone at this location; accordingly, he recommended that the request be denied. The recommendation was approved by the Commission.

The establishment of a reduced speed zone on the Farmington Highway west of Beaverton was discussed. The Engineer reported that the request for such speed restriction came from Frances Cook, Justice of the Peace, Beaverton. He further stated that a traffic engineering investigation was made and from the facts disclosed, it was determined that a speed zone is warranted. He, therefore, recommended designation of a 45 mile per hour speed zone along that section of the Farmington Highway that extends from a point 500 feet west of Kinnaman Road junction (M. P. 7.33) to the west city limits of Beaverton (M. P. 9.36). The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition requesting establishment of a speed zone on the Pacific Highway in the Tri City area south of Myrtle Creek was discussed. The Engineer stated that a traffic engineering investigation disclosed, among other things, a rather severe accident record and a great deal of residential and business culture along the section and that a restricted speed zone is warranted. He recommended establishment of a 50 mile per hour speed zone beginning at the south city limits of Myrtle Creek (M. P. 220.66) and extending to a point 450 feet south of the Riddle Junction (M. P. 224.57) except that from a point 600 feet north of Chadwick Lane (M. P. 223.41) and a point 100 feet north of Meadow Lane (M. P. 223.65) the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County has been completed and opened to public travel. He recommended adoption of a resolution abandoning the old highway section in favor of the county in conformity with the terms of a prior agreement with Wallowa County Court, dated May 13, 1953. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave its attention to a request submitted by County Judge O. E. Effenberger of Tillamook County that the intersection of the Wilson River Highway with the Sunset Highway near North Plains be named "Tillamook Junction". A letter was also presented from County Judge Harry M. Seabold of Washington County endorsing such name. The Engineer recommended that the junction point be so designated, thereby giving the department authority to use

the name on signs. The Commission approved the recommendation.

Consideration was given to a request from Mrs. Elin Backman, Secretary of Millington Parent-Teachers Association of Coos Bay for the painting of a crosswalk indication on the Oregon Coast Highway at the Millington Store between Coos Bay and Coquille. The Engineer stated that this matter has been investigated and from the findings, he cannot recommend approval of the request. He pointed out that it is contrary to the policy of the department to paint crosswalks except in those instances where an authorized school boy patrol is established which has not been done in this instance. The children who attend the Millington School, he stated, are too young to successfully operate a school boy patrol. In lieu of the crosswalk, he recommended that a 20 mile per hour speed sign be installed on the two existing school crossing signs, located at M. P. 258.74 and at M. P. 259.04. The Commission approved the recommendation.

A proposed agreement with the Bureau of Public Roads concerning the reestablishment of certain power facilities of the Portland General Electric power line on the Mt. Hood Highway in the vicinity of Rhododendron was discussed. The Engineer explained that the power line is located on private right of way, and the Company must be reimbursed for moving costs. Under the terms of the agreement, he said, the State is to pay for the moving in the first instance and will be reimbursed by the Bureau of Public Roads later up to a maximum of $1,000. He estimated cost of the work to be $983.70. Upon the Engineer's favorable recommendation, the Commission approved the agreement.

A letter from Mr. Karl Ostenberg, President of the Brookings Chamber of Commerce, calling attention to newspaper stories to the effect that the Highway Commission might not complete the Oregon Coast Highway through Curry County because of right of way difficulties in the northern part of the county was considered by the Commission. In his letter, Mr. Ostenberg offered fullest cooperation from the southern part of the County and urged that improvement of this highway be continued to completion. The Commission ordered the letter filed.

The Engineer requested authority for an expenditure of $2,339 to continue Oregon's membership with the Highway Research Board Correlation Service during the fiscal year, July 1, 1954 to June 30, 1955. He explained that the service acts as a clearinghouse to keep member groups abreast of developments in highway construction, maintenance, and operation and that the service is well worthwhile. He recommended that membership be continued and a contribution in the amount of $2,339 be allowed. The recommendation was approved by the Commission, and the Engineer was authorized to sign the subscription forms.

Attention was given to a resolution from the Clarkston, Washington, Chamber of Commerce, requesting the numbering of certain highways in Idaho, Washington, and Oregon as US 195. The Engineer pointed out that under the rules and regulations of the American Association of State Highway Officials, no highway will be given a US route number until it is oiled or paved throughout. An eight-mile section near Flora, he stated, will not be paved until sometime this fall, and he suggested in view thereof that the matter of assigning a US route number as requested be deferred until that time. The suggestion was accepted by the Commission.

A claim was considered from Mr. Wilbur Bushman, an employee of the state parks department in Silver Falls Park, for damages to his television set. The Engineer explained that a state electrical maintenance crew in changing the electrical set-up in the park had caused an accidental surge of power through the wires which burned out the tubes in Mr. Bushman's television set. He recommended that Mr. Bushman be reimbursed in the amount of $66.55 for the cost of replacing tubes. The Commission approved the claim as presented.

The Engineer recommended, and the Commission approved, out-of-State travel expense for the following:

1. F. B. Crandall, Traffic Engineer, and J. Al Head, Assistant Traffic Engineer, to attend a meeting of the Institute of Traffic Engineers in Kansas City during September 26 to 30, 1954, at an estimated total cost of $600.

2. Carl W. Jordan, Director of the Travel Information Division, to attend the Convention of Pacific Northwest Travel Association in Jackson, Wyoming during September 16 to 19, 1954, at an estimated cost of $160.

The Commission confirmed verbal approval previously given the Engineer to issue a log hauling permit to Lester P. Smith, Corbett, Oregon, authorizing him to truck-haul logs between Sheppards Dell and Bridal Veil, over the Crown Point Secondary Highway. The Engineer explained for the record that the granting of the permit was recommended by Mrs. Gertrude Jensen in order to facilitate her efforts in effecting a transfer of 200 acres of timber land situated in the Columbia Gorge and owned by Mr. J. Lyell Ginter, with the Bureau of Land Management. The logs, he stated, are owned by Mr. Ginter and were cut as a part of the transaction in which he agreed to trade timber areas. The hauling period, he added, will not exceed 30 days and will consist of eight or ten loads of logs from 16 feet to 18 feet long, which are to be transported on a solo truck.

A request from Tulana Farms for permission to construct a conveyer system over and across The Dalles-California Highway immediately south of Worden in Klamath County was considered. The Engineer explained that these people have a grain elevator and a seed house on the westerly side of the highway and propose to construct a new grain storage warehouse on the easterly side and to connect the two warehouses with a conveyer and walkway housed in a gallery supported by a welded steel truss. The structure, he said, will have a minimum vertical clearance above the highway of 51 feet and a horizontal clear span of 139 feet $10\frac{1}{2}$ inches. He recommended that a permit be granted to the Corporation for the construction and operation of the conveyer provided the design meets with Highway Department approval and under condition that the State will be held harmless from all claims and other actions, and provided further that the corporation furnish property damage and liability insurance to cover both the construction and the operation of the conveyer system during the

full time the structure remains in place, such insurance to be not less than $100,000 property damage for each accident, and public liability coverage for injury or death to persons in the amount of $150,000 for each person and $500,000 for each accident. The Commission approved the recommendation.

Establishment of a "NO PARKING ON HIGHWAY SHOULDERS" zone on The Dalles-California Highway just south of Crooked River Gorge, and the installation of 25 sight posts to control traffic movements was recommended by the Engineer. He explained that a change in alignment of the highway has increased speeds in the vicinity of the gorge viewpoint at this location and that a hazard is created by vehicles being parked on the highway shoulders north and south of the gorge. Such parking, he stated, should be prohibited on the east side of the highway between M. P. 112.89 (Engineer's Station 923+00) and M. P. 114.29 (Engineer's Station 925+65) and on both sides of the highway between M. P. 114.40 (Engineer's Station 931+05) and M. P. 114.52 (Engineer's Station 937+50). The cost to install the sight posts, he estimated at $250. The Commission authorized installation of the sight posts and approved the Engineer's recommendation with respect to establishment of the "NO PARKING" zones. The attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

Consideration was given to a request from the Associated Forest Industries of Oregon, the Western Forest Industries Association, and the Southern Oregon Truckers League that the truck-hauling of logs, poles, and piling be allowed on Saturday afternoons during the balance of the summer season. This request is made, the Engineer stated, because of the timber strike which has interfered with logging operations, and to enable the industry to build up its inventory of logs for winter operations. He recommended that the operators be allowed to haul logs on three Saturday afternoons only; viz, August 14, 21, and 28, and that no hauling be allowed on September 4 as it is the Saturday preceeding Labor Day. The Commission accepted the recommendation with the understanding that it will be operative during the 1954 season only.

The Commission approved the Secretary's report of papers signed by himself on behalf of the Commission during the period of June 21 through August 3, 1954.

The Commission confirmed the date for its next regular meeting heretofore set for Thursday and Friday, September 23 and 24, 1954 and scheduled its next following meeting for Thursday and Friday, October 28 and 29, 1954. The Secretary was instructed to arrange to hold both of these meetings in the Green Room of the Imperial Hotel, Portland.

Mr. Armstrong, State Parks Superintendent, brought up the matter of dedicating Cape Lookout State Park which was the gift of the Louis W. Hill family. He stated that some of the Hill family will be in Oregon on September 23, and he suggested that would be an appropriate time to conduct the dedication ceremonies when they can be present. The Commission deferred action until later in view of the fact that a meeting of the Commission is scheduled for that day. (The Commission later approved September 23 as the date for the dedication, notwithstanding

that it may be impossible for the members to be present.)

Removal of an apple tree in front of a floral establishment owned by Kenneth E. Ball and Alice Ball on the Pacific Highway East between Milwaukie and Oregon City was discussed. The Engineer explained that the Balls will remove the tree at their own expense and substitute another of more attractive appearance if the Commission gives its consent. He recommended approval of the arrangement which, he said, will be covered by written agreement. The Commission approved the recommendation.

A request was presented from the Sardine Creek Timber Company, Lebanon, for permission to erect a log scaling platform on the right of way of the North Santiam Secondary Highway at M. P. 35.50 between Mill City and Detroit. The Engineer stated that investigation reveals the platform already is in place and in operation. He gave as his opinion that it would be establishing a very poor precedent were any private concern allowed to conduct its business,or a portion of it, upon the highway right of way. Accordingly, he recommended that the application be denied and that notice be served on the company to remove the platform from the right of way. The Commission accepted the recommendation.

The Engineer brought up for discussion a proposed agreement with Lane County Electric Cooperative regarding the furnishing of electric energy to illuminate Salt Creek Tunnel on the Willamette Highway. He pointed out that for the past 13 years the tunnel has been lighted by means of a diesel-powered motor generator set installed under the highway at an average cost of $2,500 per year. The Lane County Electric Cooperative, he stated, recently extended its power line to within 8 miles of the tunnel and has made a firm commitment to build the remaining 8-mile section if the State will guarantee to pay the Cooperative an amount which shall not exceed $250 per month for a period of 5 years. Thereafter the cost to the State shall be based on the amount of electrical energy consumed at rates established by the Public Utilities Commissioner. The $250 monthly charge ($3,000 per year), he said, will entitle the State to use that amount of electrical power computed at commercial rates. He pointed out that constant attention is required to keep the present plant in working condition and that it is difficult to remove and repair the equipment. He also said that the present plant can be used elsewhere. He recommended that the Commission enter into an agreement with the Lane County Electrical Cooperative for the furnishing of power as outlined. The Commission accepted the recommendation.

The Commission discussed with the Engineer the problems to be presented by delegations on the following day but took no action on them pending appearance of the delegations, except with respect to Mr. C. C. Wilson's request for access to US 30 at its junction with the Mary Hill Ferry Road. Regarding such matter, the Chief Counsel pointed out that the highway crosses an old platted townsite and that 10 intersecting platted streets are involved and that there is no legal way to close these streets without the consent of the County Court. He added that unless the streets are closed, Mr. Wilson will have the right to use them as public street connections with the highway. It was his thought that Mr. Wilson would be willing to accept two approaches. Upon the

Engineer's suggestion, the Commission authorized a letter to the Sherman County Court requesting appropriate action by the Court to effect the street closures.

The Commission considered a program prepared by the Engineer for Fiscal Year 1956 Federal aid funds totaling $12,720,000 which were recently made available for contracting. The Engineer explained details. The Commission postponed adoption of a program for the funds available for study during the inspection trip later in the week. (A program for the funds under discussion was adopted by the Commission at an adjourned meeting held in The Dalles Hotel on Saturday, August 14, 1954. See ahead for additional minute entry and a list of the projects selected.)

The Commission discussed with the Engineer the status of projects on which bids are to be received at the September meeting.

Chairman Chandler inquired concerning the status of the economic study that was authorized between Coos Bay and Bandon. The Engineer stated that it is anticipated the report will be ready for consideration at the September meeting.

The Engineer reported that an agreement with the State of Washington Authorities concerning the proposed bridge across the Columbia River between Portland and Vancouver has been prepared and examined. He recommended approval of the same by the Commission. The Commission approved and signed the agreement.

Chairman Chandler commented that he had received a letter from an Astoria citizen criticizing severely the State ferry service at Astoria. The Engineer stated that he discussed the matter with the City Manager and explained to him why it is necessary to keep a standby ferry at all times during the annual overhaul of the equipment, as required by the coast guard; also, that it had been necessary to dry-dock two of the ferries because of broken propellers. The City Manager, he said, appeared to be satisfied with the explanation.

The Chief Counsel reported on a proposed property settlement with a Mr. John Eckwall, former lessee of property on the Shady-Canyonville Section of the Pacific Highway, which the Commission acquired from Mr. Thomas E. Payne for right of way purposes. He explained that a building which was acquired from Mr. Payne in this transaction was formerly occupied by Mr. Eckwall under a lease which has expired, and that the building has been sold, but Mr. Eckwall alleges ownership of a lighting plant and air conditioner installed therein and threatens to sue unless he is recompensed for them. Mr. Eckwall, he said, has been contacted by Mr. C. W. Parker, Property Control Manager, regarding the matter, and as a result thereof has agreed to sell these items to the State for the sum of $1,500 which is approximately their true value in their present location, but they will be less valuable when removed from the building. Mr. Eckwall, he said, has stated a willingness to repurchase them from the State for the sum of $900 and to remove them from the premises within 72 hours if he is paid the sum of $1,500 for them as is and where is. He suggested that it might be advisable to accept Mr. Eckwall's offer in order to dispose of this controversy. As a result of discussion, the Commission unanimously approved payment of $1,500 to Mr. Eckwall for the items under discussion but refused his offer to repurchase them for $900 and to

remove them from the premises within 72 hours. The Chief Counsel was instructed to advertise the sale of the property in conformity with established procedure.

The Commission approved and signed agreements, etc., as follows:

"Indentures of Access" for the following properties:

a. Atterbury property, now owned by Richard C. Stratford, Trustee of the Carmen Ford Trust and the Allen Ford Trust, on Calapooya Creek-Sutherlin Section of Elkton-Sutherlin Highway in Douglas County.

b. Voytilla property, now owned by Richard C. Stratford, Trustee of the Carmen Ford Trust and the Allen Ford Trust, on Calapooya Creek-Sutherlin Section of Elkton-Sutherlin Highway in Douglas County.

"Grant of Access" to the following:

a. Mr. and Mrs. Guy Boyer on East Unit, Dayville-Mt. Vernon Section of John Day Highway in Grant County.

b. Mr. and Mrs. Edward F. Peterson on Tigard-Newberg Section of Pacific Highway West, Washington County.

"Permit for Crossing" granting to Herbert Thompson, Pendleton, a permit to allow stock to cross the Pendleton-Deadmans Pass Section of Old Oregon Trail in Umatilla County.

"Bargain and Sale Deed" re sale of property to Mr. and Mrs. Clifford E. Layton on Salem By-pass Section of Portland-Salem Expressway, Marion County.

"Bargain and Sale Deed" re sale of property to L. W. and Opal K. Howland on Salem By-pass Section of Portland-Salem Expressway, Marion County.

"Bargain and Sale Deed" re sale of property to Mr. and Mrs. George Z. Bartruff on Salem By-pass Section of Portland-Salem Expressway, Marion County.

"Agreement" with Southern Pacific for installation of flashing railroad signals at county road crossing with old location of Pacific Highway between Jefferson Junction and Jefferson in Linn County.

"Consent to Vacation" covering request of Tulana Farms, Inc. for vacation of a small portion of Cross Street in original unincorporated town of Worden, Klamath County.

"Culvert Installation Agreement" with Oscar Sigfridson re his contribution of $500 toward the extra cost of a culvert pipe replacement on Nehalem Secondary Highway.

"Agreement" with Bureau of Public Roads covering reestablishment of certain power poles and lines of Portland General Electric Company in connection with Oregon Forest Project 25A on Mt. Hood Highway.

"Agreement" with Kenneth E. Ball and Alice Ball re removing of an apple tree and the replanting of another tree in front of their floral business on US 99E between Milwaukie and Oregon City.

"Maintenance & Finance Agreements" with Harney County covering the Van-Drewsey County FAS Project on FAS 458.

"Maintenance & Finance Agreements" with Columbia County covering the North Scappoose Road, FAS 609.

"Finance & Maintenance Agreements" with Jackson County covering Hilton Bridge over Bear Creek on Table Rock Road, FAS 273.

"Finance & Maintenance Agreements" with Jackson County covering Cameron Bridge over Applegate River on Applegate Road, FAS 559.

"Finance & Maintenance Agreements" with Coos County covering Coos City Bridge on FAS 568 in Coos County.

"Agreement with City of Aumsville" covering installation of traffic signal at intersection of 11th and Main Streets.

"Finance & Maintenance Agreements" with Wheeler County covering Middle Unit, Spray-Waterman Section of Spray-Waterman Road, FAS 318.

"Bargain and Sale Deed" with Milton Stennett for parcel of land in Lincoln County.

"Bargain and Sale Deed" with Central Lincoln Peoples Utility District for a parcel of land in the Glasco Section on the Oregon Coast Highway in Coos County.

"Agreement" with Washington Toll Bridge Authority re construction of new, multi-lane draw bridge across Columbia River between Portland, Oregon and Vancouver, Washington, adjacent to the existing interstate bridge.

"Agreement" with California-Oregon Power Company covering the moving of poles on the Modoc Point-Barkley Springs Section of The Dalles-California Highway in Klamath County.

"Agreement" with the City of Eugene covering the installation of stop lights at the intersection of 7th Avenue and Oak Street and 6th Avenue and Oak Street.

"Agreement" with the City of Arlington covering signal installation at the intersection of Columbia River Highway and Main Street.

"Agreement" with Pacific Power & Light Company covering the use of an area at the south end of Wallowa Lake.

August 9, 1954

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:45 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Portland-Salem Expressway and Wilsonville-Hubbard Highway Illumination in Clackamas, Marion, Multnomah and Washington Counties: The Commission awarded the contract to the low bidder George L. Rochat & Son, Portland, at their bid price of $25,330.

"Rocky Point-Greggs Creek Guard Rail Project on the Oregon Coast Highway about 10 miles south of Port Orford in Curry County: The Commission awarded the contract to the low bidder, Wold Brothers, Bandon, at their bid price of $54,000.

"South Umpqua River-Fairgrounds Roadside Improvement Project on the Pacific Highway at Roseburg in Douglas County: The Commission awarded the contract to the low bidder, Ernest Ferrante & Company, Portland, at their bid price of $31,792.20.

"Construction of Shady Bridge over South Umpqua River on the Pacific Highway south of Roseburg in Douglas County: The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Longview, Washington, at their bid price of $355, 425.

"Construction of three structures on the Deady-Shady Section of the Pacific Highway in Douglas County: The Commission awarded the contract to the low bidder, Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors, Portland, at their bid price of $129,792.

"Construction of John Day Maintenance Building in Grant County: The Commission awarded the contract to the low bidder, Walt M. Young, Hermiston, at his bid price of $5,955.

"Grading and surfacing 6.63 miles on the East Unit, Van-Drewsey Section of the Van-Drewsey County Road in Harney County: The Commission elects to accept the bid of J. M. Arenz, Portland, in the sum of $73,139 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Harney County and the Bureau of Public Roads is received and the sum of $16,500 is deposited by the County.

"Rock Point-Seven Oaks Fencing Project on the Pacific Highway, near Gold Hill, in Jackson County: The Commission awarded the contract to the low bidder, Harold W. Salter, Rogue River, at his bid price of $19,105.60.

"Construction of Taylor Creek Bridge on Merlin-Galice Road in Josephine County: As this is a county project, all bids are referred to Josephine County.

"Construction of Galice Creek Bridge on Merlin-Galice Road in Josephine County; As this is a county project, all bids are referred to Josephine County.

"Construction of Trailer Shelter at Odell Lake on Willamette Highway in Klamath County: The Commission awarded the contract to the low bidder, C. P. Patterson, Redmond, at his bid price of $14,499.85.

"Construction of Hendricks Bridge State Park Latrine in Lane County: The Commission awarded the contract to Harold E. Lee, Springfield, the low bidder, at his bid price of $5,128.90.

"Construction of two structures on the Coast Fork Willamette River-Divide Unit, Pacific Highway in Lane County: The Commission awarded the contract to the low bidder, Columbia Empire Constructors, Inc & P. S. Lord Mechanical Contractors, Portland, at their bid price of $96,986.

"Construction of Big Creek State Park Latrines on the Oregon Coast Highway near Waldport in Lincoln County: The Commission awarded the contract to the low bidder, John Helstrom, Astoria, at his bid price of $7,026.

"Grading 18.37 miles, 13,000 rods of fencing, and construction of bridge on the Olds Ferry-Ontario Section of The Old Oregon Trail northwesterly from Ontario in Malheur County: The Commission elects to accept the bid of Earl L. McNutt, Eugene, in the sum of $1,251,712 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving 9.30 miles on the Willamette River-Crosby Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties: The Commission awarded the contract to the low bidder, Newport Construction Company, Portland, at their bid price of $967,337.50.

"Paving 7.49 miles on the Concomley Road-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County: The Commission awarded the contract to the low bidder, Parker-Schram Company, Portland, at their bid price of $778,228.

"Salem By-pass Guard Rail Project on the Pacific Highway East in Marion County: The Commission awarded the contract to the low bidder, R & M Construction Company, Central Point, at their bid price of $55,669.50.

"Salem By-pass (US 99E) Illumination in Marion County: The Commission awarded the contract to the low bidder, George L. Rochat & Son, Portland, at his bid price of $13,000.

"Slope paving at "D" and Center Street Grade Separations on Salem By-pass (US 99E) in Marion County: The Commission rejected the only bid received for this project from Babler Brothers at $5,700 as being too high.

"Construction of 74th Avenue Grade Separation on the T. H. Banfield Expressway in Portland in Multnomah County: The Commission awarded the contract to the low bidder, Chas. R. Schmiedeskamp, Portland, at his bid price of $52,492.

"Oneonta Embankment and Riprap Repair Project on the Columbia River Highway

in Multnomah County: All bids were rejected on this project as being too high.

"Construction of 58th Avenue Connection Grade Separation on the T. H. Banfield Expressway in Multnomah County: The Commission awarded the contract to the low bidder, United Builders, Inc., Beaverton, at their bid price of $34,787.50.

"Construction of Halsey Street Grade Separation on the T. H. Banfield Expressway in Multnomah County: The Commission awarded the contract to the low bidder, United Builders, Inc., Beaverton, at their bid price of $139,195.

"Grading and oiling 5.10 miles on the Mission-Cayuse Section of the Adams-Mission County Road about 6.4 miles east of Pendleton in Umatilla County: The Commission elects to accept the bid of K. C. Dack Construction Company, Milton-Freewater, in the sum of $90,651.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Umatilla County and the Bureau of Public Roads is received and the sum of $20,400 is deposited by the County.

"Barbur Boulevard-Willamette River Fencing Project on the Portland-Salem Expressway between Portland and the new Boone Bridge at Wilsonville in Washington, Multnomah and Clackamas Counties: The Commission received only one bid for this project, being that of Colorado Fuel and Iron Corporation. This bid has been rejected, and the Commission has ordered the work done by State forces with an admonition to the Engineer that materials required for the same shall be purchased through the State Purchasing Agent."

The meeting adjourned at 5:10 p.m. to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
August 10, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer

C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 4:00 p.m. in the same room:

BENTON COUNTY
CORVALLIS TRAFFIC SIGNALS

Witzig Construction Company, Corvallis	$ 2,470.00
Trowbridge Electric Company, Roseburg	2,899.00
Electric Corporation, Salem	3,245.00

COLUMBIA COUNTY
NORTH SCAPPOOSE CREEK BRIDGE

Archie R. Averill, Portland *	$ 15,750.00
Whittenburg Construction Co. & Q. L. Rufener, Beaverton	21,225.00
Orlando C. Bennard, Portland	21,780.00
Peter Kiewit Sons' Company, Longview, Washington	24,790.00
Sterner Construction Company, Portland	31,005.00

* Bidder will accept award of only one project.

COOS COUNTY
COOS CITY BRIDGE SPAN

Tom Lillebo, Reedsport	$173,000.00
Hamilton & Thoms, Eugene	194,650.00
General Construction Company, Portland	199,585.00
Peter Kiewit Sons' Company, Longview, Washington	203,100.00
Lee Hoffman, Portland	218,370.00

COOS COUNTY
HAUSER-COOS BAY SHOULDER OILING PROJECT

Baker Paving Company, Coos Bay	$ 10,069.00

DOUGLAS COUNTY
DIVISION NO. 3 HEADQUARTERS GROUNDS IMPROVEMENT

C. S. Whitcomb Company, Inc., Portland	$ 3,716.65
Willamette Irrigation Company, Portland	3,993.10
Portland Construction Company, Portland	4,139.55
Ernest Ferrante & Company, Portland	4,412.30

DOUGLAS COUNTY
MYRTLE CREEK BRIDGE APPROACH WIDENING

Archie R. Averill, Portland *	$ 10,860.00
Ausland & Dodson, Grants Pass **	11,000.00

* Bidder will accept award of only one project

** Bidder will not accept award of projects totaling more than $85,000

HARNEY COUNTY
BURNS MAINTENANCE BUILDING

Mann Construction Company, Redmond	$ 6,100.00
Wm. B. Hickey, Burns	6,546.38
Walt M. Young	6,815.00
J. L. Ross, Bend	7,097.00

HOOD RIVER COUNTY
BEALS CORNER-DOUGHERTY CORNER SECTION

Whittenburg Construction Company & Q. L. Rufener, Beaverton	$ 54,296.00
J. Bacaloff Company, Portland *	58,757.00
Marshall Construction Company, Hermiston	68,848.00

* Bidder will accept award of only one project

HOOD RIVER COUNTY
WEST HOOD RIVER CONNECTION GRADING AND PAVING PROJECT

F. O. Laws, Salem	$ 10 202.00
J. Bacaloff, Portland *	12,485.00

* Bidder will accept the award of only one project

August 10, 1954

JACKSON COUNTY
ROCK POINT-SEVEN OAKS GUARD RAIL PROJECT

Fred Stubbert, Springfield	$ 7,864.00
R & M Construction Company, Central Point	11,042.00
Mark Smith & Company, Klamath Falls	11,930.00

JACKSON COUNTY
CAMERON BRIDGE ON APPLEGATE ROAD

Lowe & Beeson, Talent	$ 51,115.00
Ausland & Dodson, Grants Pass *	51,505.00
R & M Construction Company, Central Point	52,555.00
C. P. Patterson, Redmond	53,386.00
H. Barnhart, Medford	54,900.00
Bessonette and Graff, Medford	55,360.00
Hamilton & Thoms, Eugene	58,630.00
Minshall Construction, Jacksonville	58,995.00
The Central Heating Company, Oreg. Ltd., Eugene	60,560.00

* Bidder will not accept projects totaling more than $85,000

JACKSON COUNTY
HILTON BRIDGE ON TABLE ROCK ROAD

Tom Lillebo, Reedsport	$ 61,500.00
Bessonette & Graff, Medford	68,010.00
Hamilton & Thoms, Eugene	72,470.00
Ausland & Dodson, Grants Pass	72,780.00
H. Barnhard, Medford	80,230.00
The Central Heating Company Oreg. Ltd., Eugene	87,870.00

KLAMATH COUNTY
KENO MAINTENANCE BUILDING

Mann Construction Company, Redmond	$ 13,950.00
W. S. "Bill" Barrett, Klamath Falls	15,800.00
Axel E. Floren, Klamath Falls	17,522.00
Pinninger & Watkins, Klamath Falls	17,785.00
Joe A. Jones, Klamath Falls	17,818.75
Myron Corcoran Construction Company, Medford	18,046.00
Archie R. Averill, Portland *	18,520.00
Leo N. Huls, Klamath Falls	20,800.00

* Bidder will accept award of only one project

August 10, 1954

KLAMATH COUNTY
LOST RIVER BRIDGE ON THE MERRILL-CALIFORNIA LINE ROAD

West Coast Steel Works, Portland	$ 46,238.00
Somers & Stacy, Klamath Falls	47,500.00
Orlando C. Bennard, Portland	65,965.00

LANE COUNTY
EUGENE TRAFFIC SIGNALS

Trowbridge Electric Company, Roseburg	$ 4,500.00
C & S Electric, Eugene	4,700.00
L. H. Morris, Eugene	4,979.00
Witzig Construction Company, Corvallis	6,423.00

LINCOLN COUNTY
DEPOT SLOUGH-TOLEDO SECTION GRADING AND PAVING

Acme Construction Company, Eugene	$ 26,236.50

LINN COUNTY
BLEVINS BRIDGE OVER CALAPPOYA RIVER

Charles E. Wiedeman, Dallas	$ 18,440.00
Hamilton & Thoms, Eugene	19,230.00
Archie R. Averill, Portland *	20,385.00
Babler Brothers, Inc., Portland	20,885.00
Orlando C. Bennard, Portland	23,135.00
H. L. Werner, Inc., Eugene	23,375.00
Lee Hoffman, Beaverton	32,215.00

* Bidder will accept award of only one project

LINN COUNTY
ADDITION TO SANTIAM JUNCTION TRAILER SHELTER

C. A. Lantz, Salem	$ 13,790.00
Raymond W. Lillie, Albany	13,897.00
John M. Steinmuller, Jr., Eugene	13,941.00
Ferguson-Cassady Company, Portland	18,418.00

MALHEUR COUNTY
JACKSON CREEK-TENMILE CREEK PAVING PROJECT

Warren Northwest, Inc., Portland	$167,614.00
J. C. Compton Company, McMinnville	175,526.00

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Jackson Creek-Tenmile Creek Paving Project (cont.)

The Central Heating Company Oreg. Ltd., Eugene	$178,685.00
Babler & Rogers, Portland	188,164.00
Acme Construction Company, Eugene	196,115.00

MARION COUNTY
PAVING PORTLAND-SALEM EXPRESSWAY NORTH AND SOUTH OF GERVAIS

Porter W. Yett, Portland	$848,165.00
Warren Northwest, Inc., Portland	888,210.00
Rogers Construction Company, Portland	901,530.00
Central Paving Company & Calkins Crushing Co., Independence	905,187.50
E. C. Hall Company & J. C. Compton Company, Portland	947,450.00
J. N. Conley, Portland	949,422.50
J. Ira McNutt, Eugene	1,036,587.50

MARION COUNTY
WOODBURN INTERCHANGE GRADE SEPARATION

Johnston & Bryant, Newberg	$ 55,830.00
Hamilton & Thoms, Eugene	57,880.00
Tom Lillebo, Reedsport	58,030.00
Hannan Brothers, Portland	59,070.00
Babler Brothers, Inc., Portland	59,280.00
Glenn Snook, Eugene	70,210.00

MARION AND CLACKAMAS COUNTIES
WILLAMETTE RIVER-HAYESVILLE FENCING PROJECT

Kissell & Robinson, Caldwell, Idaho	$ 34,800.00
Colorado Fuel & Iron Corporation, Portland	35,377.50
San Jose Steel Company, Portland	38,120.00
Walton-Brown Electric Company, Salem	43,030.00

MULTNOMAH COUNTY
42ND AVENUE-SUNDIAL FENCING PROJECT

Colorado Fuel and Iron Corporation, Portland	$ 25,176.75
Anderson & Toretta, Walla Walla, Washington	25,972.65
San Jose Steel Company, Portland	27,065.30
Kissell & Robinson, Caldwell, Idaho	30,055.00
United States Steel Corporation, Portland	38,021.58
Pacific Fence & Wire Company, Portland	38,789.84

MULTNOMAH COUNTY
82ND AVENUE OVERCROSSING ON T. H. BANFIELD EXPRESSWAY

Inland Construction Company, Milwaukie	$ 99,953.50
H. A. Starr Concrete, Portland	110,195.00
Chas. R. Schmiedeskamp, Portland	111,063.00
Lee Hoffman, Beaverton	112,511.00
Young & Smith Construction Company, Portland	120,240.00

MULTNOMAH COUNTY
VISTA HOUSE HEATING SYSTEM AT CROWN POINT

Copenhagen & Company, Portland	$ 4,512.00
Buchanan Company, Inc., Portland	5,524.00

SHERMAN COUNTY
GRASS VALLEY PAVING PROJECT

NO BIDS RECEIVED

WHEELER COUNTY
SURFACING SPRAY-WATERMAN COUNTY ROAD

C & W Crushing Company, Seaside	$ 53,105.00
E. H. Itschner, Molalla	56,550.00
C. C. Meisel, McMinnville	57,100.00
Arthur Simonsen, Baker	57,590.00
F. H. McEwen, Eugene	57,850.00
Parker-Schram Company, Portland	57,953.00
Homer G. Johnson, Portland	63,030.00
J. Ira McNutt, Eugene	69,199.00
Asphalt Paving Company, Klamath Falls	74,230.00

The appointment of someone to fill the vacancy in the Travel Advisory Committee caused by the death of Mr. Donald G. Sterling was discussed. Mr. Frank Loggan, Bend, was suggested. Commissioner Reynolds moved that Mr. Loggan be appointed. Commissioner McIver seconded the motion, and it was declared unanimous by Chairman Chandler.

A delegation representing the Portland Salmon River Highway Association appeared before the Commission to request additonal improvements to the Salmon River Highway and to the Pacific Highway West from Otis Junction on the west to Portland on the east. The following people were present: Earl C. Williams, Mayor, Delake; J. H. Stanard, McMinnville, President, Portland Salmon River Highway Association; Allen Reed and Aarne A. Pompel, both of

Delake; R. H. Windishar McMinnville; C. E. Taylor, Lafayette; Mr. and Mrs. Alfred H. Getzelman, Taft; V. L. Muckler, Oceanlake; Z. R. Schuetze, Lafayette; George F. Kennedy and E. E. Barzee, both of Oceanlake; all members of the Association; representing the Oregon Coast Ad Club were the following: R. A. Kimball, President, Taft; Jean Haile, Secretary, Delake; Vern Ayers, Delake; D. F. Robbins, Gleneden Beach; R. M. Poff, Nelscott; R. A. Gordan, Wecoma Beach; and M. L. Walden, Taft; others present were Clifford Elliot, Manager, McMinnville Chamber of Commerce, and Mr. E. L. Smith, member of that Chamber; B. C. Swails, President, Sheridan Chamber of Commerce; Don Mitchell, member Willamina Chamber of Commerce; and Lloyd McCleod, businessman, Oceanlake.

Mr. Stanard who headed the delegation stated that they favor a four-lane highway from Portland to the coast, that they are not concerned with local alignment, and that their interest is from a general standpoint to the end that a modern highway is provided. He expressed the feeling that their district is entitled to more consideration in the expenditure of highway funds than they have received in the past. He called on other delegation members for remarks. Mr. Windeshar pointed out that traffic volume is increasing, and on week-ends the highway now carries over 10,000 vehicles per day. He said that the Salmon River Highway produces an average of $800 daily in gas tax revenue, whereas expenditures on the road have been at the rate of only $360 per day which is out of proportion. He urged construction of a four-lane highway. Mr. Kimball stated that tourist traffic over this route furnishes the lifeblood for business in the area and that a better highway is needed. He also spoke from the recreational standpoint and the need of a modern highway for industrial development.

Chairman Chandler pointed out that the Commission has spent a great deal of money in improving the route westerly from Portland and that additional work is planned in a new construction program that is being considered.

Representatives of the Maupin Lions Club, Maupin, Oregon, came before the Commission and requested improvement of US 197 between Maupin and The Dalles. The following people composed the group: Messrs. H. A. Theda, D. L. Paulsen, Carl Elliott, E. C. Woodcock, and Mr. H. R. Kaiser, all members of the Maupin Lions Club. Mr. Theda who headed the delegation declared that the present highway is obsolete and should be reconstructed to eliminate excessive curvature. Construction of the new and shorter route, he said, would be of great value to communities south of The Dalles and to farmers and others who haul produce to the city. He gave as his feeling that the distance from Maupin to The Dalles could be shortened about five miles, and the saving in time on a trip to The Dalles would amount to nearly half an hour. He presented petitions urging the improvement. Chairman Chandler stated that the Commission inspected the highway last year and recognizes the need for the improvement, but there are no funds immediately available to finance the work. He added that the project appears to be a good one and very likely will have a high priority in the adoption of future construction programs.

Members of the Clatsop County Court, the Seaside City Council, and the

Seaside Chamber of Commerce came before the Commission concerning a proposed bridge over the Neawanna River in Seaside. Representing the County Court were: Guy Boyington, County Judge, and Messrs. Vern Stratton and Myron Jones, County Commissioners; representing the Chamber of Commerce were: Avery A. Combs, President, Berger Neilson, Manager, and John Phillips, member; representing the City were: Lester Raw, Mayor, Frank Kerr, Oil Distributor, R. R. Shawcross, City Engineer, Art Enzer and Vern Davis, City Councilmen, Dr. Frederick Rawls and Dale Sanders.

Judge Boyington, who acted as head of the delegation, explained that the County Court and the City would like to know something about the plans for improvement of US 101 through Seaside because they will have some bearing on the plans of the City and the County for construction of a proposed bridge over the Neawanna River on an extension of East Broadway. Mayor Raw gave as their feeling that if the new highway is located east of the river, the bridge they have in mind might prove inadequate, and in that case, the City and the County would be wasting their money in constructing it. Chairman Chandler stated that a survey is now being conducted to determine highway needs between Astoria and Seaside, and while the survey is not yet completed, indications are that the eventual route of the highway through Seaside will be along Roosevelt Drive which will not interfere at all with the plans of the City and the County with respect to their bridge project. It is anticipated, he stated, that the survey will be completed so that the Commission may have a report on it at its next meeting on September 23 and 24.

A delegation representing the Clatsop County Land Use Committee and the Clatsop County Court came before the Commission to urge establishment of a state park near Ft. Stevens in Clatsop County. The following people composed the group: Lee Wooden, Chairman Clatsop County Land Use Committee, Jewell; Guy Boyington, County Judge; Myron Jones and Vern Stratton, County Commissioners; Arthur C. Johnson, member, Land Use Committee, Astoria; Charles M. Johnson, Supervisor Warrenton Dune Soil Conservation Service District, Warrenton; R. J. Fox, Mayor, Hammond; Jack Wood, County Agricultural Agent, Astoria; A. V. Meyers, Oregon State Game Commission; Dr. David Charlton, member of Clatsop County Chamber of Commerce; Neal Butterfield, National Park Service; Arthur R. Kirkham, KOIN, member Recreational and Natural Resources Committee, Portland Chamber of Commerce; and Chester Irelan, Portland General Electric, Recreational and Natural Resources Committee, Portland Chamber of Commerce.

Mr. Wooden acted as spokesman and introduced the members of the delegation. He urged establishment of the state park within the area north and west of Warrenton and embracing Coffenberry Lake, the Wreck of the Peter Ardale, and Old Battery Russell. Mr. Meyers pointed out that the State Game Commission owns a portion of the land which they have in mind and which could be used admirably for park and recreational purposes. Mr. Fox mentioned that Battery Russell is the only place in the United States that was fired on by the Japanese during the Second World War; hence is the first point in the Western United States ever attacked by a foreign enemy. Judge Boyington called attention to the fact that many tourists now come to see the wreck of the

Peter Ardale. The County, he stated, owns a great deal of the land which will be turned over to the State without cost if a park is established. Mr. Wood pointed out that Coffenberry Lake has been stocked with trout and that the road to the lake is now open for travel. Dr. Charlton stated that the Portland Chamber of Commerce favors development of a park at this location. Mr. Johnson pointed out that it is an ideal location for camping and picnicking. Chairman Chandler stated that several years ago, Mr. S. H. Boardman, former State Parks Superintendent, investigated the location and ascertained that park interests were in conflict with the interests of the Army Engineers so nothing was done toward establishing a park at that time; however, the Commission will have Mr. Armstrong, the present Parks Superintendent, make another investigation and will make a decision based on his findings.

A delegation headed by Mr. W. R. Giesy of Monroe came before the Commission to urge improvement of the Alsea Highway over Alsea Mountain. Other members of the delegation were: Lyle Winney, Alsea, and Prof. Glenn Holcomb, Corvallis, both members of the Highway Committee, Benton County Chamber of Commerce; T. J. Starker, timber owner and Prof. Martin P. Coopey, both of Corvallis. Mr. Giesy stated that after having seen the improvement across the Coast Range on the Siuslaw Highway, it appeared to him that a similar improvement over Alsea Mountain would be a great advantage to people who use this highway for business purposes. Mr. Winney stated that people who reside west of the mountain must haul their products, including a great amount of lumber and logs, over the mountain to markets in the valley. The extreme crookedness of the present road, he said, makes expensive hauling, and there are times in the winter when trucks cannot negotiate the road. Mr. Starker pointed out that about 130,000,000 board feet of timber are truck-hauled over Alsea Mountain annually. Prof. Holcomb gave as his feeling that it would be economically feasible to make an improvement either by cut or by tunnel. Chairman Chandler concluded the discussion by stating that the Commission will request the Engineer to check the old survey of the project made some years ago and to conduct an economic survey to determine costs and benefits. This survey, he stated, would most likely be made on the basis of an open cut rather than the use of a tunnel. The Engineer was thereupon authorized to make such check and survey.

The meeting recessed at 12:00 M and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Mr. C. C. Wilson, Rufus, Oregon, who was accompanied by Lisa Horney and Mr. Sam Van Vactor, The Dalles, came before the Commission to request access to the Columbia River Highway near the Mary Hill Ferry road. Mr. Van Vactor explained that Mr. Wilson owns a motel known as Poplar Grove about 22 miles east of The Dalles and that the U. S. Government is acquiring part of Mr. Wilson's property in connection with The Dalles Dam project, but is leaving him about 30 acres on which he wants to reestablish his motel. This property, he said, lies in the old platted townsite of Grant which has never been vacated and where there are a number of streets that are available for public use. He asked the Commission to let Mr. Wilson have access to the highway from these streets to enable him to develop his property. He pointed out that First Street of the platted townsite parallels the new highway and will be used as a frontage road if the request is granted. Chair-

man Chandler stated that the Commission is not very familiar with the location so cannot give an answer at this time, but an engineering investigation will be made and a decision rendered, based on the facts contained in the Engineer's report. The Engineer thereupon was instructed to make such investigation and report the findings.

A group from Shaniko, Fossil, Maupin, and Portland came before the Commission to urge improvement of a six-mile section of the Shaniko-Fossil State Secondary Highway extending easterly from the John Day River to a connection with the improved section of this highway west of Fossil. The following people were present: G. P. Johnson, Mayor, Shaniko; E. J. Nickelsen, Mayor, Fossil; O. E. Mathews, County Judge, Wheeler County; and J. R. Wood, stockman, Fossil; K. Snodgrass, Mayor, Maupin; and Mr. and Mrs. S. H. Shirk, Portland, Mr. Shirk being Director, Oregon Museum of Science and Industry.

Judge Mathews headed the group. He presented petitions from Clarno Grange No. 674 and from the Wheeler County Court urging improvement of this section of highway to aid the farming and livestock interests in that district. Mr. Johnson called attention to the volume of wheat and cattle that is truck-hauled over this road. He declared the volume would be much greater if the road were in better condition. He pointed out that a local service station had serviced 40 flat tires in a month because of sharp rocks on the road. Mr. Nickelsen alleged that no work had been done on this section since the road was built, and that it was being used by an increasing number of fishermen. Mr. Shirk stated that many geologists travel this highway in search for rock specimens, that the road is dangerous for transportation of school children; and in addition, a state park should be developed in the vicinity. Others speaking in behalf of the project were Messrs. Wood and Snodgrass. Chairman Chandler recalled that when improvements to this highway west of Clarno were made in 1952, it was understood that additional work could not be done for several years because of the scarcity of funds to finance it, and because there are other roads in that district that have a higher priority status. He added that there still is no money available and that no promise can be made as to when there will be. This concluded the discussion.

A delegation from Clackamas County appeared before the Commission to urge early construction of the proposed grade separation structure over the Southern Pacific mainline tracks on the revised location of the Clackamas State Secondary Highway. The following people were present: Hon. Wallace R. Telford, County Judge; Messrs. Stan Skoko and Bob Jones, County Commissioners, all of Oregon City; Mr. M. C. Gainer, Chairman, Parent-Teachers Association, Clackamas; Mr. Edwin Bell, Chairman, School Board; Florence Bell, member Parent-Teachers Association, both of Clackamas, and Mr. Tony Dwyer, mill operator, Lentz. County Judge Telford, who headed the delegation, pointed out that representatives from nearly all interested groups were present, and the purpose of their appearance was to ask for early construction of the overpass structure. Commissioner Skoko stated that petitions have been signed by over 1,000 members of the Parent-Teachers Association urging early construction of the project, particularly to relieve the existing grade crossing hazards to which school children are subjected in being transported by bus across the railroad tracks.

Commissioner Jones and Mr. Gainer affirmed this statement. Others in the delegation commented on the amount of truck traffic which uses the present grade crossing, and the frequent delays to traffic by reason of having to wait for trains to pass. Chairman Chandler pointed out that money has been allocated to finance this improvement, and the Commission recognizes the hazards involved. It is the Commission's position, he stated, that the grade crossing of the State Secondary Highway and also the grade crossing of County Market Road No. 16 nearby should in the interests of safety, be closed. Judge Telford stated that although he personally is in favor of closing both crossings, the other two members of the County Court feel that the County Market Road crossing should be left at grade to facilitate a nearby industrial development, principally composed of a depot for Safeway Stores. It was his feeling that it is the responsibility of the Public Utilities Commissioner to decide the question of closing the two grade crossings. Commissioner Skoko stated that the County will contribute as much as $20,000 toward the cost to construct the overpass if the Railroad Company will not do so without the closure of both crossings. Mr. Hardy, speaking in behalf of Safeway Stores, stated that a site had been purchased near the County Road crossing, and it is the Company's intention to spend $10,000,000 or $12,000,000 in developing it. Safeway Stores, he stated, favors keeping the County Road crossing open for reasons of economy in hauling, as they can save mileage by using the County Road grade crossing. He also pointed out that from plans he had seen, it appeared that their large trucks would not be able to negotiate a 21° curve in order to get on to the proposed overpass on the State Secondary Highway. He requested that the grade crossing on Market Road No. 16 be kept open, and that consideration be given to revising the approach plans to the overpass structure. Chairman Chandler concluded the discussion by stating that the Commission feels that the overcrossing structure should not be built without assurance that both grade crossings are eliminated; however the matter will be given more thought and when a decision has been reached, those interested will be informed.

A group from Sheridan, McMinnville, and Willamina came before the Commission to protest the proposed by-passing of the City of Sheridan as contemplated in plans for improving the Salmon River Highway. The following people were present: Mr. R. I. Merrifield, City Recorder; Hon. Fred Bozeman, Mayor; Messrs. C. B. Bride, Postmaster; E. M. Huntley, Property Management; George Mowery, Public Utilities; Wes Sullivan, Sheridan Sun; B. C. Swails, President, Chamber of Commerce; Alex Timmreck, Earl Neal, and L. R. Sackett, members, Chamber of Commerce; J. W. Hammond, C. W. Ritner, W. C. Nelson, Carl Baxter, Raymond Yoder, C. H. Houser, F. G. Bradley, D. L. Newby, James Biskey, Harlow Baker, Fred Biskey, Harold Ladd, C. F. Stuck, W. H. Hibbert, and H. A. Applegate, businessmen; all from Sheridan. From McMinnville were Mr. W. H. Aldrich, merchant, and Mrs. Aldrich. From Willamina was Don Mitchell, member, Chamber of Commerce and from Clackamas was J. M. Hodges, businessman.

Mr. Merrifield, who headed the group, stated that the proposed by-pass will be harmful to business within their city. He urged retention of the present route through the city. He recalled that in 1947 widening had been requested through the city, which work was performed, and he alleged that about the same time the highway department asked the city to make plans for a one-way street system which

the city did by means of a resolution. On the basis of these plans, he stated, a number of merchants made plans for development of their businesses within the city, and now are confronted with considerable financial loss from tourist travel if the by-pass route is constructed. Chairman Chandler explained that the relocation plans are now in a preliminary stage, and he gave as his feeling that the highway should be straightened and modernized between Portland and Otis Junction which modernization requires the by-passing of Sheridan and Willamina. He added that an economic report now being prepared will be completed in the near future and will be used as a yardstick in deciding what will be done. He assured the delegation that they would have ample opportunity to be heard before any definite commitment is made to construct the by-pass route.

The Ashland City Council was present and urged the Commission to adopt a plan to speed up traffic on the Pacific Highway through the City of Ashland. The following people were present: Hon. Richard Neill, Mayor; E. C. Biegel, City Superintendent; and Messrs. Ralph Koozer, Arnold Bauder, David Kerr, Bob Van Vleet, Harry Morris, and Dr. Bev Cope, City Councilmen. Mayor Neill pointed out that the present highway route through the City acts as a bottleneck and that local business interests are opposed to a four-lane highway through the town which would eliminate parking in the main part of town. He asked for a study of the possibilities of a one-way grid system. Mr. Biegel exhibited a map showing a proposed one-way street plan and explained its advantages. Chairman Chandler advised that the Highway Engineer would be instructed to study the City plan and that the Commission might have time to look at the proposed setup on its trip through Ashland the latter part of the week. The Engineer was thereupon authorized to make such study. (The Commission inspected the proposed plan on the ground on August 12.)

Mrs. L. J. Murdock, Mr. Douglas Cline, and Mr. Chester T. Williams, all of Eugene, representatives of the Spencer Butte Improvement Association, came before the Commission to request oiling on the Fox Hollow Secondary Highway south of Eugene. Mrs. Murdock headed the group and introduced the other members of the delegation. She urged the Commission to do the oiling work and to retain jurisdiction over the highway rather than trade it for the "Q" Street route between Eugene and Springfield which has been proposed, and to construct the remaining $1\frac{1}{2}$-mile gap in this road. Mr. Cline called attention to the fact that 57 families live on a 2.7-mile section, and in the summer they are plagued with dust and in the winter with mud. He also urged the Commission to oil the road. Concerning the proposed exchange of highways with Lane County in which Lane County would assume jurisdiction over the Fox Hollow Secondary Highway, if the State should take over the "Q" Street route, he stated that their Association is not in favor of this trade. Chairman Chandler explained that an economic survey covering the Eugene area is now being conducted with a view to outlining a plan to relieve traffic pressure in the Eugene area. No decision, he said, can be made until the survey has been completed and the Engineer's reports studied, which, he stated, might be within a month or two.

The Right of Way Engineer brought up for discussion a proposed agreement with the Idaho Power Company involving right of way needed for the relocated Old Oregon Trail near Ontario. He explained that in the construction of the highway, the State will be obligated to pay the cost of rearranging the Company's

facilities which, he estimated, would cost about $25,000. Also involved is the exchange of some land, the values of which would be comparable, and the problem of a crossing in which details have not yet been resolved. He asked the Commissions's approval to negotiate a settlement with the Company. The Commission granted the request.

The Engineer recommended approval of a form of agreement with the Bureau of Public Roads covering a change in plans for the North Umpqua Forest Highway project. He explained that the proposed change cancels a bituminous pavement and rock production project costing $120,000 and substitutes therefor a bituminous surface treatment project costing $80,000 to allay dust and preserve the existing rock surfacing until the roadbed is settled and slides stabilized. The remaining $40,000, he said, will be placed in the State contingent fund. The Commission approved and signed the agreement.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decision being by unanimous vote:

"Installation of Corvallis Traffic Signals at 4th and Harrison Streets on the Pacific Highway in Benton County: The Commission awarded the contract to the low bidder, Witzig Construction Company, Corvallis, at their bid price of $2,470.

"Construction of North Scappoose Creek Bridge in Columbia County: The Commission elects to accept the bid of Archie R. Averill, Portland, in the sum of $15,750 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County and the Bureau of Public Roads is received and the sum of $3,500 is deposited by the County.

"Construction of Coos City Bridge over Isthmus Slough on the Coos City-Summer Road in Coos County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $173,000 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Coos County and the Bureau of Public Roads is received and the sum of $80,000 is deposited by the County.

"Hauser-Coos Bay Shoulder Oiling Project on the Oregon Coast Highway north from the McCullough Bridge over Coos Bay in Coos County: The Commission awarded the contract to the only bidder, Baker Paving Company, Coos Bay, at their bid price of $10,069.

Division No. 3 Headquarters Grounds Improvement Project at Roseburg in Douglas County: The Commission awarded the contract to the low bidder, C. S. Whitcomb Company, Inc., Portland, at their bid price of $3,716.65.

"Myrtle Creek Bridge Approach Widening on the Pacific Highway near Myrtle Creek in Douglas County: The Commission awarded the contract to the second low bidder, Ausland & Dodson, Grants Pass, at their bid price of $11,000 by reason of qualification in bid of Archie R. Averill, the low bidder.

"Construction of Burns Maintenance Building in Harney County: The Commission

awarded the contract to the low bidder, Mann Construction Company, Redmond, at their bid price of $6,100.

"Grading, surfacing, and paving 0.94 mile roadway and construction of concrete bridge on the Beals Corner-Dougherty Corner Section on the Woodworth Road in Hood River County: The Commission elects to accept the bid of Whittenburg Construction Company & Q. L. Rufener, Beaverton, in the sum of $54,296, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Hood River County and the Bureau of Public Roads is received and the sum of $12,200 is deposited by the County.

"West Hood River Connection Grading and Paving Project on the Columbia River Highway in Hood River County: The Commission awarded the contract to the low bidder, F. O. Laws, Salem, at his bid price of $10,202.

"Rock Point-Seven Oaks Guard Rail Project on the Pacific Highway near Gold Hill in Jackson County: The Commission awarded the contract to the low bidder, Fred Stubbert, Springfield, at his bid price of $7,864.

"Construction of Cameron Bridge over Applegate River on Applegate Road in Jackson County: The Commission elects to accept the bid of Lowe & Beeson, Talent, in the sum of $51,115 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County and the Bureau of Public Roads is received and the sum of $11,500 is deposited by the County.

"Construction of Hilton Bridge over Bear Creek on Table Rock Road in Jackson County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $61,500 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County and the Bureau of Public Roads is received and the sum of $13,800 is deposited by the County.

"Construction of Keno Maintenance Building in Klamath County. The Commission awarded the contract to the low bidder, Mann Construction Company, Redmond, at their bid price of $13,950.

"Construction of Lost River Bridge on the Merrill-California Line Road in Klamath County: All bids were rejected on this project as being too high.

"Installation of Eugene Traffic Signals on the Pacific Highway in Lane County: The Commission awarded the contract to the low bidder, Trowbridge Electric Company, Roseburg, at their bid price of $4,500.

"Grading and paving 0.56 mile on the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County: The Commission awarded the contract to the only bidder, Acme Construction Company, Eugene, at $26,236.50.

"Construction of Blevins Bridge over Calapooya River, near Tangent, in Linn County: As this is a county project, all bids were referred to Linn County.

"Construction of Addition to Santiam Junction Trailer Shelter in Linn County: The Commission awarded the contract to the low bidder, C. A. Lantz, Salem, at his bid price of $13,790.

"Jackson Creek-Tenmile Creek Paving Project on the I. O. N. Highway about twelve miles north of the Oregon-Nevada state boundary in Malheur County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $167,614.

"Paving 6.63 miles on the Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway north and south of Gervais in Marion County: The Commission awarded the contract to the low bidder, Porter W. Yett, Portland, at his bid price of $848,165.

"Construction of Woodburn Interchange Grade Separation on Portland-Salem Expressway in Marion County: The Commission awarded the contract to the low bidder, Johnston & Bryant, Newberg, at their bid price of $55,830.

"Willamette River-Hayesville Fencing Project on the Portland-Salem Expressway in Marion and Clackamas Counties: The Commission awarded the contract to the low bidder Kissell & Robinson, Caldwell, Idaho, at their bid price of $34,800.

"42nd Avenue-Sundial Fencing Project on the T. H. Banfield Expressway east from Portland in Multnomah County: The Commission awarded the contract to the low bidder, Colorado Fuel and Iron Corporation, Portland, at their bid price of $25,176.75.

"Construction of 82nd Avenue Overcrossing of the T. H. Banfield Expressway in Multnomah County: The Commission awarded the contract to the low bidder, Inland Construction Company, Milwaukie, at their bid price of $99,953.50.

"Vista House Heating System at Crown Point on Columbia River Highway in Multnomah County: All bids were rejected on this project as being too high.

"Grass Valley (Church Street-Bryant Street) Paving Project on the Sherman Highway in Sherman County: No bids were received for this project.

"Stone surfacing 5.81 miles on the Middle Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County: The Commission elects to accept the bid of C & W Crushing Company, Seaside, in the sum of $53,105 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wheeler County and the Bureau of Public Roads is received and the sum of $11,900 is deposited by the County."

The meeting adjourned at 4:00 p.m. to reconvene upon call of the Chairman at a convenient time during the progress of the Commission's inspection trip scheduled for August 11 to 14, 1954.

August 10, 1954

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

The Dalles, Oregon
August 14, 1954

The meeting of the State Highway Commission reconvened at 8:00 a.m. in the dining room of The Dalles Hotel at the call of Chairman Chandler. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
H. B. Glaisyer, Secretary

The meeting was called to order by the Chairman who stated that its purpose is to place in the record the decisions that were reached by the Commission with respect to a number of matters that were discussed by the Commission during the progress of its inspection trip when all three members of the Commission were present. There follows a list of such matters:

1. Request of the City of Klamath Falls for construction of an additional viaduct over the railroad tracks on South Sixth Street (ORE 66) in Klamath Falls: Chairman Chandler stated that the Commission by unanimous vote agreed to give further consideration to the matter of constructing an additional viaduct and may authorize the construction of such viaduct if the City of Klamath Falls will adopt an appropriate ordinance designating South Sixth Street and South Seventh Street as a one-way traffic couplet between Main Street and the south end of the existing viaduct, and will furnish the Commission a certified copy of such ordinance, and provided further that the City of Klamath Falls will agree to certain other requirements that will be contained in an agreement covering the entire matter, including (1) payment by the City of one-half the cost to install traffic signals as may be required, (2) adoption of an ordinance prohibiting the parking of vehicles in certain locations, and (3) payment by

the City of the entire cost to construct a paved surface on Elm Street between South Sixth Street and South Seventh Street near the north end of the viaduct. Commissioner Reynolds confirmed Chairman Chandler's statement.

2. Adoption of a program for fiscal year 1956 Federal-aid funds totaling $12,720,000 recently made available for contracting: The Commission tentatively selected the following projects for such program:

1956 FEDERAL FUNDS

INTERSTATE

County	Highway, Section and Description	Allotted Amount
	Division No. 2	
Marion	Pacific East. Unit on Battle Creek Jct. – Jefferson Jct. Section, Grade, Pave and Structures	$ 420,000
	Division No. 3	
Douglas	Pacific. Booth Ranch-South, Grade, Pave and Structures	$ 840,000
	Division No. 5	
Umatilla	Old Oregon Trail. Emigrant Hill Section, Paving	$ 600,000
	Total, All Divisions	$1,860,000

URBAN

County	Highway, Section and Description	Allotted Amount
	Division No. 1	
Multnomah & Clackamas	Cascade Secondary. Flavel Street-King Road, Grade and Pave	$ 120,000

1956 Federal Funds, Urban, Division No. 1 (cont.)

Washington	Tualatin. Hillsboro Section Grade and Pave	$ 295,000
	Reserve (Tentatively for project on Banfield Expressway)	450,000
	Subtotal, Division No. 1	$ 865,000
	Division No. 4	
Klamath	Klamath Falls-Lakeview. Sixth St. (Klamath Falls) Grade Separation, Grade, Pave and Structures	$ 555,000
	Total, All Divisions	$1,420,000

PRIMARY

County	Highway, Section and Description	Allotted Amount
	Division No. 1	
Washington	Pacific West. Middle Unit, Tigard-Newberg Grade, Pave and Structures	$ 621,000
Washington	Tualatin. Reedsville-Beaverton Grade, Pave and Structures	525,000
Yamhill	Pacific West. Newberg Section, Grade and Pave	100,000
Clackamas	Cascade Secondary. King Road-Clackamas Overcrossing Grade, Pave and Structures	360,000
	Subtotal, Division No. 1	$1,606,000
	Division No. 2	
Benton	Corvallis-Newport. Blodgett Bridge, including approaches	$ 135,000
Lincoln	Oregon Coast. Siletz Bay-Depoe Bay, Grade, Pave and Structures	750,000
Yamhill or Polk	Salmon River. Unit on Sheridan-Grand Ronde Section Grade, Pave and Structures	300,000
Polk	Willamina-Salem. Dolph Corner-Rickreall, Grading	150,000
	Subtotal, Division No. 2	$1,335,000

Division No. 3

Lane	Siuslaw. Bear Creek Section Grade, Pave and Structures	$ 160,000
Douglas	Umpqua. West Unit, Reedsport-Dean Creek Grade, Pave and Structures	320,000
	Reserve (Tentatively for Merlin Hill Section)	420,000
	Reserve (Tentatively for Bridges on Redwood Hwy)	347,000
	Subtotal, Division No. 3	$1,247,000

Division No. 4

Jefferson	Warm Springs. Wasco County Line-Deschutes River Paving	$ 330,000
Deschutes	McKenzie. Deep Canyon and Deschutes River Sections To apply on grading, structures or paving	275,000
Klamath	Dalles-California. Unit on Mazama-Lobert Section Paving	275,000
	Subtotal, Division No. 4	$ 880,000

Division No. 5

Malheur	Old Oregon Trail. Olds Ferry-Ontario To apply on grading, surfacing and structures	$ 905,000
	Reserve (Tentatively for Durkee Overcrossing)	367,000
	Subtotal, Division No. 5	$1,272,000
	Total, All Divisions	$6,340,000

SECONDARY

County	Highway, Section and Description	Allotted Amount

Division No. 1

Multnomah	Beaverton-Hillsdale. Washington Co. Line-Hillsdale Grade and Pave	$ 260,000

August 14, 1954

1956 Federal Funds, Secondary, Division No. 1 (cont.)

Washington	Beaverton-Hillsdale. Beaverton-Multnomah County Line Grade and Pave	$ 100,000
Yamhill	Yamhill-Newberg. Chehalem Creek-Newberg, First Unit Grade and Pave	184,150
Clackamas	Woodburn-Estacada. Little Creek-Dubois Creek Surface and Pave	220,000
	Subtotal, Division No. 1	$ 764,150

Division No. 2

Yamhill	Three Mile Lane. Lafayette Road-US 99W, Grading and Paving	$ 427,680
Yamhill	Three Mile Lane. To apply on bridge over Yamhill River at Dayton	170,000
	Subtotal, Division No. 2	$ 597,680

Division No. 3

Lane	Territorial. Crow-Gillespie Corner Grade and Pave	$ 415,000
	Reserve (Tentatively for project on Elkton-Sutherlin Hwy.)	257,700
	Subtotal, Division No. 3	$ 672,700

Division No. 4

Crook	Paulina. Coombs Flat Section, Paving	$ 300,000
Klamath	Midland. Midland Section, Grade and Pave	162,520
	Subtotal, Division No. 4	$ 462,520

Division No. 5

Umatilla	Weston-Elgin. Section to be selected	$ 307,950
Umatilla	Hermiston. Hinkle Underpass and Umatilla River Bridge, Structures, Grading and Paving	170,000

August 14, 1954

1956 Funds, Secondary, Division No. 5 (cont.)

Union	Ukiah-Starkey, Forest Bdry.-Starkey Grade and Surface	$ 125,000
	Subtotal, Division No. 5	$ 602,950
	Total, All Divisions	$3,100,000

SUMMARY OF APPROVED FEDERAL AID PROGRAM, FISCAL YEAR 1956

Division	Federal Aid Classification				Totals
	Interstate	Urban	Primary	Secondary	
Division No. 1					
Share by formula (24.65)	$ 458,490	$ 350,030	$1,562,810	$ 764,150	$ 3,135,4
Program	-----	865,000	1,606,000	764,150	3,235,(
Division No. 2					
Share by formula (19.28)	358,608	273,776	1,222,352	597,680	2,452,4
Program	420,000	-----	1,335,000	597,680	2,352,(
Division No. 3					
Share by formula (21.70)	403,620	308,140	1,375,780	672,700	2,760,4
Program	840,000	-----	1,247,000	672,700	2,759,
Division No. 4					
Share by formula (14.92)	277,512	211,864	945,928	462,520	1,897,
Program	-----	555,000	880,000	462,520	1,897,
Division No. 5					
Share by formula (19.45)	361,770	276,190	1,233,130	602,950	2,474,
Program	600,000	-----	1,272,000	602,950	2,474,
Totals (Entire State)					
Share by formula (100.00)	$1,860,000	$1,420,000	$6,340,000	$3,100,000	$12,720,
Program	1,860,000	1,420,000	6,340,000	3,100,000	12,720,

August 14, 1954

3. Proposed lease of approximately 18 acres of Pacific Power and Light Company land adjoining Wallowa Lake State Park: The Commission discussed, approved, and signed an agreement providing for a 30-year lease of such property as previously recommended by the State Park Superintendent. (For details, see copy of agreement in agreement files.)

4. Adoption of a 40-hour week plan for state highway employees: The Commission discussed the matter of placing on a 40-hour week basis all State highway employees whose present work schedule is on a 44-hour, or more, week basis. The Commission unanimously approved a 40-hour week schedule for such employees, and instructed the Chief Counsel to prepare a bill for consideration by the 1955 Legislative Assembly, providing for a work-week of such length. The Chief Counsel was instructed to present a copy of the proposed legislation to each member of the Commission, and to hand a copy of it to the Highway Interim Committee to introduce in the legislature when the Commission has approved the form. It was the order of the Commission that the form include provision for the law, if enacted, to become effective as of January 1, 1955. The Auditor was instructed to include in the budget for the 1955-56 biennium a sufficient amount to pay the increased costs that will result from this changeover.

5. Request of Clackamas County delegation for immediate construction of an overpass on the proposed relocation of the Clackamas Secondary Highway near the town of Clackamas: The Commission gave this matter careful consideration, and as a result thereof, decided not to construct such overcrossing structure over the Southern Pacific tracks unless and until the County Court of Clackamas County agrees to recommend to the Public Utilities Commissioner the closing of two existing grade crossings, one on the present route of the Clackamas Secondary Highway and the other on the Dedman County Road (Market Road No. 16). The Secretary was instructed to inform the County Court of Clackamas County of the action taken.

6. Demand of Mr. B. M. Martin for commercial access to US 97 from his motel property in Lapine, Deschutes County: The Commission recalled a report from the Chief Counsel to the effect that the former owners of the property were granted private access and that Mr. Martin has threatened to remove curbs with a sledge hammer in order to provide an opening 40 feet wide if the Highway Commission does not grant him the commercial access he desires. The Commission decided not to grant Mr. Martin's request, and instructed the Chief Counsel to take action as may be necessary against Mr. Martin to force him to use the entrance for private purposes only.

7. Progress of contractor F. O. Laws in connection with contract awarded him for grading slopes on the Modoc Point-Barkley Springs Section of US 97, Klamath County, State Highway Contract No.

4201: The Engineer advised that this contract was awarded to Mr. Laws on June 8, 1954, but, up to the present time, Mr. Laws has made no effort to commence operations. He recalled the Commission's inspection of the project on the previous day. As a result of discussion, the Commission instructed the Engineer to write Mr. Laws that the Commission expects him to start the work on this job immediately; otherwise, the Commission will declare him in default and will then take appropriate action against him.

8. Renewal of insurance covering liability arising out of snow removal operations on the Upper Columbia River Highway between Troutdale and The Dalles: The Commission was informed that the insurance policy purchased by the State for protection of the Union Pacific Railroad Company will expire on September 21, 1954; also that the obligation is presently covered by Lloyd's Certificate of Insurance No. 11255, written by Hansen and Rowland, Inc., of Portland, and that the premium rate has been $800 annually during the preceding five-year period. The Commission was also informed that the Railroad Company purchased a similar policy to protect the highway during removal of snow from the railroad tracks between Troutdale and Dodson, which policy expires on January 1, 1955. As a result of discussion, the Commission authorized the Chief Counsel to negotiate purchase of necessary insurance for protection of the railroad in cooperation with the Department of Finance and Administration, in accordance with procedure heretofore arranged.

In this connection, the Commission also discussed the matter of purchasing insurance for the protection of railroad companies against damage resulting from operations of state highway contractors. The Commission was informed that there is under discussion a blanket form of policy known as the "Railroad Protective Insurance" and that if a satisfactory form of insurance can be written, not only is it possible that a saving will accrue to the State by reason of reduced premium, but the awarding of contracts involving railroads will be expedited. As a result of discussion, the Commission unanimously approved such type of blanket insurance and authorized the Chief Counsel to negotiate a satisfactory form of policy with the railroad companies involved. He was further instructed to refer the proposed form of policy to Commissioner Reynolds for approval on behalf of the Commission before using the form.

9. The Commission discussed, and upon recommendation of the Engineer, approved and signed agreements as follows:

a. "Agreement" with the City of Eugene providing for installation of stop lights at the intersection of 7th Avenue and Oak Street and

at the intersection of 6th Avenue and Oak Street within the City, both intersections being on the Pacific Highway one-way couplet in Eugene. The agreement provides that the City shall pay one-half the total actual cost of the installations, or approximately $3,000, and that the City shall maintain the signals after installation is completed and shall furnish electrical energy to operate them at no cost to the State.

b. "Agreement" with the City of Arlington for the installation of a traffic signal at the intersection of the Columbia River Highway and Main Street in Arlington. This installation is estimated to cost $200 which is to be paid with State funds, but the City is required to maintain the signal after installation is completed and to furnish electrical energy to operate it at no cost to the State.

10. Approval of minutes of meetings held on May 11 and 12, and on June 23 and 24, 1954: The Commission deferred approval of the minutes until its next regular meeting when all Commissioners are present.

The meeting adjourned at 8:45 a.m.

State Highway Engineer

Chairman

Secretary

Commissioner

EXHIBITS "A" through "L"

Minutes of

August 9 and 10, 1954

EXHIBIT "A"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT 1-T. H. BANFIELD EXPRESSWAY

21988 U. S. National Bank of Portland (Smith)
Right of Way
Option expires September 7, 1954

4209 sq. ft. at $3.08+ $13,000.00
(includes black top and
damages)

Amount to be paid owners-chrg to Right of Way	$13,000.00
State to assume 1954-55 taxes. Estimate	260.00
GRAND TOTAL (Estimate) chrg to Right of Way	$13,260.00

Access controlled-none allowed

EXHIBIT "A" (cont)

UNIT 1- T. H. BANFIELD EXPRESSWAY (cont)

19589 T. H. Banfield Estate (Smith)
Right of Way
Option expires September 8, 1954

10,000 sq. ft. at $0.624-	$ 6,239.00	
Warehouse: 8,174 sq. ft. at $1.50	12,261.00	
Amount to be paid owners-chrg to Right of Way		$18,500.00
State to assume 1954-55 taxes. Estimate		370.00
GRAND TOTAL (Estimate) chrg to Right of Way		$18,870.00

Takes all-

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-WEST PORTLAND EXPRESSWAY

22162 Stranahan, Robert O. and Ruby L. (Smith)
Right of Way
Option expires December 29, 1954

3200 sq. ft. at $0.20	$ 640.00	
House (less porches) 732 sq. ft. at $3.55+	2,610.00	
Amount to be paid owners-chrg to Right of Way		$ 3,250.00
Any rentals accruing shall be payable to the State beginning the 1st of the month following receipt of notice.		
State to assume 1954-55 taxes. Estimate		20.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 3,270.00

Takes all-

22249 Wildt, P. J. and Ethel M. (Black)
Right of Way
Option expires December 22, 1954

19,715 sq. ft., lump sum	$ 1,352.75
New 2-story house, 790 sq. ft. at $11	8,690.00

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-WEST PORTLAND EXPRESSWAY (cont)

22249 Wildt, P. J. and Ethel M. (cont)

Utility Room, 240 sq. ft. at $3.50	$ 840.00	
Septic Tank & Field, lump sum	400.00	
Lawn, trees, shrubs and rockery, lump sum	627.25	
Amount to be paid owners-chrg to Right of Way		$11,910.00
Grantor to vacate or rent within 5 days after receipt of consideration. State to assume 1954-55 taxes. Estimate		250.00
GRAND TOTAL (Estimate) chrg to Right of Way		$12,160.00

Takes all-

22261 Gilmer, M. A. and Lois E. (Smith)
Right of Way
Option expires December 22, 1954

15,000 sq. ft. at $0.75	$11,250.00	
2100 sq. ft. of concrete slab at $5.50	11,550.00	
1800 sq. ft. concrete slab and footings at $4	7,200.00	
500 sq. ft. office space at $5	2,500.00	
Amount to be paid owners-chrg to Right of Way		$32,500.00

Grantor has right of tenancy without rent for one year following acceptance of option.

Takes all-

CITY LIMITS-BARBUR BLVD-HARBOR DRIVE-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY

21003 Erickson, George and Sadie (Smith)
Right of Way
Option expires January 22, 1955

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BLVD-HARBOR DRIVE-BARBUR BLVD. SECTION-WEST PORTLAND EXPRESSWAY (cont)

21003 Erickson, George and Sadie (cont)

69,795 sq. ft. at $0.045+ $ 3,151.00

Amount to be paid owners-chrg to Right of Way $ 3,151.00

State to assume 1954-55 taxes. Estimate 63.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 3,214.00

Takes all-

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19733 Rupprecht, August and Alma (Grant)
Right of Way
Option expires December 20, 1954

18,033 sq. ft. at $0.02+ $ 410.00

Amount to be paid owners-chrg to Right of Way $ 410.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 444+00 on West side for residential and farming purposes.

Access controlled-

19722 Schmidt, Walter L. and Alvina (Grant)
Right of Way
Option expires December 20, 1954

850 sq. ft. at $0.02+ $ 175.00

Amount to be paid owners-chrg to Right of Way $ 175.00

Grantor to remove all trees and shrubs by June 1, 1955.

THINGS TO BE DONE BY THE STATE

Access at Sta. 411+02.5 on West side for unrestricted use.

Access controlled-

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19689 Hill, F. K. and Arline Myers (Smith)
Right of Way
Option expires December 16, 1954

Lump sum for Quitclaim Deed $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Build and maintain a gravel connection from existing highway. Grade level of roadway to meet grade of new highway. Surface approach from highway. Access at Sta. 274+55 on East side for unrestricted use.

Access controlled-

ONION FLAT-MIDDLETON-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19715 Borchers, Bertha E. (Black)
Right of Way
Option expires December 24, 1954

0.091 acre, lump sum $ 100.00

Amount to be paid owner-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 396+70 on West side for residential and farming purposes.

Access controlled-

19712 Oldenburg, William and Edna (Smith)
Right of Way
Option expires October 22, 1954

2.71 acres at $960 $ 2,600.00
Damages -- reduction of area 900.00

Amount to be paid owners-chrg to Right of Way $ 3,500.00

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19712 Oldenburg, William and Edna (cont)

Grantor to have 1954 crops. State to assume 1954-55 taxes. Est. $ 35.00

GRAND TOTAL (Estimate) chrg to Right of Way $3,535.00

THINGS TO BE DONE BY THE STATE

Access at Stas. 376+48, 382+50 and 388+60, all on East side and all for unrestricted use. Construct two 15' approaches and one 16' approach.

Access controlled-

19711 Burck, Henry W. and Elma (Smith)
Right of Way
Option expires October 19, 1954

1.83 acres at $950 $ 2,738.50
Damage due to reduction of area 411.50

Amount to be paid owners-chrg to Right of Way $ 2,150.00

Grantor to have 1954 crops. State to assume 1954-55 taxes. Est. 22.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 2,172.00

THINGS TO BE DONE BY THE STATE

Access at Stas. 368+20 and 376+23, both on East side and both for unrestricted use. Construct one 15' approach and one 16' approach.

Access controlled-

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19692 Barstad, Malfred D. and Louise (Smith)
Right of Way
Option expires December 28, 1954

1 acre, lump sum $ 1,500.00

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19692 Barstad, Malfred D. and Louise (cont)

0.871 acre at $1,000	$ 871.00	
Allowance for moving (Allstate moving bid)	8,632.00	
Amount to be paid owners-chrg to Right of Way		$11,003.00
Grantor shall have removed from the R/W by Oct. 1, 1954, the house, garage and any of the shrubs he desires. State to assume 1954-55 taxes. Estimate		30.00
GRAND TOTAL (Estimate) chrg to Right of Way		$11,033.00

THINGS TO BE DONE BY THE STATE

Access at Stas. 280+30 Ln, 283+00 Ln and 287+00 Ln, all on East side and all unrestricted. Construct three 18' approaches.

Access controlled-

19729 Beaver, Robert L. and Maude (Smith)
Right of Way
Option expires August 29, 1954

1 acre at $1,000	$ 1,000.00	
13.9 acres at $420-	5,732.00	
House: 1068 sq. ft. at $4	4,272.00	
2 chicken houses: 2210 sq. ft. at $1	2,210.00	
chicken house: 384 sq. ft. at $0.75	288.00	
Barn and Lean-to: 1348 sq. ft. at $1	1,348.00	
Water system	650.00	
Amount to be paid owners-chrg to Right of Way		$15,500.00
Grantors reserve right to occupy property for 30 days after payment or until October 1, 1954, whichever date occurs later. State to assume 1954-55 taxes. Estimate		200.00
GRAND TOTAL (Estimate) chrg to Right of Way		$15,700.00

Takes all-

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19706 Cereghino, James et al (Black)
Right of Way
Option expires December 8, 1954

0.225 acre at $2,000	$ 450.00	
5000 sq. ft. at $0.03	150.00	
Amount to be paid owners-chrg to Right of Way		$ 600.00

Grantor retains right to build temporary dam.

THINGS TO BE DONE BY THE STATE

Access at Sta. 326+50 on South side.

Access controlled-

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE-BEAVERTON HIGHWAY

21908 Famme, Clarence E. and Martha M. (Black)
Right of Way
Option expires November 18, 1954

1,525 sq. ft. at $0.20	$ 305.00	
350 sq. ft. lawn at $0.10	35.00	
Allowance for moving septic tank drain field 30 ft. at $2	60.00	
Allowance for moving 40 shrubs, lump sum	80.00	
Damage due to proximity	1,000.00	
Amount to be paid owners-chrg to Right of Way		$ 1,480.00

Grantor to remove all shrubbery within 30 days after notice.
Grantor to move septic tank drain field inside of new property line.

THINGS TO BE DONE BY THE STATE

Build approach at Sta. 126+95 and surface with asphalt.

Access not controlled-

EXHIBIT "A" (cont)

S. E. FLAVEL ST.-KING ROAD SECTION-CASCADE HIGHWAY

21876 Milwaukie Rural Fire Protection District (Johnson)
Right of Way
Option expires December 21, 1954

590 sq. ft., lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access not controlled-

SCHOLLS-NEWBERG SECTION-HILLSBORO-SILVERTON HIGHWAY

20825 Union Oil Company of California (Johnson)
Right of Way & Maintenance
Option expires January 19, 1955

13,635 sq. ft. at $0.15- $ 2,000.00
Allowance to move improvements 12,795.00

Amount to be paid owners-chrg to Right of Way $14,795.00

Improvements to be removed within 120 days from notice of acceptance of option. Underground sewer, water pipes, drains, paving, concrete floors and building foundations will be abandoned by Grantor. State to assume 1954-55 taxes. Estimate 40.00

GRAND TOTAL (Estimate) chrg to Right of Way $14,835.00

THINGS TO BE DONE BY THE STATE

Construct driveway entrance from new roadway to new entrance. Driveway to be paved from highway to property line.

Access not controlled-

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST

22102 Wiens, Peter L. and Ethel I. (Black)
Right of Way
Option expires January 12, 1955

0.40 acre at $400 $ 160.00

EXHIBIT "A" (cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22102 Wiens, Peter L. and Ethel I. (cont)

Allowance for new septic tank, drain field and connecting to present line	$ 310.00	
Amount to be paid owners-chrg to Right of Way		$ 470.00

Access controlled-none allowed

22125 Finden, Martin O. and Mildred (Benner)
Right of Way
Option expires January 15, 1955

1 acre at $1,000	$ 1,000.00	
1.06 acre at $350	371.00	
20 rods fence at $4	80.00	
Damage due to loss of access	349.00	
Amount to be paid owners-chrg to Right of Way		$ 1,800.00

Grantor to build own fence.

THINGS TO BE DONE BY THE STATE

Re-establish cattle guard at Sta. 500+00.

Access controlled-none allowed to Pacific Hwy. East

22103 Wood, George (Black)
Right of Way
Option expires January 14, 1955

0.63 acre at $350	$ 220.50	
Damage due to loss of access	79.50	
Amount to be paid owner-chrg to Right of Way		$ 300.00

Access controlled-none allowed

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22107 Castellano, Michael and Laura (Black)
Right of Way
Option expires January 12, 1955

1.54 acres at $300+	$ 464.00
Amount to be paid owners-chrg to Right of Way	$ 464.00

Access controlled-none allowed

22095 Neuenschwander. Ernest and Altha B. (Black)
Right of Way
Option expires January 11, 1955

7.25 acres at $275	$ 1,993.75
Garage, 150 sq. ft., lump sum	50.00
50 rods fence at $3	150.00
Allowance for rearranging yard, lump sum	156.25
Amount to be paid owners-chrg to Right of Way	$ 2,350.00

THINGS TO BE DONE BY THE STATE

State to connect present road to East frontage road opposite Sta. 316. Build approach to West frontage road at Sta. 13+80, East side.

Access controlled-none allowed

22115 Thomas, Gil and Anna (Benner)
Right of Way
Option expires January 20, 1955

0.11 acre at $500	$ 55.00
Allowance for moving garage	500.00
Damage due to encroachment	250.00
Amount to be paid owners-chrg to Right of Way	$ 805.00

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22115 Thomas, Gil and Anna (cont)

Grantor to clear garage from R/W before Sept. 21, 1954, otherwise becomes property of State.

THINGS TO BE DONE BY THE STATE

Construct approach, Westerly side of frontage road at Sta. 449+50.

Access controlled-none allowed-

22092 Carlson, Telka (Black)
Right of Way
Option expires January 8, 1955

0.96 acre at $350	$ 336.00	
90 rods fence at $4	360.00	
Amount to be paid owners-chrg to Right of Way		$ 696.00

Access controlled-none allowed

22093 Wagner, Harold O. and Phyllis A. (Black)
Right of Way
Option expires January 8, 1955

1.13 acres at $500	$ 565.00	
Allowance to move well-house-lump sum	130.00	
22 rods fence at $4	88.00	
Amount to be paid owners-chrg to Right of Way		$ 783.00

Grantors to remove well house from right of way within thirty (30) days after notice of acceptance of the option.

Access controlled-none allowed

22094 Childs, Leo N. and Elma (Black)
Right of Way
Option expires January 7, 1955

2.96 acres at $350	$ 1,036.00
Allowance for moving 456 sq. ft. house	500.00

SALEM BY-PASS-JEFFERSON JUNCTION SECTION -PACIFIC HIGHWAY EAST (cont)

22094 Childs, Leo N. and Elma (cont)

Severance damages	$ 464.00	
Amount to be paid owners-chrg to Right of Way		$ 2,000.00

Grantors agree to remove house from right of way within 30 days after notification of acceptance of option from the State Highway Commission.

Access controlled-none allowed

22096 Loll, Merle and Ethel (Black)
Right of Way
Option expires January 13, 1955

0.2 acre at $300	$ 60.00	
Building: 320 sq. ft. at $1	320.00	
Lawn, trees and shrubs, lump sum	120.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

Protect water line under road at Sta. 23 M/L.

Access not controlled-

22106 Aeschlimann, Luise (Benner)
Right of Way
Option expires January 26, 1955

0.19 acre at $300	$ 57.00	
1 apple tree	10.00	
Amount to be paid owners-chrg to Right of Way		$ 67.00

Access controlled-none allowed except to frontage road

EXHIBIT "A" (cont)

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION- PACIFIC HIGHWAY

21855 Crabb, W. G. et al (Holt)
Dike Easement
Option expires January 19, 1955

0.31 acre, lump sum	$ 150.00	
Severance damage	300.00	
Amount to be paid owners-chrg to Right of Way		$ 450.00

Access controlled-none allowed

20490 Rodman, James A. and Helen I. et al (Enfield)
Right of Way
Warranty Deed signed July 10, 1954

7.17 acres, lump sum	$ 1,792.50	
Damage to improvements	12,746.00	
Operational damage	4,574.50	
Severance damage	7,884.00	
Amount to be paid owners-chrg to Right of Way		$26,997.00
State to assume 1954-55 taxes. Estimate		270.00
GRAND TOTAL (Estimate) chrg to Right of Way		$27,267.00

THINGS TO BE DONE BY THE STATE

Construct and maintain 12" conduit pipe underneath hwy. at Sta. 194+63.

Access controlled-none allowed

DEADY-WINCHESTER UNIT-DEADY-SHADY SECTION-PACIFIC HIGHWAY

22086 Carey, Harvey and Beulah (Gemmell)
Right of Way (Slide Area)
Option expires December 28, 1954

1.54 acres at $100	$ 154.00	
25 rods fence at $4	100.00	
Amount to be paid owners-chrg to Right of Way		$ 254.00

Access controlled-none allowed

SHADY -BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION, PACIFIC HIGHWAY

22087 Bounds, Edmond V. and Pauline M. (Gemmell)
Right of Way
Option expires December 21, 1954

0.05 acre	$ 1.00	
Amount to be paid owners-chrg to Right of Way		$ 1.00

Access controlled-none allowed

COUNTY FARM-ASHLAND SECTION-PACIFIC HIGHWAY

19674 Coffee, Ormae Terry (Holt)
Right of Way
Option expires December 28, 1954

5,227 sq. ft. at $0.04	$ 210.00	
Amount to be paid owner-chrg to Right of Way		$ 210.00

THINGS TO BE DONE BY THE STATE

25' unrestricted access on Southerly Side. On previous acquisition approved 9-22-52.

Access controlled-

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21886 Neel, Guy C. and Laura A. (Reeder)
Right of Way
Option expires January 13, 1955

0.15 acres at $400	$ 60.00	
Allowance to install 200 lin. ft. pipe at $1	200.00	
Severance damage	53.50	
Amount to be paid owners-chrg to Right of Way		$ 313.50

THINGS TO BE DONE BY THE STATE

Install 6 inch carrier pipe through roadbed at Sta. 1050 + 50.
State to assume 1954-55 taxes. Estimate $ 3.50

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY (cont)

21886 Neel, Guy C. and Laura A. (cont)

GRAND TOTAL (Estimate) chrg to Right of Way $ 317.00

Access controlled-none allowed

21769 Maynard, M. F. and Irene (Reeder)
Right of Way
Option expires January 12, 1955

9.98 acres at $441+ $ 4,400.00

Amount to be paid owners-chrg to Right of Way $ 4,400.00

State to assume 1954-55 taxes. Estimate 44.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 4,444.00

Takes all on West side of existing highway-

21992 Dougherty, Collins J. and Ellen E. (Reeder)
Right of Way
Option expires January 14, 1955

15682 sq. ft. at $0.05 $ 784.00
Severance damage 216.00

Amount to be paid owners-chrg to Right of Way $ 1,000.00

THINGS TO BE DONE BY THE STATE

Construct a 20 foot road approach at Sta. 1037+50 on West side of frontage road. State to assume 1954-55 taxes. Est. 10.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 1,010.00

Access controlled-none allowed except to frontage road-

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

(cont)

21997 Birdsong, Roy (Reeder)
Right of Way
Option expires January 12, 1955

2614 sq. ft. at $0.05	$ 131.00	
Severance damage	114.00	
Amount to be paid owners-chrg to Right of Way		$ 245.00

THINGS TO BE DONE BY THE STATE

Construct 20 ft. road approach at Sta. 1032+60, East side of frontage road.

Access controlled-none allowed to Coast Highway

21996 Birdsong, Roy (Reeder)
Right of Way
Option expires January 12, 1955

3485 sq. ft. at $0.05	$ 175.00	
Severance damage	90.00	
Amount to be paid owners-chrg to Right of Way		$ 265.00

THINGS TO BE DONE BY THE STATE

Construct 20 ft. road approach at Sta. 1032+60, East side of frontage road.

Access controlled-none allowed to Coast Highway

21894 Ashton, Rose M. (Stuntz)
Right of Way
Option expires January 20, 1955

1.22 acres at $700	$ 854.00	
Vegetable garden	46.00	
Amount to be paid owners-chrg to Right of Way		$ 900.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 1123+00 on west side for residential use.

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY (cont)

21894 Ashton, Rose M. (cont)

Construct approach road at Sta. 1123+00.
State to assume 1954-55 taxes. Estimate $ 9.00

GRAND TOTAL (Estimate)-chrg to Right of Way $ 909.00

Access controlled-

21993 Johnson, Iva B. and LaVerne (Reeder)
Right of Way
Option expires January 12, 1955

9148 sq. ft. at $0.05	$ 457.00	
Severance damage	443.00	
Amount to be paid owners-chrg to Right of Way		$ 900.00

THINGS TO BE DONE BY THE STATE

Construct road approach, 20 feet wide, at Sta. 1032+20 on West side of frontage road.

Access controlled-none allowed except to frontage road

21771 Herstine, Ray G. and Elsie M. (Reeder)
Right of Way
Option expires January 6, 1955

4.63 acres at $756+	$ 3,500.00	
Amount to be paid owners-chrg to Right of Way		$ 3,500.00

Takes all-

21768 Colvin, Louis et al (Reeder)
Right of Way
Option expires December 21, 1954

10.85 acres at $645 (includes garage and gravel drive)	$ 7,000.00	
Amount to be paid owners-chrg to Right of Way		$ 7,000.00

Grantor to vacate 15 days after receiving State check.

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY (cont)

21768 Colvin, Louis et al (cont)

State to assume 1954-55 taxes. Estimate	$ 50.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 7,050.00

Takes all-

WARNER STATION SECTION-POWERS HIGHWAY

22133 Laird, Mabel (Stuntz)
Right of Way
Option expires December 28, 1954

0.33 acre, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access not controlled-

JASPER BRIDGE-PLEASANT HILL SECTION-SPRINGFIELD-CRESWELL HIGHWAY

21625 Miller, Floyd G. and Mildred P. (Chidsey)
Right of Way and easement
Option expires January 9, 1955

0.12 channel change easement	Gratis	
6.08 acres at $400	$ 2,432.00	
Severance damages	1,971.75	
15 fruit trees at $30 each	450.00	
Fencing	1,746.25	
2 cattle guards	300.00	
Amount to be paid owners-chrg to Right of Way		$ 6,900.00

Grantor to construct own fences and cattle guards.

THINGS TO BE DONE BY THE STATE

Construct approaches on West side of highway at Station 33+50; on both sides of the highway at Stations 47+30 and 62+80.
State to install a 6" conduit for water pipe at Station 47+40.

Access not controlled-

EXHIBIT "A" (cont)

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY

21916 Felmley, C. E. and Bertie (Mining Claim) (Gemmell)
Right of Way
Option expires November 17, 1954

8.5 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

Access controlled-none allowed

21907 Ballentine, U. S. et al (Mining Claim) (Gemmell)
Right of Way
Option expires November 17, 1954

10.0 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 398+00 for mining and timber activity, only, Easterly Side.

Access controlled-

21920 Judd, E. H. (Mining Claim) (Gemmell)
Right of Way
Option expires December 22, 1954

10.75 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 410+00, Westerly & Easterly Sides for mining and timber activity, only.

Access controlled-

21929 Featherstone Tile Co., (Mining Claim) (Gemmell)
Right of Way
Option expires November 11, 1954

6.49 acres, quitclaim $ 1.00

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

21929 Featherstone Ile Co., (Mining Claim) (cont)

Amount to be paid owners-chrg to Right of Way $ 1.00

Access controlled-none allowed

21915 Choat, Sam et al (Mining Claim) (Gemmell)
Right of Way
Option expires November 25, 1954

33.5 acres, quitclaimed $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 305+00 on West side for mining and timber activity.

Access controlled-

21975 Montgomery, Pat et al (Mining Claim) (Gemmell)
Right of Way
Option expires November 25, 1954

4.1 acres, quitclaimed $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

Access controlled-none allowed

21975 Baumen, Laurence (Mining Claim) (Gemmell)
Right of Way
Option expires December 23, 1954

4.1 acres, quitclaimed $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 262+50 on East side for mining and logging activity.

Access controlled-

EXHIBIT "A" (cnnt)

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

22007 Coble, Tommy Forrest and Uldean (Cozad)
Right of Way
Option expires January 1, 1955

1,000 sq. ft., lump sum	$ 83.30	
Amount to be paid owners-chrg to Right of Way		$ 83.30

THINGS TO BE DONE BY THE STATE

Unrestricted 35' access East side, Stas. 1023+60 and 1024+40.

Access controlled-

22250 Pinekley, John et al (Cozad)
Right of Way
Option expires November 13, 1954

1,500 sq. ft. at $0.08	$ 126.00	
Allowance to Re-establish Bldgs. etc. (as per Holman's bid less $25)	2,345.00	
Amount to be paid owners-chrg to Right of Way		$ 2,471.00

THINGS TO BE DONE BY THE STATE

State to fill driveway with crushed rock or cinders to grade, similar as the existing driveway. Provide 2 unrestricted 50' access points, East side, at Stas. 1022+25 and 1023+25.

Access controlled-

21934 Bradford, Arthur M. et al (Mining Claim) (Gemmell)
Right of Way
Option expires November 10, 1954

18.0 acres, quitclaim	$ 1.00	
Amount to be paid owners-chrg to Right of Way		$ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 680+00 on West side for mining and timber activity.

Access controlled-

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

21928 Lofdahl, Herman L. (Mining Claim) (Gemmell)
Right of Way
Option expires November 26, 1954

0.74 acre, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 565+20, West side, for mining and timber activity.

Access controlled-

21930 Christy, H. W. (Mining Claim) (Gemmell)
Right of Way
Option expires January 5, 1955

22.3 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 585+00, West side, for mining and timber activity.

Access controlled-

21931 Christy, H. W. et al (Mining Claim) (Gemmell)
Right of Way
Option expires November 18, 1954

31.0 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 612+50, West side, and Sta. 614+00, East side, both for mining and timber activity.

Access controlled-

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

21921 Judd, E. H. (Mining Claim) (Gemmell)
Right of Way
Option expires December 22, 1954

11.86 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 410+00, Easterly & Westerly sides, for mining & timber activity, only.

Access controlled-

21926 Porter, Lloyd L. et al (Mining Claim) (Gemmell)
Right of Way
Option expires November 26, 1954

23.88 acres, quitclaim at $10 $ 238.80

Amount to be paid owners-chrg to Right of Way $ 238.80

THINGS TO BE DONE BY THE STATE

Construct approaches at Sta. 528+90 & Sta. 538+50, Both Westerly side, for mineral and timber activity, only, Approach at Sta. 529+00, Easterly side, for mineral and timber activity, only, reserved to grantor for future construction.

Access controlled-

21927 Featherstone Tile Co. (Mining Claim) (Gemmell)
Right of Way
Option expires November 11, 1954

21.56 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 550+00, Easterly and Westerly sides, for mining and timber activity, only.

Access controlled-

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

21932 Lofdahl, Herman L. et al (Mining Claim) (Gemmell)
Right of Way
Option expires November 11, 1954

26.56 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 630+00, East and West sides, for mining and timber activity.

Access controlled-

21922 Hamblet, F. R. and Ethel W. (Mining Claim) (Gemmell)
Right of Way
Option expires December 24, 1954

23.57 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access opposite Sta. 451+00 on East and West sides for mining and timber activity.

Access controlled-

21976 Christy, H. W., et al (Mining Claim) (Gemmell)
Right of Way
Option expires November 16, 1954

37.7 acres, quitclaim $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

Access controlled-none allowed

22248 Jones, Aaron U. and Jean W. (Mining Claim) (Gemmell)
Right of Way
Option expires December 28, 1954

12.58 acres, lump sum, quitclaimed 1.00

EXHIBIT "A" (cont)

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

22248 Jones, Aaron U. and Jean W. (Mining Claim)

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Access at Sta. 237+00, East and West sides, for mining and logging activity.

Access controlled-

GREEN SPRINGS HIGHWAY

6051 Kerns, G. G. and Della (Chidsey)
Stockpile Lease

1 year renewal of stockpile site lease $ 30.00
(owners consented July 19, 1954)

Amount to be paid owners-chrg to Stockpile Site $ 30.00

TILLER-DEAD HORSE CREEK SECTION-TILLER-TRAIL HIGHWAY

20858 Aldridge, Elmo and Jewell (Holt)
Quarry Site
Option expires January 21, 1955

1.47 acres at $200 $ 294.00

Amount to be paid owners-chrg to Quarry Site $ 294.00

Access not controlled-

ARLINGTON-HEPPNER JUNCTION SECTION-COLUMBIA RIVER HIGHWAY

20215 Standard Oil Company of California (Chidsey)
Slope Easement
Easement signed June 10, 1954

1550 sq. ft. $ 10.00

Amount to be paid owners-chrg to Right of Way $ 10.00

ARLINGTON-HEPPNER JUNCTION SECTION-COLUMBIA RIVER HIGHWAY (cont)

20215 Standard Oil Company of California (cont)

THINGS TO BE DONE BY THE STATE

Access at Sta. 13+40, North side, 40 ft. wide, for unrestricted use.

Access controlled-

MT. VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY

22024 Miller, Marcus and Artice S. (Brainerd)
Right of Way
Option expires December 27, 1954

0.25 acre, lump sum	$ 25.00	
Amount to be paid owners-chrg to Right of Way		$ 25.00

Access not controlled-

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY

22176 Rodenbaugh, Seth I. and Mildred A. (Landon)
Right of Way
Option expires January 19, 1955

62,500 sq. ft. at $0.015	$ 937.50	
House: 216 sq. ft. at $2	432.00	
House: 280 sq. ft. at $2.50	700.00	
2 wells	260.00	
Amount to be paid owners-chrg to Right of Way		$ 2,329.50

Grantor to vacate on or before September 15, 1954.
Grantor reserves pump and pipe.

Takes all-

22146 Little, Josephine Eliza (Landon)
Right of Way
Option expires January 19, 1955

2.0 acres at $25	$ 50.00

EXHIBIT "A" (cnnt)

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22146 Little, Josephine Eliza (cont)

Amount to be paid owners-chrg to Right of Way $ 50.00

Access controlled-none allowed

22178 State of Oregon, Director of Veterans' Affairs (Benson)
Right of Way
Bargain and Sale Deed signed July 28, 1954

62,500 sq. ft. more or less $ 4,700.00

Amount to be paid owners-chrg to Right of Way $ 4,700.00

Takes all-

22174 Harvey, Thomas H. and Anna M. (Landon)
Right of Way
Option expires January 11, 1955

31,350 sq. ft. at $0.01½	$ 470.25
House, 1,200 sq. ft. at $5	6,000.00
Small frame building, lump sum	125.00

Amount to be paid owners-chrg to Right of Way $ 6,595.25

Grantor to vacate on or before September 15, 1954.

Takes all-

22147 Erickson, Olof and Myrtle (Brainerd)
Right of Way & Gravel Pit
Option expires January 12, 1955

8.11 acres at $350 (R/W)	$ 2,838.50
59.83 acres at $25 (Gravel Pit)	1,495.75

Amount to be paid owners-chrg to	Right of Way	$ 2,838.50
	Gravel Site	1,495.75
GRAND TOTAL		$ 4,334.25

THINGS TO BE DONE BY THE STATE

Re-establish irrigation system where disturbed. Fence R/W and South side of gravel pit.

Access controlled-none allowed

WALLOWA LAKE LODGE-POWER SUBSTATION SECTION-JOSEPH-WALLOWA LAKE HIGHWAY

22083 Payne, Rex C. and Thelma I. (Brainerd)
Right of Way
Option expires December 20, 1954

0.17 acre at $1,000	$ 170.00	
Amount to be paid owners-chrg to Right of Way		$ 170.00

Access not controlled-

22079 DeLyria, Edward G. and Thelma M. (Brainerd)
Right of Way
Option expires December 27, 1954

0.15 acre, lump sum	$ 400.00	
Workshop & Garage, 468 sq. ft. at $2	936.00	
Dog pens, 384 sq. ft. at $1	384.00	
13 shade trees at $15	195.00	
3 ornamental stone archs at $75	225.00	
Moving yard fence, lump sum	25.00	
Moving shrubs & strawberry & raspberry patch, lump sum	80.00	
Moving wood and lumber piles, lump sum	25.00	
Changing water cut-off, lump sum	30.00	
Amount to be paid owners-chrg to Right of Way		$ 2,300.00

Grantor to change water cut-off, move fence and wood pile.

Access not controlled-

22084 Hall, Kenneth and Ondo F. (Brainerd)
Right of Way
Option expires January 1, 1955

Land, 0.67 acre at $1000	$ 670.00	
15 rods fence at $2.50	37.50	
Amount to be paid owners-chrg to Right of Way		$ 707.50

Access not controlled-

ENTERPRISE-JOSEPH SECTION-WALLOWA LAKE HIGHWAY

22085 City of Joseph (Brainerd)
Gravel Pit
Option expires December 29, 1954

Lease of 20 acres for 10 years from 7-10-54, with option for renewal Gratis

Amount to be paid owners-chrg to Gravel Pit Gratis

THINGS TO BE DONE BY THE STATE

Grantor to have right to any reject gravels left on premises after completion of 1954 State operations, also right to any reject gravels the State has no use for on future State crushing operations after 1954.

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY

22179 Gardner, Ernest and Eva Blance (Landon)
Right of Way
Option expires January 24, 1955

62,500 sq. ft. at $0.015	$	937.50
Building: lump sum		100.00
2 buildings: 41½ sq. ft. at $1.50		774.00
Building: 240 sq. ft. at $2		480.00
2 tent houses at $25		50.00
Two pumps		200.00
Two wells		124.00

Amount to be paid owners-chrg to Right of Way $ 2,665.50

Grantor to vacate by September 15, 1954.

Takes all-

22143 Billups, Harry and Wilma V. (Brainerd)
Right of Way
Option expires January 25, 1955

0.39 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain same.

Access controlled-none allowed

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21872 Black, Robert E. et al (Holt)
Right of Way
Option expires January 26, 1955

1.45 acres at $1,000	$ 1,450.00
38.0 acres at $50	1,900.00
House: 650 sq. ft. at $3	1,950.00
Two sheds and store building	150.00
Spring	500.00
Amount to be paid owners-chrg to Right of Way	$ 5,950.00

Grantor to vacate 30 days after date of acceptance.

Takes all-

21868 Babbitt, E. W. and Irene F. (Holt)
Right of Way
Option expires January 27, 1955

3.5 acres at $1,000	$ 3,500.00
House: 504 sq. ft. at $5	2,520.00
Garage, shed and outhouse	180.00
Gas-powered generator	100.00
Amount to be paid owners-chrg to Right of Way	$ 6,300.00
Grantor to vacate 30 days after date of acceptance. State to assume 1954-55 taxes. Est.	63.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 6,363.00

Takes all-

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE-BEAVERTON HIGHWAY

21911 Warner, Vernon D. and Frances G. (Johnson)
Right of Way
Option expires January 28, 1955

8059 sq. ft. at $0.25+	$ 2,030.00
Allowance to move trees and shrubs	800.00

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE-BEAVERTON HIGHWAY (cont)

21911 Warner, Vernon D. and Frances G. (cont)

Allowance to move fence	$ 70.00	
Severance damage	3,000.00	
Loss of driveway entrance	500.00	
Amount to be paid owners-chrg to Right of Way		$ 6,400.00

Grantor to replace driveway entrance. Has right to remove plants, trees, shrubs and fence by October 1, 1954.

THINGS TO BE DONE BY THE STATE

State to remove all of slab lying South of taking to expansion joint. State to assume 1954-55 taxes. Estimate	42.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 6,442.00

Access not controlled-

21910 Brundage, Lee C. and Virena (Johnson)
Right of Way
Option expires February 3, 1954

1089 sq. ft. at $0.20	$ 217.80	
Loss of 2 shade trees	100.00	
Allownance to move shrubs	100.00	
Encroachment damages	3,600.00	
Amount to be paid owners-chrg to Right of Way		$ 4,017.80

Grantor to remove brick fence by Oct. 1, 1954.

THINGS TO BE DONE BY THE STATE

Re-establish Grantors driveway. State to assume 1954-55 taxes. Estimate	5.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 4,022.00

Access not controlled-

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21383 Union Oil Company of California (Grant)
Right of Way
Option expires December 31, 1954

4,791 sq. ft. at $0.09+	$ 450.00	
Allowance to move and re-establish all improvements	1,900.00	
Amount to be paid owners-chrg to Right of Way		$ 2,350.00

Grantor retains ownership of all improvements except septic tank and cesspool. Improvements to be removed 60 days from notice of acceptance of option.
Taken subject to City of St. Helens pipe line right of way.

THINGS TO BE DONE BY THE STATE

Access at Stas. 555+45 and 553+70 on West side for unrestricted use. Reconstruct present access roads with gravel surfaces and replace or substitute the culverts and catch basin.
State to assume 1954-55 taxes. Estimate $ 5.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 2,355.00

Access controlled-

UKIAH-STARKEY SECTION-STARKEY NO. 341 HIGHWAY

22209 Stickler, Ted E. et al (Cozad)
Right of Way
Option expires January 27, 1955

3.77 acres at $20	$ 75.40	
Allowance to re-establish 192 rods fence at $3	576.00	
Amount to be paid owners-chrg to Right of Way		$ 651.40

THINGS TO BE DONE BY THE STATE

Cnnstruct stock pass across creek at Sta. 975. Said stock pass to be used as stock underpass. Provide for water on both sides of highway.

Access not controlled-

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21891 Andraieff, Nicholas and Ethel (Stuntz)
Right of Way
Option expires January 26, 1955

9.05 acres at $800-	$ 7,200.00	
Damage due to odd shape	1,800.00	
Amount to be paid owners-chrg to Right of Way		$ 9,000.00
State to assume 1954-55 taxes. Estimate		72.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 9,072.00

Access controlled- none allowed

SOUTH UMPQUA-FAIRGROUNDS SECTION-PACIFIC HIGHWAY

22020 Ellison, Frank et al (Norlin)
Slide Area
Option expires February, 1955

1.0 acre	$ 4,000.00	
House & carport: 1914 sq. ft.	11,000.00	
Chicken House	200.00	
Amount to be paid owners-chrg to Right of Way		$15,200.00
State to assume 1954-55 taxes. Estimate		90.00
GRAND TOTAL (Estimate) chrg to Right of Way		$15,290.00

Takes all-

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY

19930 Echo Resort, Inc. (Norlin)
Right of Way
No option

1.84 acres, lump sum	$ 2,000.00	
Severance damage	1,800.00	
Slope Easement---Gratis		
Amount to be paid owners-chrg to Right of Way		$ 3,800.00
State to assume 1954-55 taxes. Estimate		25.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 3,825.00

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY (cont)

19930 Echo Resort, Inc. (cont)

THINGS TO BE DONE BY THE STATE

Construct driveway at Stas. 396+37, 405+00 and 407+73, 25' wide for residential use, all on North side. At Stas. 397+60, 398+57 and 399+22, 50' wide for unrestricted use on North side. At Sta. 401+44 on North side and Sta. 398+86 on South side, 35' wide for unrestricted use. At Sta. 400+22 on South side, 25' wide for unrestricted use.

Access controlled-

COAST FORK-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21232 Zustiak, George J. and Janice M. (Holt)
Right of Way (Property exchange)
Agreement signed June 25, 1954

.03 acre, lump sum $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

Convey to the optionors above the .22 acre of land being acquired from Anne P. Cole et al, as an exhange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State.

Access controlled-none allowed

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY

22149 Davisson, Dewey L. and Anna P. (Brainerd)
Right of Way
Option January 20, 1955

27.91 acres at $350.00 $ 9,768.50

Amount to be paid owners-chrg to Right of Way $ 9,768.50

Grantor has until October 1, 1954 to remove crops.

EXHIBIT "A" (cont)

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22149 Davisson, Dewey L. and Anna P. (cont)

THINGS TO BE DONE BY THE STATE

Re-establish irrigation where disturbed and fence R/W.

Access controlled-none allowed

22180 Williamson, Perry D. (Landon)
Right of Way
Option expires January 29, 1955

24,969 sq. ft. at $0.015	$ 374.53	
Amount to be paid owner-chrg to Right of Way		$ 374.53

Takes all-

22175 Wilks, Edgar and Anna Lou (Landon)
Right of Way
Option expires February 2, 1955

1.21 acres at $400	$ 484.00	
House: 428 sq. ft. at $4	1,712.00	
2 wells	440.00	
Pump (electric)	290.00	
Pump	50.00	
Septic tank	64.00	
Amount to be paid owners-chrg to Right of Way		$ 3,040.00

Grantor to vacate by September 15, 1954

Takes all-

22173 Wilks, Edgar and Anna Lou (Landon)
Right of Way
Option expires February 2, 1955

4.9 acres at $400	$ 1,960.00	
Amount to be paid owners-chrg to Right of Way		$ 1,960.00

Takes all-

22177 VanPatten, Dr. C. R. and Esther J. (Landon)
Right of Way
Option expires February 6, 1955

1.98 acres at $400	$ 792.00	
Amount to be paid owners-chrg to Right of Way		$ 792.00

Access controlled-none allowed except to frontage road

22306 Gardner, Alexander (Landon)
Right of Way
Option expires February 6, 1955

12,870 sq. ft. at $0.01	$ 128.70	
Allowance for shack and outdoor toilet	11.80	
Amount to be paid owner-chrg to Right of Way		$ 140.50

Grantor to vacate by September 15, 1954.

Takes all-

22145 Ruse, Stella (Brainerd)
Right of Way
Option expires February 5, 1955

8.84 acres at $10	$ 88.40	
Allowance to construct fireguard: .60 miles at $150	90.00	
Amount to be paid owner-chrg to Right of Way		$ 178.40

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence.

Access controlled-none allowed

22141 Ruse, Stella (Brainerd)
Right of Way
Option expires February 5, 1955

65.33 acres at $10	$ 653.30
10.65 acres at $75	798.75
7.47 acres at $50	373.50
Allowance for fireguard: 4.62 miles at $150	693.00

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22141 Ruse, Stella (cont)

97 rods fence at $3	$ 291.00
Damage to operations	500.00

Amount to be paid owner-chrg to Right of Way $ 3,309.55

THINGS TO BE DONE BY THE STATE

Fence R/W and maintain said fence. Construct box culvert at Stas. 857+00 and 821+00. Put 6" pipe through fill at Sta. 816+00. Re-establish water troughs at Sta. 820+00 on East side. Protect spring at Sta. 815+00 on West side and if any damage is done to spring, owner will be compensated.

Access controlled-none allowed

22148 Wynn, Eugene W. and Edith (Brainerd)
Right of Way
Option expires February 5, 1955

19.33 acres at $350	$ 6,765.50
13.33 acres at $105-	1,398.00

Amount to be paid owners-chrg to Right of Way $ 8,163.50

THINGS TO BE DONE BY THE STATE

Fence R/W and maintain same. Re-establish irrigation system where disturbed.

Access controlled-none allowed

22154 King, Otis C. and Vesta E. (Brainerd)
Right of Way
Option expires February 4, 1955

1.53 acres at $350.00	$ 535.50

Amount to be paid owners-chrg to Right of Way $ 535.50

State to fence R/W and maintain said fence.

Access controlled-none allowed

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21873 Morrison, Nellie et al (Holt)
Right of Way
Option expires February 4, 1955

17.36 acres at $100	$ 1,736.00	
Easement for channel improvement--gratis		
Amount to be paid owners-chrg to Right of Way		$ 1,736.00
State to assume 1954-55 taxes. Estimate		18.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 1,754.00

Access controlled-none allowed

GOSHEN-COAST FORK WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

22072 Vaughn, B. and Estella (Holt)
Dike and Haul Road
Option expires February 5, 1955

0.69 acre, dike easement at $200	$ 138.00	
0.84 acre, haul road easement at $200	168.00	
Amount to be paid owners-chrg to Right of Way		$ 306.00

State to notify Grantor when construction is to begin.

Access not controlled-

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

22252 Turnew, Charles A. and Mary E. et al (Reeder)
Right of Way
Option expires February 8, 1955

0.46 acre, lump sum	$ 1,000.00
Cabin: 960 sq. ft. at $2.60+ (includes stove, tank, etc.)	2,500.00

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY (cont)

22252 Turnew, Charles A. and Mary E. et al (cont)

Allowance for dug well	$ 250.00
Amount to be paid owners- chrg to Right of Way	$ 3,750.00

Grantors to vacate property within 15 days after receiving check or sign 30 day rental agreement.

State to assume 1954-55 taxes. Estimate	$ 10.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 3,760.00

Takes all-

21774 Metz, Allan (Reeder)
Right of Way
Option expires February 2, 1955

2.99 acres, lump sum	$ 1,000.00
Amount to be paid owners-chrg to Right of Way	$ 1,000.00
State to assume 1954-55 taxes. Estimate	10.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 1,010.00

Takes all-

22253 Bonnie, Jess M. et al (Reeder)
Right of Way
Option expires February 8, 1955

0.71 acre, lump sum (includes well)	$ 900.00
Amount to be paid owners-chrg to Right of Way	$ 900.00

Grantor to remove tent and shed by September 1, 1954, and vacate property within 5 days after receiving check.

State to assume 1954-55 taxes. Estimate	$ 9.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 909.00

Takes all-

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

(cont)

22254 Knox, Raymond R. et al (Reeder)
Right of Way
Option expires February 9, 1955

31,000 sq. ft., lump sum	$ 1,000.00
Cabin: 352 sq. ft. at $2.70-	940.00
Wood shed: 120 sq. ft. at $0.50	60.00
Amount to be paid owners-chrg to Right of Way	$ 2,000.00

Grantor to vacate property within 15 days after receiving check.

State to assume 1954-55 taxes. Estimate $ 10.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 2,010.00

Takes all-

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

21232 Cole, Eugene S. and Anne P. SUPPLEMENTAL REPORT (Reeder)
Right of Way
Correction Warranty Deed signed August 10, 1954

Additional taking of .22 acre	$ 200.00
Amount of previous taking of 11.29 acres	11,290.00
Additional amount to be paid owners-chrg to Right of Way	$11,490.00

Access controlled-none allowed

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19720 Tepolt, Reuben and Verda (Smith)
Right of Way
Option expires September 3, 1954
0.39 acre $ 1,950.00

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19720 Tepolt, Reuben and Verda (cont)

House: 1008 sq. ft.	$ 5,000.00
Radio Lab	2,500.00
Shed and chicken house	350.00
Allowance to move garage	250.00

Amount to be paid owners-chrg to Right of Way $10,050.00

Grantor may remove fixtures and wiring pertinent to radio and TV repair and the TV antenna and wiring from house. Move garage and vacate house and radio lab by October 1, 1954.

THINGS TO BE DONE BY THE STATE

Remove house and radio lab by Nov. 15, 1954. Construct and maintain temporary approach to property during construction. Unrestricted access at Stas. 409+40 and 410+20 on East side. Construct blacktop approaches 18' wide from highway to R/W line.
State to assume 1954-55 taxes. Estimate $ 120.00

GRAND TOTAL (ESTIMATE) chrg to Right of Way $10,170.00

Access controlled-

19737 Unger, Harry H. and Agnes E. (Smith)
Right of Way
Option expires September 3, 1954

16,988.4 sq. ft. at $0.12	$ 2,038.60
Allowance to move buildings	7,994.40
Severance damage	667.00

Amount to be paid owners-chrg to Right of Way $10,700.00
Buildings and shrubs to be moved by Grantor by Oct. 1, 1954.

THINGS TO BE DONE BY THE STATE
Unrestricted access at Sta. 456+15 Ls, 40' wide on West side. Construct blacktop approach 40' wide. State to assume 1954-55 taxes. Estimate $ 21.00
GRAND TOTAL (Estimate) chrg to Right of Way $10,721.00

Access controlled-

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-
PACIFIC HIGHWAY WEST (cont)

19731 Robinson, D. S. and Hazel M. et al (Smith)
Right of Way
Option expires August 29, 1954

6 acres walnut orchard at $1,200	$ 7,200.00	
2.3 acres farm land at $350-	780.00	
1 acre homesite	1,670.00	
House: 752 sq. ft.	4,500.00	
Fruit room, store room, guest room	300.00	
Garage	100.00	
Shop	3,500.00	
Chicken house	250.00	
Barn and brooder house	1,000.00	
50' well and electric pump	500.00	
1/6 interest in water pipe line from Sherwood	200.00	
Amount to be paid owners-chrg to Right of Way		$20,000.00
Grantor has right to harvest crops and is to vacate by December 1, 1954.		
State to assume 1954-55 taxes. Estimate		$ 200.00
GRAND TOTAL (Estimate) chrg to Right of Way		$20,200.00

Takes all-

EXHIBIT "B"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's records or minutes; and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal records and action, it is the purpose of the Commission at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction, or other improvement of the following-named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved.

COUNTY AND SECTION	FILE NUMBER	PURPOSE	HIGHWAY
BENTON	22282-Brown	Borrow Site & Haul Road	Pacific West
	22278-Johnson	Borrow Site	Pacific West
	22279-Kabler	Borrow Site	Pacific West
	22280-Wutzke	Borrow Site	Pacific West
	22281-Ayers	Borrow Site	Pacific West

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this Miscellaneous Resolution No. 115 shall be entered in the minutes and records of the Commission as of August 9, 1954, and shall

be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

EXHIBIT "C"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 percent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts

EXHIBIT "C" (cont)

set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of January 1 to June 30, inclusive, of the year 1954, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 5,429,836.55
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	12,805,771.15
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	4,225,859.28
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	175,622.41
	$22,637,089.39

AND, WHEREAS, the statutory ten percent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,263,708.94, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000 thus leaving for allocation and distribution for the period January 1 to June 30, 1954, the sum of $2,138,708.94, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below;

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

I. Cities of Populations 1,000 or more

City	Population	Amount
Albany	10,115	$ 28,802.27

EXHIBIT "C" (cont)

City	Population	Amount
Ashland	7,739	$ 22,036.66
Astoria	12,331	35,112.29
Baker	9,471	26,968.49
Bandon	1,251	3,562.20
Beaverton	3,213*	9,148.96
Bend	11,409	32,486.91
Brookings	2,273*	6,472.33
Brownsville	1,175	3,345.79
Burns	3,093	8,807.26
Canby	1,671	4,758.14
Canyonville	1,139*	3,243.28
Carlton	1,081	3,078.13
Central Point	1,667	4,746.75
Coos Bay	6,223	17,719.87
Coquille	3,964*	11,287.41
Corvallis	16,207	46,149.13
Cottage Grove	3,536	10,068.69
Dallas	4,793	13,647.98
Drain	1,150	3,274.60
Elgin	1,223	3,482.47
Empire	2,261	6,438.15
Enterprise	1,718	4,891.97
Eugene	35,879	102,164.78
Florence	1,562*	4,447.76
Forest Grove	4,973*	14,160.52
Garibaldi	1,249	3,556.50
Gladstone	2,434	6,930.77
Gold Beach	1,437*	4,091.83
Grants Pass	8,116	23,110.16
Gresham	3,049	8,681.97
Heppner	1,648	4,692.65
Hermiston	3,804	10,831.82
Hillsboro	5,142	14,641.75
Hood River	3,701	10,538.53
Independence	1,987	5,657.94
Jacksonville	1,193	3,397.04
John Day	1,597	4,547.43
Junction City	1,475	4,200.03
Klamath Falls	15,875	45,203.76
La Grande	8,635	24,588.00

EXHIBIT "C" (cont)

City	Population	Amount
Lakeview	2,831	$ 8,061.22
Lebanon	5,873	16,723.26
Madras	1,258	3,582.13
McMinnville	6,635	18,893.04
Medford	17,305	49,275.66
Mill City	1,792	5,102.69
Milton-Freewater	3,851	10,965.65
Milwaukie	5,253	14,957.82
Molalla	1,497	4,262.68
Monmouth	1,956	5,569.67
Mount Angel	1,315	3,744.44
Myrtle Creek	2,436*	6,936.46
Myrtle Point	2,033	5,788.93
Newberg	3,946	11,236.16
Newport	3,241	9,228.69
North Bend	6,099	17,366.79
Nyssa	2,525	7,189.89
Oakridge	1,562	4,447.77
Ontario	4,465	12,714.00
Oregon City	7,682	21,874.35
Oswego	3,316	9,442.25
Pendleton	12,291*	34,998.39
Philomath	1,289	3,670.40
Pilot Rock	1,421*	4,046.27
Portland	249,085**	709,264.86
Port Orford	1,160*	3,303.08
Prineville	3,317*	9,445.10
Rainier	1,285	3,659.01
Redmond	2,956	8,417.16
Reedsport	2,288	6,515.04
Rockaway	1,100*	3,132.23
Roseburg	11,117*	31,655.45
St. Helens	4,711	13,414.48
Salem	43,544*	123,990.72
Sandy	1,003	2,856.02
Seaside	3,886	11,065.31
Sheridan	1,922	5,472.86
Silverton	3,146	8,958.18
Springfield	10,807	30,772.73

EXHIBIT "C" (cont)

City	Population	Amount
Stayton	1,507	$ 4,291.15
Sutherlin	2,230	6,349.88
Sweet Home	3,603	10,259.48
The Dalles	9,864*	28,087.56
Tillamook	3,685	10,492.97
Toledo	2,323	6,614.70
Union	1,307	3,721.66
Vale	1,518	4,322.48
Vernonia	1,521	4,331.02
Wallowa	1,055	3,004.09
Warrenton	1,896	5,398.82
West Linn	2,945	8,385.83
Willamina	1,082	3,080.98
Winston	1,960*	5,581.06
Woodburn	2,579*	7,343.65
Wood Village	1,202*	3,422.67
Totals	695,935	$1,981,661.81

*Population as determined by actual count made under supervision of Secretary of State or by federal census taken subsequent to the 1950 census.

**2/3 of 1950 census, as defined in ORS 366.785 (3).

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	154	$ 438.51
Amity	672	1,913.51
Antelope	60	170.85
Arlington	686	1,953.37
Athena	750	2,135.61
Aumsville	281	800.14
Aurora	242	689.09
Banks	376	1,070.65
Barlow	75	213.56
Bay City	761	2,166.93
Boardman	120	341.70
Bonanza	259	737.50
Butte Falls	372	1,059.26
Canyon City	508	1,446.52

EXHIBIT "C" (cont)

City	Population	Amount
Cascade Locks	733	$2,087.20
Cave Junction	283	805.84
Chiloquin	668	1,902.12
Clatskanie	901	2,565.58
Coburg	693	1,973.30
Columbia City	405	1,153.23
Condon	968	2,756.36
Cornelius	998	2,841.79
Cove	282	802.99
Creswell	662	1,885.03
Culver	301	857.09
Dayton	719	2,047.34
Dayville	286	814.38
Delake	644	1,833.78
Detroit	274*	780.21
Donald	187	532.48
Dufur	422	1,201.64
Dundee	308	877.02
Eagle Point	607	1,728.42
Eastside	890	2,534.26
Echo	457	1,301.30
Elkton	201	572.34
Estacada	950	2,705.11
Fairview	438	1,247.20
Falls City	853	2,428.90
Fossil	645	1,836.63
Gaston	368	1,047.87
Gates	422	1,201.64
Gearhart	568	1,617.37
Gervais	457	1,301.30
Glendale	871	2,480.16
Gold Hill	619	1,762.59
Granite	40	113.90
Grass Valley	195	555.26
Haines	321	914.04
Halfway	312	888.41
Halsey	388	1,104.82
Hammond	522	1,486.39
Harrisburg	862	2,454.53

EXHIBIT "C" (cont)

City	Population	Amount
Helix	182	$ 518.24
Hines	918	2,613.99
Hubbard	493	1,403.81
Huntington	733	2,087.20
Idanha	442	1,258.59
Imbler	149	424.27
Ione	333*	948.21
Island City	138	392.95
Jefferson	636	1,811.00
Jordan Valley	236	672.01
Joseph	666	1,896.42
Juntura	107	304.68
Lafayette	662	1,885.03
Lexington	237	674.85
Lonerock	38	108.20
Long Creek	288	820.07
Lostine	246*	700.48
Malin	592	1,685.71
Manzanita	339	965.30
Maupin	312	888.41
Merrill	835	2,377.65
Metolius	157	447.05
Mitchell	415	1,181.70
Monroe	362	1,030.79
Monument	228	649.23
Moro	359	1,022.25
Mosier	259	737.50
Mount Vernon	451	1,284.21
Nehalem	270	768.82
North Powder	403	1,147.54
Oakland	829	2,360.56
Oceanlake	700	1,993.24
Paisley	214	609.36
Phoenix	746	2,124.22
Powers	895	2,548.50
Prairie City	822	2,340.63
Prescott	119	338.85
Richland	220	626.45
Riddle	634	1,805.30

EXHIBIT "C" (cont)

City	Population	Amount
Rogue River	590	$1,680.01
St. Paul	268*	763.13
Scappoose	659	1,876.49
Scio	448	1,275.67
Scotts Mills	217	617.90
Shaniko	61	173.70
Sherwood	575	1,637.30
Siletz	570	1,623.06
Sisters	723	2,058.73
Sodaville	157	447.05
Stanfield	845	2,406.12
Sublimity	367	1,045.03
Summerville	73	207.87
Sumpter	146	415.73
Taft	450	1,281.37
Talent	739	2,104.29
Troutdale	514	1,463.61
Tualatin	248	706.18
Turner	610	1,736.96
Umatilla	883	2,514.33
Waldport	689	1,961.91
Wasco	305	868.48
Waterloo	180	512.55
Weston	679	1,933.44
Wheeler	291	828.62
Yamhill	539	1,534.79
Yoncalla	626	1,782.52
Totals	55,153	$157,047.13

*Population as determined by actual count made under supervision of Secretary of State

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of August 9, 1954.

EXHIBIT "D"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

(1) From revenues accruing during the second six-month period of 1950:

Merrill $2,543.45

(2) From revenues accruing during the second six-month period of 1951:

Stanfield. $2,652.77

(3) From revenues accruing during the second six-month period of 1953:

Aumsville	$ 988.02	Pilot Rock. . .	$2,978.11
Elkton.	706.73	Powers	3,146.89
Gaston	1,293.92	Scappoose . . .	2,317.09
Gervais	1,606.85	Scio	1,575.20
Grass Valley	685.63	St. Paul	942.31
Halfway.	1,097.02	Talent	2,598.38
Hammond.	1,835.39	Weston	2,387.41

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution

approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 9th day of August, 1954.

EXHIBIT "E"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3754, with Natt McDougall Co. for grading and paving on the Low Pass Section of the Siuslaw Highway in Lane County, completed July 13, 1954.

"Contract No. 3865, with Rogers Construction Co. for grading and paving on the North Unit, Bend-Lapine Section of The Dalles-California Highway in Deschutes County, completed July 10, 1954.

"Contract No. 3866, with J. C. Compton Co. for paving on the Fremont Junction-Rosa Creek Section of the Warner Highway in Lake County, completed June 24, 1954.

"Contract No. 3867, with J. C. Compton Co. for grading and paving on the Fremont and Klamath Falls-Lakeview Highways in Lake County, completed June 19, 1954.

"Contract No. 3870, with Tom Lillebo, for constructing four structures on the State Street-Battle Creek Unit of the Salem By-Pass Section of the Pacific Highway East in Marion County, completed June 9, 1954.

"Contract No. 3935, with R. E. Meade & Co. for construction of the Community Hospital Road Overcrossing on the Pacific Highway East in Douglas County, completed July 23, 1954.

"Contract No. 3951, with Babler Bros., Inc. for grading and oil mat surfacing on the George Road-East Junction Section of the Holland Loop County Road in Josephine County, completed July 6, 1954.

"Contract No. 3962, with Hamilton & Thoms for construction of the Willow Creek Bridge on the Columbia River Highway in Gilliam County, completed May 30, 1954.

"Contract No. 3963, with J. C. Compton Co. for paving on the Monument (Wilson Street) City Street Section in Grant County, completed July 21, 1954.

"Contract No. 3992, with Arthur Simonsen for grading and oil mat surfacing on the New Bridge-Richland Section of the New Bridge County Road in Baker County, completed June 26, 1954.

"Contract No. 4001, with C. C. Meisel for grading and oil mat surfacing on the Grants Pass-Murphy Section of the Williams Highway in Josephine County, completed July 20, 1954.

"Contract No. 4023, with R & M Construction Co. for constructing the Siskiyou Sand Storage Shed in Jackson County, completed June 16, 1954.

"Contract No. 4024, with Trowbridge Electric Co. for Traffic Signal Installation in Springfield on the McKenzie Highway in Lane County, completed July 2, 1954.

"Contract No. 4027, with The Central Heating Co., Oregon Ltd. and F. L. Somers for oiling on the Crescent Lake Highway Section in Klamath County, completed July 26, 1954.

"Contract No. 4028, with Lebanon & Harrisburg Sand & Gravel Co. for grading and paving on the Harrisburg-Junction City Section of the Pacific Highway East, in Lane County, completed July 22, 1954.

"Contract No. 4035, with Lee Hoffman for construction of the Wilkesboro Overcrossing of Southern Pacific and S. P. & S. Railroads on the Wilson River Highway in Washington County, completed July 15, 1954.

"Contract No. 4037, with W. H. Shields Construction Co. for construction of Noon Bridge over Marys River on the Corvallis-Newport Highway in Benton County, completed July 22, 1954.

"Contract No. 4045, with Serge R. Perrin for construction of sand storage shed on the Sunset Highway in Washington County, completed June 24, 1954.

"Contract No. 4049, with Charles Wiedeman for construction of North Fork-Middle Fork Ash Creek Bridges on the Pacific Highway West in Polk County, completed June 25, 1954.

"Contract No. 4050, with Gilbert Roberts for construction of a garage at Warm Springs Junction in Wasco County, completed June 29, 1954.

"Contract No. 4062, with C. P. Patterson for construction of Terrebonne Overcrossing on The Dalles-California Highway in Deschutes County, completed July 16, 1954.

"Contract No. 4069, with L. P. Stubblefield for paving on the Gillespie Corner-Lorane Section of the Territorial Highway in Lane County, completed July 20, 1954.

"Contract No. 4072, with R. H. Jones for construction of the Cold Springs Overcrossing on the Columbia River Highway in Umatilla County, completed June 25, 1954.

"Contract No. 4074, with Koppisch Construction Co., Inc. for grading, construction of culvert and rock base on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County, completed June 28, 1954.

"Contract No. 4086, with Central Paving Co. for reoiling in Division 2 on the Oregon Coast, Monmouth and Three Rivers Highways in Lincoln, Polk and Yamhill Counties, completed July 26, 1954.

"Contract No. 4097, with McCormack Construction Co. for construction of an office building at Pendleton in Umatilla County, completed June 18, 1954.

"Contract No. 4101, with E. H. Itschner Co. for furnishing crushed rock in stockpiles on the Grant County Line-Lancaster Section of the John Day Highway in Malheur and Baker Counties, completed July 6, 1954.

"Contract No. 4106, with C. C. Meisel for furnishing crushed rock in stockpiles on the Dufur-Tygh Valley Section of The Dalles-California Highway in Wasco County, completed July 9, 1954.

"Contract No. 4114, with Arthur Simonsen for furnishing crushed rock in stockpiles on the Hardman Section of the Wasco-Heppner and Heppner-Spray Highways in Morrow County, completed June 25, 1954.

"Contract No. 4119 with Vernie Jarl for furnishing crushed materials in stockpiles on the Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County, completed July 27, 1954.

"Contract No. 4123, with Acme Construction Co. for grading and pavement widening on the New Era and Aurora Hills (Passing Lanes) Section of the Pacific Highway East in Clackamas County, completed July 23, 1954.

"Contract No. 4124, with Modern Materials Co. for construction of car storage shed at Bend in Deschutes County, completed July 30, 1954.

"Contract No. 4127, with D-H Paving Company for reoiling in Division 4 on The Dalles-California, Fremont and Klamath Falls-Lakeview Highways in Klamath and Lake Counties, completed July 10, 1954.

"Contract No. 4139, with James M. Barnes for furnishing crushed cinders in stockpile on the Klamath Falls-California State Line Section on five State highways in Klamath County, completed July 27, 1954.

"Contract No. 4177, with K. F. Jacobsen & Co., Inc. for paving the Reedsport (Greenwood Avenue) City Street Section in Douglas County, completed July 13, 1954.

"Contract No. 4181 with Warren Northwest, Inc., for paving on the Detroit (Detroit Avenue) City Street Section in Marion County, completed August 2, 1954.

"Contract No. 4182, with The United Contracting Co. for paving the Bay City ("C" Street) City Street Section in Tillamook County, completed July 23, 1954.

"Contract No. 4190, with Asphalt Paving Co. for paving the Merrill (Monroe, Third and Washingtnn) City Street Section in Klamath County, completed July 17, 1954.

"Contract No. 4191, with P. B. Doherty & Son for grading and paving the Brownsville (Linn Street) City Street Section in Linn County, completed July 17, 1954.

"Contract No. 4225, with J. C. Compton Co. for oiling on the Ridge Road-Morrow County Line and North Unit, Lost Valley Road-Lonerock Sections of the Base Line and Lonerock County Roads, completed August 3, 1954.

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 35 shall be entered in the minutes and records of the Commission as of the 9th day of August, 1954.

EXHIBIT "F-1"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: SANTIAM HIGHWAY

Highway number 16 Route number US 20

Between M.P. 28.09 (east city limits of Sweet Home) and M.P. 28.42 (0.33 mile east of the east city limits of Sweet Home) 35 MILES PER HOUR
Between M.P. 28.42 and M.P. 29.85 (300 feet west of the State traffic scales) 45 MILES PER HOUR
Between M.P. 29.85 and M.P. 30.68 (S.P. & S. Undercrossing) 35 MILES PER HOUR

EXCEPT THAT BETWEEN

M.P. 28.60 and M.P. 28.80 the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of Subsection 1.a. of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 159 be entered in the minutes and records of the Commission as of the 9th day of August, 1954.

EXHIBIT "F-2"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: THE DALLES-CALIFORNIA

Highway number 4 Route number US 97

Between M.P. 117.31 (0.10 mile north of "C" Avenue in the town of Terrebonne) to M.P. 117.74 (250 feet south of the junction with old The Dalles-California Highway) 45 MILES PER HOUR

EXCEPT THAT BETWEEN

M.P. 117.41 ("C" Avenue) and M.P. 117.59 ("A" Avenue) the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings, as per the provisions of Subsection 1.a. of ORS 483.104.

EXHIBIT "F-2 (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 160 be entered in the minutes and records of the Commission as of the 9th day of August, 1954.

EXHIBIT "F-3"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: FARMINGTON STATE SECONDARY

Highway number 142 Route number ORE 208

Location of Termini			Established Speed
M.P. 7.33 (500 feet west of Kinnaman Road junction)	to M.P.	9.36 (west city limits of Beaverton)	45 M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 161 be entered in the minutes and records of the Commission as of the 9th day of August, 1954.

EXHIBIT "F-4"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which all motor vehicles, excepting motor trucks with pneumatic tires and school buses, as defined in ORS 485.010, may be driven upon the Pacific Highway, which is primary highway No. 1, Route U.S. 99, between M.P. 220.66 (south city limits of Myrtle Creek) to M.P. 224.57 (450 feet south of Riddle junction) shall not exceed 50 miles per hour; that 45 miles per hour shall be the maximum rate of speed for motor trucks equipped with pneumatic tires and for school buses, within the meaning and purpose of said ORS 483.104

EXCEPT THAT BETWEEN

M.P. 223.41 (600 feet north of Chadwick Lane) and M.P. 223.65 (100 feet north of Meadow Lane) the indicated speed shall be 20 miles per hour during the hours of school crossings, as per the provisions of Subsection 1.a., of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "F-4"

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 162 be entered in the minutes and records of the Commission as of the 9th day of August, 1954.

EXHIBIT "G"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, under the provisions of ORS 483.106 the Highway Commission is empowered to designate or remove special speed limits outside of incorporated cities and towns when said designation or removal is by engineering investigation determined to be necessary; and

WHEREAS, the Highway Commission on May 19, 1942 designated a speed limit of 35 miles per hour on the Pacific Highway East between a point north of the Pudding River Bridge, M. P. 25.73, and the north city limits of Aurora, M. P. 26.54; and

WHEREAS, the State Highway Engineer has reported that said Pudding River Bridge has since been widened and the approaches improved, thereby removing the necessity for a reduced speed zone.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the State Highway Commission, all members being present and voting affirmatively as follows:

1. Having duly considered the facts presented by the State Highway Engineer, the State Highway Commission hereby finds that it no longer is necessary to maintain said reduced speed zone.

2. That the action of the State Highway Commission designating a reduced speed of 35 miles per hour on the Pacific Highway East between M. P. 25.73 and M. P. 26.54, hereby is rescinded and cancelled and the maximum speed limit on said section of said highway hereafter shall be the maximum speed limit provided by law.

3. That certified copies of this resolution be filed with the Secretary of State and the Superintendent of State Police.

4. That this resolution be entered in the minutes and records of the Commission as of the 9th day of August, 1954, and filed in the records of the Secretary of the Commission under Speed Limit Resolution No. 163.

EXHIBIT "H"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Little Sheep Creek Highway, State Secondary Highway No. 350, known as the Joseph-Sheep Creek Hill Section in Wallowa County, the westerly terminus of which is at Highway Engineer's Station 0+10 on the reconstructed highway and the easterly terminus of which is at Highway Engineer's Station 266+38 on the reconstructed highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Wallowa County and the Highway Commission entered into an agreement under date of May 19, 1953, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel the Commission would notify the County of same by letter and that, effective upon the date of said letter, the eliminated portions or units, therein and herein referred to as Units "A" and "B", would be abandoned as part of the said highway and would be maintained thereafter by Wallowa County as county roads under the jurisdiction and control of said county; and

WHEREAS, Wallowa County was duly notified by letter dated July 1, 1954, that the said section had been completed and opened to public travel and that as of July 1, 1954, jurisdiction and control over Units "A" and "B" became vested in Wallowa County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Little Sheep Creek Highway, State Secondary Highway No. 350, located in Wallowa County and known as the Joseph-Sheep Creek Hill Section, the westerly terminus of which is at Highway Engineer's Station 0+10 on the reconstructed highway and the easterly terminus of which is at Highway Engineer's Station 266+38 on the reconstructed highway, was completed on November 25, 1953.

2. That the portions or units of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way and which are identified herein as Units "A" and "B" are shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The locations of Units "A" and "B" are more particularly described as follows: *

Unit "A"

Beginning at State Highway Engineer's Station 109+00 of the relocated Little Sheep Creek Highway in the northeast quarter of the northeast quarter ($NE\frac{1}{4}$ $NE\frac{1}{4}$) of Section 33, Township 2 South, Range 45 East, W. M.; thence southerly and easterly via the former route of the Little Sheep Creek Highway to State Highway Engineer's Station 134+60 of the relocated Little Sheep Creek Highway in the southeast quarter of the northwest quarter ($SE\frac{1}{4}NW\frac{1}{4}$) of Section 34, Township 2 South, Range 45 East, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 134+75 of the relocated Little Sheep Creek Highway in the northeast quarter of the northwest quarter ($NE\frac{1}{4}$ $NW\frac{1}{4}$) of Section 34, Township 2 South, Range 45 East, W. M.; thence easterly and southerly via the former route of the Little Sheep Creek Highway to State Highway Engineer's Station 207+75 of the relocated Little Sheep Creek Highway in the southwest quarter of the southeast quarter ($SW\frac{1}{4}$ $SE\frac{1}{4}$) of Township 2 South, Range 45 East, W. M.

3. That, pursuant to the aforesaid agreement, Units "A" and "B" were duly abandoned as part of the Little Sheep Creek Highway, State Secondary Highway No. 350, on July 1, 1953, the date of said letter to Wallowa County, and that all right, title and interest which the State had in the right of way of Units "A" and "B" passed to and vested in the said County as of that date.

4. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

5. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer or his authorized representative, and such

boundary monuments shall thereafter be maintained in place.

6. That this resolution shall be entered in the minutes and records of the Commission on this 9th day of August, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Wallowa County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 276, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, The Dalles-California Highway is one of the major state primary highways, is likewise a federal-aid highway (US97), which highway throughout its entire length carries a large volume of traffic; and,

WHEREAS, it appears that vehicles are being parked on the highway shoulders both north and south of the Crooked River Gorge; and,

WHEREAS, the straightening of the alignment of the highway has increased the speed at which vehicles approach the gorge; and,

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the travelled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and,

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles on the east shoulder of The Dalles-California Highway north of Crooked River Gorge between M. P. 112. 89 (Engineer's Station 923+00) and M. P. 114. 29 (Engineer's Station 925+65) and on both sides of the highway south of the said gorge, particularly between M. P. 114. 40 (Engineer's Station 931+05) and M. P. 114. 52 (Engineer's Station 937+50) creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That this Commission does hereby find and declare that the parking of vehicles on the east shoulder of the highway between M. P. 112. 89 and M. P. 114. 29 and on both shoulders of the highway between M. P. 114. 40 and M P. 114. 52 should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, the signs to bear in plain, legible letters the words, NO PARKING ON HIGHWAY SHOULDERS."

4. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

5. That this "No Parking" Resolution No. 119 be entered in the minutes and records of the State Highway Commission as of the 9th day of August, 1954.

EXHIBIT "J"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Bear Creek Section of the Siuslaw Highway in Lane County and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Bear Creek Section of the Siuslaw Highway, beginning at Highway Engineer's Station 505+00 east of Bear Creek and extending in a westerly direction to Highway Engineer's Station 561+00 west of Bear Creek, together with the map, which for identification purposes bears Map File No. 1R-5-577 and the date of July, 1954, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, at Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method

4. That this resolution be entered in the minutes and records of the Commission as of the 9th day of August, 1954, as Survey Resolution No. 106.

EXHIBIT "K"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, by the authority granted in ORS 374.015 (1) the Highway Commission is empowered to lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways which shall be known as "Throughways", as that term is defined in ORS 374.010; and

WHEREAS, ORS 374.015 (2) provides that any relocated section of an existing highway and such portions of existing highways, which at the time the same are designated as throughways have less than ten (10) commercial businesses abutting thereon catering to the motoring public in any one mile, may be designated and constructed as, or converted into, a throughway by the Highway Commission; and

WHEREAS, the Highway Commission has directed the Highway Engineer to prepare and file in the offices of the Highway Department in Salem, Oregon, a complete analysis and disclosure of which portion of the Newport-Toledo section of the Corvallis-Newport Highway, commencing at its intersection with the Oregon Coast Highway in the City of Newport and extending easterly therefrom to Highway Engineer's Survey Station 293+00 in Lincoln County Oregon, has less than ten (10) commercial businesses abutting thereon in any one mile catering to the motoring public and which portion has ten (10) or more commercial businesses abutting thereon in any one mile catering to the motoring public; and

WHEREAS, the Highway Engineer pursuant to the direction of the Highway Commission has caused such study and examination to be made and has filed in the offices of the Highway Department at Salem, Oregon, a map on which there is shown a complete analysis and which discloses the location of all the businesses on the Newport-Toledo section of the Corvallis-Newport Highway from the beginning of said highway at its intersection with the Oregon Coast Highway in the City of Newport and extending for more than one mile beyond the easterly termini of the aforesaid section of the Corvallis-Newport Highway at Highway Engineer's Survey Station 293+00; and

WHEREAS, the Highway Commission has considered the aforesaid studies and investigations and after due deliberation does hereby find and declare that for the purposes of preserving human lives and minimizing property damage and to facilitate the safe and convenient transportation of persons and property by motor vehicles and to promote the safety and welfare of the public in general that the portion of the Newport-Toledo section of the Corvallis-Newport Highway which has less than ten (10) commercial businesses abutting thereon in any one mile catering to the motoring public shall henceforth be classified, reconstructed, relocated and maintained as

EXHIBIT "K" (cont)

a throughway, as that term is defined in ORS 374.010.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission:

1. That the Newport-Toledo section of the Corvallis-Newport Highway commencing at its intersection with the Oregon Coast Highway in the City of Newport and extending thence easterly to Highway Engineer's Survey Station 293+00 and including any portion or unit thereof which may hereafter be relocated is hereby selected, designated and established as a throughway as that term is defined in ORS 374.010, except for the portion thereof which at the time of the adoption of this resolution has ten (10) or more commercial businesses abutting thereon catering to the motoring public in any one mile, which portion is specifically set forth as extending from the beginning of the Corvallis-Newport Highway at its intersection with the Oregon Coast Highway in the City of Newport to Highway Engineer's Survey Station 59+70, and is hereby specifically excluded as a portion of the throughway; in connection therewith this Commission does hereby find and declare that a Map, which is numbered 204, has been prepared under the direction of the State Highway Engineer and the same has been filed in the State Highway Department offices in Salem, Oregon; that there is shown on this map the portion of the Newport-Toledo section of the Corvallis-Newport Highway extending from the beginning of said highway at its intersection with the Oregon Coast Highway in the City of Newport and extending thence easterly to Highway Engineer's Survey Station 293+00 together with that section of the Corvallis-Newport Highway extending for more than one mile easterly therefrom; that said map has a complete analysis and discloses the location of the commercial businesses abutting thereon catering to the motoring public and the location of that portion of the Newport-Toledo section of the Corvallis-Newport Highway which has ten (10) or more commercial businesses abutting thereon catering to the motoring public in any one mile. The aforementioned map is by this reference incorporated herein and is declared by this reference to be a part of this resolution as if fully set forth herein.

2. That this Resolution be entered in the minutes and records of the Highway Commission as of the 9th day of August, 1954 as Throughways and Rights of Access Resolution File No. 9.

EXHIBIT "L-1"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any State highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Euchre Creek-Wedderburn Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is ne-

cessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Euchre Creek-Wedderburn Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Euchre Creek-Wedderburn Section of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Euchre Creek-Wedderburn Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to at-

tempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 9th day of August, 1954, as Condemnation Resolution No. 515.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 515, under the heading, "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

23833

EXHIBIT "L-2"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Olds Ferry-Ontario Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not

EXHIBIT "L-2" (cont)

immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Olds Ferry-Ontario Section of the Old Oregon Trail Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Olds Ferry-Ontario Section of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Olds Ferry-Ontario Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and

in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 9th day of August, 1954, as Condemnation Resolution No. 536.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 536, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-3"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "L-3" (cont)

2. That the widening, improvement and maintenance of the said S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway and the highway facilities for which the said parcel of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 9th day of August, 1954, as Condemnation Resolution No. 537.

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* FOOTNOTE

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 537, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-4"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 21st day of January, 1954, by resolution declared the necessity for the acquisition of certain real property owned by F. K. Hill, et al, File No. R-19687, situated in Section 22, Township 2 South, Range 1 West, W.M., Washington County, Oregon, for right of way purposes, for the widening, improvement and maintenance of the Tualatin River-Middleton Section of the Pacific Highway West; and

WHEREAS, the said resolution declared the necessity for the acquisition of all rights of access between the right of way of the said Pacific Highway West and all of the owners' remaining real property, except for two rights of access to the said Pacific Highway West as more particularly set forth therein; and

WHEREAS, the State Highway Commission after further investigating the necessity for the control of access from said remaining land to the said Pacific Highway West has found that it will be to the best interests of the State and the owners to change the access control language in said resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the access control language in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 21st day of January, 1954, pertaining to the property owned by F.K. Hill, et al, File No. R-19687, as set forth on pages 4 and 5 of Exhibit A of said resolution, be and the same hereby is amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the above described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, so long as no use is made thereof other than as hereinafter specified, the following:
>
> A right of access to the Pacific Highway West of a width not to exceed 30 feet on the Easterly side of the said highway, opposite Highway Engineer's center line Station 266+90, for all purposes.

EXHIBIT "L-4" (cont)

A right of access to the Pacific Highway West of a width not to exceed 30 feet on the Easterly side of the said highway, opposite Highway Engineer's center line Station 267+80, for all purposes.

A right of access to the Pacific Highway West of a width not to exceed 25 feet on the Easterly side of the said highway, opposite Highway Engineer's center line Station 269+50, only so long as no use is made thereof other than for the production and transportation to market of farm products of defendants' remaining land, and for private residential purposes.

The State, however, shall have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, the rights of access herein reserved to and from the said highway which are on or adjacent to any such frontage road or roads shall cease, but the owners, their heirs, and assigns, shall have access to the said frontage road or roads at such places as will afford reasonable and safe connections. Said frontage road or roads shall be connected to the said Pacific Highway West at a point not a greater distance to the North of the owners' remaining land than a point approximately opposite Highway Engineer's center line Station 265+50, and at a point not a greater distance to the South of the owners' remaining land than a point approximately opposite Highway Engineer's center line Station 305+00.

2. That this amending resolution be entered in full in the minutes and records of the Commission this 9th day of August, 1954, as Condemnation Resolution No. 538.

EXHIBIT "L-5"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 24th day of February, 1954, by resolution declared the necessity for the acquisition of certain real property owned by W. A. Woodard Lumber Co., an Oregon corporation, File No. R-21396 situated in the Marion Martin Donation Land Claim No. 41 and also situated in Sections 5 and 8, Township 21 South, Range 3 West, W. M., Lane County, Oregon, for the purpose of relocation, construction, improvement and maintenance of the Goshen-Divide Section of the relocated Pacific Highway, as a throughway; and

WHEREAS, the said Highway Commission has found that it is to the best interest of the State and the public to permit the reservation unto the owner, its heirs, successors and assigns of an easement hereinafter more particularly described for a roadway for vehicular and railroad purposes across parcel No. 1 as described in the aforesaid resolution and beneath the structure or structures to be constructed by the State of Oregon at its sole cost over Latham County Road and the owner's reserved roadway. The owner shall also have the right and privilege to go upon the hereinafter described real property to construct, reconstruct, improve and maintain the said roadway and shall at all times use said roadway in such manner as not to impair the public highway structure to be erected by the State of Oregon or in any manner obstruct its use. Said easement is described as follows:

A parcel of land lying in the Marion Martin D.L.C. No. 41, Township 21 South, Range 3 West, W.M., Lane County, Oregon, The said parcel being described as follows: Beginning at the intersection of the center line of the Woodard Logging Road with the center line of the Pacific Highway as said Pacific Highway has been relocated; said intersection being 338.1 feet South and 1089.1 feet West of the Northeast corner of said Marion Martin D.L.C. No. 41; thence North 26° 17' 30" West at right angles to said Pacific Highway center line 100 feet; thence South 63° 42' 30" West parallel to said Pacific Highway center line 71.26 feet to the true point of beginning; said point being 20 feet Westerly from (when measured at right angles to) the center line of said Woodard Logging Road; thence South 52° 23' 30" East parallel to the center line of said Logging Road 295.09 feet to a line which is parallel to and 165 feet Southerly from (when measured at right angles to) the center line of said Pacific Highway; thence North 63° 42' 30" East parallel to said center line of said Pacific Highway 44.54 feet to a line which is parallel to and 20 feet Easterly from (when measured at right angles to) the center line of said Logging Road; thence North 52° 23' 30" West parallel to the center line of said Logging Road 295.09 feet to a

line which is parallel to and 100 feet Northerly from (when measured at right angles to) said Pacific Highway center line; thence South 63° 42' 30" West parallel to said Pacific Highway center line 44.54 feet to the point of beginning.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.27 acre.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. That that certain resolution duly made and entered in full in the minutes and records of the Commission on the 24th day of February, 1954, pertaining to the property owned by W. A. Woodard Lumber Company, File No. R-21396, be and the same hereby is amended to contain the following reservation in favor of the owner, its heirs, assigns and successors:

There is reserved unto the defendant, its heirs, successors, and assigns, an easement hereinafter more particularly described for a roadway for vehicular and railroad purposes across parcel No. 1 in Paragraph IV hereof and beneath the structure or structures to be constructed by plaintiff at its sole cost over Latham County Road and defendant's reserved roadway. The defendant shall also have the right and privilege to go upon the hereinafter described real property to construct, reconstruct, improve and maintain the said roadway and shall at all times use said roadway in such manner as not to impair the public highway structure to be erected by plaintiff or in any manner obstruct its use. The said easement is described as follows:

A parcel of land lying in the Marion Martin D.L.C. No. 41, Township 21 South, Range 3 West, W.M., Lane County, Oregon. The said parcel being described as follows: Beginning at the intersection of the center line of the Woodard Logging Road with the center line of the Pacific Highway as said Pacific Highway has been relocated; said intersection being 338.1 feet South and 1089.1 feet West of the Northeast corner of said Marion Martin D.L.C. No. 41; thence North 26° 17' 30" West at right angles to said Pacific Highway center line 100 feet; thence South 63° 42' 30" West parallel to said Pacific Highway center line 71.26 feet to the true point of beginning; said point being 20 feet Westerly from (when measured at right angles to) the center line of said Woodard Logging Road; thence South 52° 23' 30" East parallel to the center line of said Logging Road 295.09 feet to

EXHIBIT "L-5" (cont)

a line which is parallel to and 165 feet Southerly from (when measured at right angles to) the center line of said Pacific Highway; thence North 63° 42' 30" East parallel to said center line of said Pacific Highway 44.54 feet to a line which is parallel to and 20 feet Easterly from (when measured at right angles to) the center line of said Logging Road; thence North 52° 23' 30" West parallel to the center line of said Logging Road 295.09 feet to a line which is parallel to and 100 feet Northerly from (when measured at right angles to) said Pacific Highway center line; thence South 63° 42' 30" West parallel to said Pacific Highway center line 44.54 feet to the point of beginning.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.27 acre.

2. That this resolution be entered in full in the minutes and records of the Commission this 9th day of August, 1954, as Condemnation Resolution No. 539.

EXHIBIT "L-6"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 10th day of December, 1953, by resolution declared the necessity for the acquisition of certain real property owned by Blanche Tipton, et al., File No. R-21069, situated in the Charles W. Smith Donation Land Claim No. 43 and also lying in Sections 11 and 12, Township 28 South, Range 6 West, W.M., Douglas County, Oregon, for the purpose of the relocation, construction, improvement and maintenance of the Shady Point-Booth Ranch Section of the relocated Pacific Highway as a throughway; and

WHEREAS the said Highway Commission, after further investigation, has found that it is to the best interests of the state and the public that the right of way for the widening, improvement and maintenance of the Grant Smith County Road, also known as Douglas County Road No. 188, be changed and, therefore, the description of the real property set forth in said resolution of December 10, 1953, should be amended to reflect the said change;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution, duly made and entered in full in the minutes and records of the Commission on the 10th day of December, 1953, pertaining to the real property owned by Blanche Tipton, et al., File No. R-21069, L-2071, be amended to read as follows:

> The following-described real property is necessary in connection with the proper relocation, construction, improvement and maintenance of the Shady Point-Booth Ranch Section of the relocated Pacific Highway and for right of way purposes for the widening, improvement, and maintenance of the Grant Smith County Road, also known as Douglas County Road No. 188, including its use for the construction of a grade separation structure to carry said county road over the said relocated Pacific Highway
>
> Parcel No. 3:
>
> A parcel of land lying in the Charles W. Smith Donation Land Claim No. 43, Township 28 South, Range 6 West, W.M., Douglas County, Oregon, and being a portion of that property described in that contract of sale to Glenn L. Young and Phala J. Young, recorded in Book 200, Pages 230 and 231, of Douglas County Records of Deeds; the said parcel being that portion of said property included in a strip of land 120 feet

EXHIBIT "L-6" (Cont)

in width, 50 feet on the northerly side and 70 feet on the southerly side of the center line of the Grant Smith County Road as said county road has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 0+00, said Station being 2745.5 feet North and 787.9 feet East of the Southwest corner of said Charles W. Smith Donation Land Claim No. 43; thence South 59° 56' 50" East 700 feet to Station 7+00 equals Station L 2816+36.89 on the center line of the relocated Pacific Highway; thence continuing South 59° 56' 50" East 500 feet to Station 12+00; said center line intersects the West and South lines of said property approximately at Station 2+73 and Station 8+75, respectively. EXCEPT that portion of said strip of land lying within Parcel No. 1 above.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.68 acre outside of the existing right of way.

2. That this resolution be entered in full in the minutes and records of the Commission this 9th day of August, 1954.

EXHIBIT "L-7"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS the State Highway Commission, on the 21st day of January, 1954, by resolution declared the necessity for the acquisition of certain real property owned by Harriet E. Harsch, et vir, File No. R-19688, situated in the Northwest quarter (NW$\frac{1}{4}$) of Section 22, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, for right of way purposes for the widening, improvement and maintenance of the Tualatin River-Middleton Section of the Pacific Highway West, including its use for a service road; and

WHEREAS the State Highway Commission, after further investigation, has found that it will be to the best interests of the state and the owners to reduce the real property required for said purposes and to change the access-control language in said resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That page No. 6 of Exhibit "A" of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 21st day of January, 1954, pertaining to the property owned by Harriet E. Harsch, et vir, File No. R-19688, be and the same is hereby amended to read as follows:

> The following-described real property is necessary for right of way purposes for the widening, improvement, and maintenance of the Tualatin River-Middleton Section of the Pacific Highway West, to wit:
>
> A parcel of land lying in the Northwest quarter (NW$\frac{1}{4}$) of Section 22, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property described in that deed to Harriet E. Harsch, recorded in Book 253, Page 333, of Washington County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on the southeasterly side of the center line of the southbound lane of the Pacific Highway West, said center line being coincident with the existing center line of said highway and described as follows:
>
> Beginning at Engineer's centerline Station 263+29.7, said Station being 233.02 feet North and 502.08 feet East of the Northwest corner of said Section 22; thence South 51° 42' West 1170 3 feet to Station 275+00, the southeasterly line of said strip of land crossing the West line of said property and the South line of a county road running along the North line of

EXHIBIT "L-7" (Cont)

said Section 22 approximately opposite Stations 265+65 and 266+56, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southeasterly Side of Center Line
264+00		265+65	150 feet
265+65		266+40	150 feet to 134 feet
266+40		270+00	134 feet

The parcel of land to which this description applies contains 0.105 acre, of which 0.070 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.035 acre lies outside of the existing right of way.

It is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

2. That this resolution be entered in full in the minutes and records of the Commission this 9th day of August, 1954.

23847

EXHIBIT "L-8"

Minutes of August 9 and 10, 1954

RESOLUTION

WHEREAS the State Highway Commission, on the 11th day of May, 1954, by resolution declared the necessity for the acquisition of certain real property owned by H. L. Perkins, et ux., File No. R-21786, situated in Lot 11, Block 5, Cedar Fir Park and also situated in Section 4, Township 3 South, Range 7 East, Willamette Meridian, Clackamas County, Oregon, for the purpose of the relocation, construction, improvement and maintenance of the Zigzag-Rhododendron Section of the Mt. Hood Highway; and

WHEREAS the Highway Commission, after investigation, has found that it is in the best interests of the state and the owners that a lesser amount of the owners' real property be acquired for the proper relocation, improvement, construction and maintenance of said section of highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that part of page 1, Exhibit "A", of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 11th day of May, 1954, pertaining to the property owned by H. L. Perkins, et ux., File No. 21786, be and the same hereby is amended to read as follows:

> The following-described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Zigzag-Rhododendron Section of the Mt. Hood Highway, to wit:
>
> A parcel of land lying in Lot 11, Block 5, Cedar Fir Park, situated in Section 4, Township 3 South, Range 7 East, W. M., Clackamas County, Oregon, the said parcel being the southerly 18.5 feet of said Lot 11.
>
> The parcel of land to which this description applies contains 1387.5 square feet.

2. That this resolution be entered in full in the minutes and records of the Commission this 9th day of August, 1954.

August 9, 1954

VOLUME 39

PART III

PART III

OF

VOLUME XXXIX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

SEPTEMBER 1, 1954

TO

DECEMBER 31, 1954

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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23853		Clatsop County. Old Fort Stevens. Coffenbury Lake. Development as state park approved conditionally. Van Duzer Forest Corridor. Salmon River Hwy. Request of Miami Corporation to place gates across roads approved.
23854		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		WALLOWA COUNTY. Joseph-Wallowa Lake Hwy. Wallowa Lake Lodge-Power House Substation Section. Bids for construction to be returned.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro-Forest Grove Section. Acquisition of Stokes and LeCrone properties deferred.
		SALE OF MISCELLANEOUS PROPERTIES report accepted.
		ACCESS CHANGE approved: Wasco County. The Dalles-California Hwy. Sherman Jct.-Willowdale Section. Priday property.
		KLAMATH COUNTY. Klamath Falls-Lakeview Hwy. Klamath County Section. Conveyance of 0.02 acre of land to County approved.
23855		DOUGLAS COUNTY. Pacific Hwy. Elkhead Road-Rice Hill Section. Settlement of Turpin's damage claim for $500 approved.
		COOS COUNTY. Oregon Coast Hwy. Chrome-Coquille Section. Destruction of deed conveying land to Mr. Neavoll approved.
		COOS COUNTY. Oregon Coast Hwy. Shingle House Slough Section. Granting of road easement to Mr. Jorgensen approved.
		COOS COUNTY. Oregon Coast Hwy. Douglas County Line-Hauser. Hall Lake drainage flume. Partial release of easement approved.
23856		JACKSON COUNTY. Pacific Hwy. Blackwell Hill-Seven Oaks Section. Sale of 3.24 acres of property to Mr. Loeffler approved.
		MULTNOMAH COUNTY. Columbia River Hwy. Sauvie Island Bridge Section. Easement to County for road approved.
		MARION COUNTY. Pacific Hwy. East. Salem By-pass Section. Sale of excess r/w authorized.
		MULTNOMAH COUNTY. NE Portland Secdy. Hwy. Zwahlen Homesites. Sale of excess land authorized. See EXHIBIT "D-1".
		ACCESS CHANGES approved for: Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Verley property; Wood property; Carlson property; Walker property.
23857		GRANT COUNTY. John Day Hwy. Mt. Vernon-John Day Section. Pedestrian access to Brazil property approved.

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23857	Sept. 23	LANE COUNTY. Pacific Hwy. Goshen-Coast Fork Section. Settlement with Mr. Lot for $240.20 approved.
		DOUGLAS COUNTY. Pacific Hwy. Chemoweth Park-Deady Section. Sale of Wilson property authorized. See EXHIBIT "D-2".
		CONDEMNATION CASES. Authority granted. See EXHIBITS "J-1" to "J-15".
23862		COURT CASES tried. Counsel's report approved.
23863		COURT CASES settled. Counsel's report approved.
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23868		MULTNOMAH COUNTY. Banfield Expressway. 42nd Ave.-92nd Ave. Section. Verlin E. McCarthy vs Gibbons & Reed, Inc. State's defense of contractor pending Attorney General's decision.
23869		COURT CASE. Harvey Sherer and Myrtle L. Smith vs Louis E. Dearborn. Counsel's status report of case accepted.
		MARION COUNTY. Silver Falls State Park. Walter Coleman's claim of $1,029 for injuries denied.
		CLACKAMAS COUNTY. Cascade Scenic Hwy. Molalla Jct.-Marquam Section. Vacation of old portion approved.
23870		JEFFERSON COUNTY. Cove Palisades State Park. Leasing of property to be continued.
		COURT CASE. Clackamas County. Mt. Hood Hwy. Zigzag. Perkins vs State of Oregon. Counsel's summary of case accepted.
		ACCESS CONTROL. Counsel reports on action taken: Deschutes County. The Dalles-California Hwy. Lapine. Martin property. Compliance to be watched. Wheeler County. Ochoco Hwy. Mitchell. Woodley property. Use of present access approved.
23871		LEGAL PROCEEDINGS. Commencement of lawsuits approved: Lane County. Willamette Hwy. Lookout Point Dam. Slide damage suit against Morrison-Kiewit-Macco Corporation. Wasco County. Columbia River Hwy. Mosier Creek Bridge. Damage suit against Robert Doughty and Howard estate.
		DAMAGE CLAIMS. Abandonment authorized. Wallowa County. Enterprise-Lewiston Hwy. MP 15.00 to MP 26.00. Claim against Long and Allen for damaged shoulders. Claim against Vaughn and Watts for damage to department truck.
		DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. Mrs. Tipton's request for additional access denied.
		CLACKAMAS AND MARION COUNTIES. Portland-Salem Expressway. Hayesville Jct.-Wilsonville Jct. Section. Sprauer condemnation. Payment of $100 attorney's fees approved.
23872		LANE COUNTY. Pacific Hwy. Goshen-Divide Section Sears property. Removal of alienation clause in deed approved.
		SNOW REMOVAL INSURANCE. Columbia River Hwy. Gorge Section. One-year policy negotiated.
		MULTNOMAH COUNTY. Portland. SW Sheridan Street. SW Front-SW Water Avenue Section. Vacation of portion of street approved.
23873		DOUGLAS COUNTY. Pacific Hwy. Shady-Canyonville Section. Agreement with COPCO for moving power line approved.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.

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23874	Sept.23	LOG HAULING. Permission granted for Armistice Day, November 11, 1954, only.
		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eight-Mile Creek Section. Construction cost report accepted.
		GRANT COUNTY. Pendleton-John Day Hwy. Beech Creek-Luce School Section. Location survey authorized.
		WHEELER COUNTY. Ochoco Hwy. Jones Ranch-Mitchell Section. Woodley property. Request for commercial access granted.
23875		ILLUMINATION AT INTERSECTIONS. Engineer submits report re effectiveness of illumination.
		MULTNOMAH AND WASHINGTON COUNTIES. Beaverton-Hillsdale Secdy. Hwy. Barbur Blvd.-Hillsdale Section. Traffic plan considered
		MULTNOMAH COUNTY. Portland. Barbur Blvd. Front Ave.-Hamilton St. Section. Request for widening approved.
		LOAD LIMITS. Lincoln County. Siletz Secdy. Hwy. MP 5.55 to MP 7.6. Reduced 9/10/54. Lifted 9/20/54.
23876		RECLASSIFICATION OF HWYS. from Group II to Group I: Jackson County. Sams Valley Secdy. Hwy. #271. Umatilla County. Havana-Helix Secdy. Hwy. #335.
		UNFINISHED BUSINESS MATTERS discussed: MARION COUNTY. North Santiam Secdy. Hwy. Detroit Lake. LAKESIDE DEVELOPMENT. Report not complete. LANE COUNTY. Row River. Dorena Reservoir. Baker Bay area. Development of state park. Report not complete. YAMHILL COUNTY. Pacific Hwy. West. Improvements in and near McMinnville discussed.
23877		LINCOLN COUNTY. Oregon Coast Hwy. Miroco Beach-Otter Rock Section. Abandonment of section proposed. CLATSOP COUNTY. Fort Stevens. Coffenbury Lake. Establishment of state park approved earlier in day. BENTON COUNTY. Alsea Hwy. Alsea Mountain. Request for improvement. Report not complete. SHERMAN COUNTY. Columbia River Hwy. Maryhill Ferry Road. Wilson property. Two access points approved conditionally. JACKSON COUNTY. Ashland. Request for one-way couplet. Report not complete.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		MULTNOMAH COUNTY. Banfield Expressway. Portland. 53rd Avenue. Construction of temporary foot bridge approved.
23878		PROJECT AUTHORIZATION INCREASES approved for following: Multnomah County. Portland-Salem Expressway. Barbur Blvd.-Boones Ferry Road Unit. Contract #3957. Lincoln County. Oregon Coast Hwy. Siletz Bay-Miner Creek Section. Depoe Bay-Miner Creek Unit. Contract #3805.
		COLUMBIA COUNTY. North Scappoose Creek Bridge contract. Contractor in default. Counsel to collect on proposal bond.

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23878	Sept.23	BAKER COUNTY. Sumpter Secdy. Hwy. Calcium chloride experimental treatment to 5 miles approved.
23879		OREGON-IDAHO MODIFICATION OF PROJECT AGREEMENT. Weiser Bridge. Increase in allocation to Idaho approved.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro. Proposed urban hwy. system to be submitted to BPR.
		HOOD RIVER COUNTY. Hood River. Development projects requested. Action deferred.
23880		MALHEUR COUNTY. Nyssa. Main Avenue at First Street. Request for traffic signal installation denied.
		SURVEYS for hwy. relocation adopted: See EXHIBITS "H-1" and "H-2".
		Tillamook County. Wilson River Hwy. Tillamook-Donaldson Creek.
		Umatilla County. Weston-Elgin Hwy. Weston-Weston Mt. Section.
23881		WASCO AND SHERMAN COUNTIES. Columbia River Hwy. Big Eddy-Rufus Section.
		Reimbursement to contractor for liability insurance authorized.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Hebo north. Request for cattle pass denied. "Cattle Crossing" signs approved.
		COOS COUNTY. Oregon Coast Hwy. Riverton south. Request for 2 cattle passes denied.
		SNOW REMOVAL OPERATIONS. Cascade Lakes Forest Hwy. Agreement with BPR approved.
		BAKER COUNTY. Baker-Pine Creek-Wingville Road RR Crossing. Installation of electric signals approved.
23882		FEDERAL AID ACT of 1954. Secondary Highway projects. Revision in plan of operation with BPR authorized.
		EXTENSIONS OF TIME to complete contracts granted.
23886		LANE COUNTY. Springfield Grading and Paving Project. Contract #3839. Contractor's objections to time limit penalty discussed.
		CONTRACTS completed and accepted. See EXHIBIT "B".
23887		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "C".
		KLAMATH COUNTY. Klamath Falls. 6th Street Viaduct. Letter to BPR re proposed FA Urban System for city approved and signed.
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		Jackson County. Pacific Hwy. Ashland. See EXHIBIT "E-1".
23888		Jefferson County. Culver Secdy. Hwy. Culver. See EXHIBIT " E-2".
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		Marion County. Pacific Hwy. E. Woodburn. See EXHIBIT "E-4".
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		AASHO meeting, Seattle, November 8-12, 1954. Ben R. Chandler, Chas. H. Reynolds, M. K. McIver, R. H. Baldock, W. C. Williams, W. W. Stiffler, G. S. Paxson, S. H. Probert, H. G. Smith, E. A. Collier, G. W. Harra, J. W. Cattrall, H. B. Glaisyer, C. H. Maison, C. W. Enfield, R. L. Porter, Les Farnam.

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23891		Roy C. Edgerton to Sacramento, November 17-18, 1954.
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		USED EQUIPMENT BID. Mr. Jacobs' request for return of $25 deposit approved.
		ROADSIDE REST AREAS. Overnight camping prohibited. See EXHIBIT "G".
		SECONDARY HIGHWAY ALTERATIONS in termini. See EXHIBITS "I-1" and "I-2".
23892		ANTI-LITTERBUG PROJECT. Cleanup campaign discussed. Purchase of signs and barrels authorized.
23893		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for October 28-29, 1954 and tentatively for December 2-3, 1954.
		MARION COUNTY. North Santiam Hwy. Detroit. Agreement with Forest Service for use of buildings approved.
		DOUGLAS COUNTY. Canyonville. Dismantled bridge. Sale of steel to county approved.
		LANE COUNTY. Eugene-Springfield. "Q" Street Route. Construction report submitted. Agreement with County Court to be prepared.
23894		LANE COUNTY. Eugene. City Council's request for reconnaissance survey approved conditionally.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Engineer presents report on new routes. Action deferred.
23895		KLAMATH COUNTY. The Dalles-California Hwy. Worden south. Agreement with Tulana Farms for construction of conveyor approved.
		KLAMATH COUNTY. Klamath Falls. South 6th and 7th Streets. Agreement signed for channelization and signalization of 1-way couplet.
		UNION COUNTY. Wallowa Lake Hwy. Elgin south. Settlement of Adams damage claim for $15.75 approved.
		MARION COUNTY. West Portland-Hubbard Hwy.-Pacific Hwy. East Jct. Improved connection alignment approved.
		CONTRACTS. Award of contracts publicly announced.
23897		AGREEMENTS approved and signed.
23899	Sept. 24	BIDS received on construction projects.
23903		WALLOWA COUNTY. Joseph-Wallowa Lake Hwy. Wallowa Lake Lodge-Power House Project. Proposals to be returned to bidders unopened.
		LANE COUNTY. Eugene-Springfield. "Q" Street Route. Extension requested. Engineer to submit report.
23904		COLUMBIA RIVER GORGE PARKS AND RECREATIONAL FACILITIES. Establishment of State Marine Parks requested. No action.
		LINCOLN COUNTY. Oregon Coast Hwy. Boiler Bay area. Burkes property. Parks Supt. to re-examine property for park use.

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23905	Sept.24	BAKER COUNTY. Baker-Homestead Hwy. and Haines-Anthony Lakes Secdy. Hwy. Delegation requests improvements. Action deferred.
		WHEELER COUNTY. Ochoco Hwy. Mitchell. Woodley property. Commercial access granted. Permit to be prepared.
		CURRY COUNTY. Oregon Coast Hwy. and Chetco River Road. Dele-
23906		gation requests improvements. Priority given to Hwy. 101.
		MEETING RECESSED at 11:45 a.m. and reconvened at 2:00 p.m.
		YAMHILL COUNTY. Pacific Hwy. W. McMinnville 1-way couplet. Delegation urges acquisition of r/w. Action deferred.
23907		CURRY COUNTY. Oregon Coast Hwy. Euchre Creek-Wedderburn Section. State vs Koblenzar. Settlement for $38,000 approved.
		FEDERAL-AID FUNDS for 1956. List of projects approved.
		DOUGLAS COUNTY. Pacific Hwy. Shady-Canyonville Section. Kuckenberg Construction Company awarded contract.
23908		CONTRACTS. Award of contracts publicly announced.
23910		BUDGET for 1955-1957 Biennum. Budget approved as presented.
		LESIGIATIVE MATTERS. Legislation to authorize 40-hour work week. Referred to Counsel to handle.
		UNION COUNTY. La Grande. Emigrant Street Underpass. Engineer to review plans for proposed construction.
		STATUS OF PROJECTS on which bids are to be received at October meeting discussed.
		FOREST HIGHWAY PROGRAM - 1956. List of projects to be prepared for joint meeting of BPR and Commission in December.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas Overcrossing. Action deferred pending letter from County Court.
23911		LANE COUNTY. Springfield. South "A" Street. Inquiry re cross-walk referred to Traffic Engineer.
		COMMISSION MEETING adjourned at 3:45 p.m.
23912		EXHIBIT "A". Real Property Acquisition
23957		EXHIBIT "B". Contracts Completed and Accepted
23962		EXHIBIT "C". State Tax Street Funds
23964		EXHIBIT "D-1". Sale of Excess Land Authorized. Zwahlen Homesites
23965		EXHIBIT "D-2". Sale of Wilson Property Authorized
23967		EXHIBIT "E-1" thru "E-6". Speed Zone Designations
23979		EXHIBIT "F". No Parking on Highway Shoulders
23981		EXHIBIT "G". Roadside Rest Areas. Overnight camping prohibited.
23983		EXHIBITS "H-1"-"H-2". Surveys
23986		EXHIBITS "I-1"-"I-2". Secondary Highway Alterations in termini.
23990		EXHIBITS "J-1" thru "J-15". Condemnations.
24025	Oct.11	STATE HIGHWAY COMMISSION met in special telephonic session.
		WASCO COUNTY. Columbia River Hwy. Big Eddy-Dillon Guard Rail Project. Contract #4287. Award to Wulfert Company, Inc., rescinded. Project to be readvertised.
		MEETING ADJOURNED.

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24026	Oct.28	BIDS received on construction projects.
24030		COMMISSION MEETING MINUTES for May 11-12 and June 23-24 approved.
		PARKS SUPT. reports on following matters:
		Douglas County. Loon Lake. Lease renewal with US Bureau of Land Management for 51.51 acres approved.
		Short Sand Beach State Park. Tillamook County. Logging road easement issued to State Board of Forestry.
		Lane County. Dorena Reservoir. Baker Bay area. Development of this area denied.
24031		Lakeside Development. Parks Supt's.report re recreational development around lakes and reservoirs accepted.
		Wallowa Lake State Park. Wallowa County. Methodist Camp Ground Access Road. Construction approved.
		Parks Budget for 1955 adopted.
		Tillamook County. Maxwell Point. Proposed state park. Parks Supt. to investigate and report.
24032		TRAVEL INFORMATION BUREAU. Budget - 1955. Approved.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MULTNOMAH COUNTY. Portland-[illegible] Expressway. Barbur Blvd. Drive-In Theater. Negotiate to purchase authorized.
		SURVEYS. Engineer to submit status report at next meeting.
		SALE OF MISCELLANEOUS PROPERTIES report accepted.
24033		GRANT COUNTY. John Day Hwy. Mt. Vernon-John Day Section. Reimbursement of $75 to Mr. Howard for curb construction approved.
		ACCESS CHANGES approved for:
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Lindberg property.
		Curry County. Oregon Coast Hwy. Frankport-Euchre Creek Section. Newhouse property.
		Jackson County. Pacific Hwy. Seven Oaks-Medford Section. Davis property.
		Douglas County. Umpqua Hwy. Reedsport-Luder Creek Section. Hinsdale property.
		Wheeler County. Ochoco Hwy. Jones Ranch-Mitchell Section. Woodley property.
		Douglas County. Umpqua Hwy. Hinsdale Slough-Luder Creek Section. Hinsdale property.
		MALHEUR COUNTY. Old Oregon Trail. Olds Ferry-Ontario Section. Agreement with Salt Lake Pipe Line Company approved.
		DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. MP 24.75. Deeding of 0.19 acre of land to County approved.
24034		LANE COUNTY. Pacific Hwy. Eugene. Patterson's Addition. Lot 1. Excess property sale authorized. See EXHIBIT "B".
		CLATSOP COUNTY. Astoria. SP & S RR-14th Street east section. 3-year lease to Swift & Company of parcel of land approved.
		WASHINGTON COUNTY. Portland-Salem Expressway. Stafford Road. Payment to Doty & Doerner approved.

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24034	Oct.28	MARION COUNTY. Pacific Hwy. Salem Bypass Section. Sale of 0.04 acre to Fellows for $105 approved.
		DOUGLAS COUNTY. Umpqua Hwy. Hinsdale Slough-Lnder Creek Section. Payment to Land Board for road materials approved.
		DOUGLAS COUNTY. Reedsport. Hawthorne-12th Street and Bolon Island properties. Exchange with Mr. Hinsdale approved.
24035		COOS COUNTY. Coos Bay. McCullough Bridge. Revocable lease to Mr. Brelage for use of excess r/w granted.
		CONDEMNATION OF REAL PROPERTY. Authority granted. See EXHIBIT "L-1" through "L-7".
24037		COURT CASES tried. Counsel's report approved.
24039		COURT CASES settled. Counsel's report approved.
24041		CONDEMNATION CASES. Offers for property approved.
24042		CONDEMNATION CASES. Offers for property heretofore authorized for acquisition approved.
24043		BENTON COUNTY. Corvallis-Newport Hwy. Philomath Railroad Crossing. Counsel reports PUC's non-stop order for log trucks.
		WASHINGTON COUNTY. Pacific Hwy. W. Tualatin River-Middleton Section designated as "throughway". See EXHIBIT "I-1".
		ACCESS CONTROL PROVISIONS. Condemnations. Options. Deeds. Modification of access language approved. See EXHIBIT "K".
24044		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas Overcrossing. Closure of 2 grade crossings approved.
		TRAVEL - OUT OF STATE. Frank Towle to Yakima re McDougall vs State of Oregon case.
		DESCHUTES COUNTY. The Dalles-California Hwy. Terrebonne. Access violation by Mr. Parrish to be stopped.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Noti. Poodle Creek Bridge. Settlement of Mr. Porter's damage claim approved.
24045		CLAIM. Abandonment of claim against Clarence G. Larson approved.
		MULTNOMAH COUNTY. Banfield Expressway. Troutdale Section. Settlement of claim with Pacific Title Insurance Company approved.
		LINCOLN COUNTY. Oregon Coast Hwy. Siletz Bay-Miner Creek Section. Contract #3805. Report on Hodges-Kaptur suit approved.
24046		DEPOSITOR'S FORGERY BOND. Renewal of bond for 3 years approved.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		CURRY COUNTY. Oregon Coast Hwy. Wedderburn. Knox property. Engineer to re-investigate re interchange.
		AWARDS OF CONTRACTS. Engineer reports satisfaction of conditions.
24047		WASCO, CLACKAMAS, AND HOOD RIVER COUNTIES. Wapinitia and Mt. Hood Hwys. Engineer's report re log-hauling accepted.
		RECLASSIFICATION OF HWY. from Group II to Group I: Coos County. Powers Secdy. Hwy. MP 0.00 to MP 6.00.
		WEIGHMASTERS OPERATIONS. Engineer's report of operations from July through September, 1950-54, accepted.
24048		UMATILLA COUNTY. Old Oregon Trail-Ordnance Secdy. Hwy. Jct. Revocable lease to Mr. Macy for parcel of land authorized.

Page	Date 1954	Subject
24048	Oct.28	UNFINISHED BUSINESS MATTERS discussed: LAKESIDE DEVELOPMENT. Report submitted earlier in day. LANE COUNTY. Dorena Reservoir. Report submitted. YAMHILL COUNTY. Pacific Hwy. W. McMinnville. Adams Street Section. Survey adopted. See EXHIBIT "H-1".
24049		LINCOLN COUNTY. Oregon Coast Hwy. Miroco Beach-Otter Rock Section. Barricading approved. See EXHIBIT "E-1". BENTON COUNTY. Alsea Hwy. Alsea Mountain. Request for improvement deferred. JACKSON COUNTY. Pacific Hwy. Ashland. One-way plan adopted. WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro-Forest Grove. Acquisition of Stokes and LeCrone properties denied.
24050		CLATSOP COUNTY. Oregon Coast Hwy. Seaside-Astoria Section. Engineer to present report at December meeting. LANE COUNTY. Eugene-Springfield. "Q" Street Route. Construction report reviewed. Agreement with County to be prepared. LINCOLN COUNTY. Oregon Coast Hwy. Boiler Bay area. Burkes property. Parks Supt.'s report not yet complete. LEGISLATIVE MATTERS. 40-hour work week. Bill to be given to Hwy. Interim Committee for presentation to Legislature.
24051		FOREST HIGHWAY FUNDS - 1956. Program discussed. Action deferred. FEDERAL-AID SECONDARY COUNTY ROAD PROJECTS - 1956-57. Additions to system approved.
24053		FEDERAL-AID SECONDARY COUNTY ROAD FUNDS - 1956-57. Projects approved.
24056		PROJECT AUTHORIZATION INCREASES approved for following: Washington and Clackamas Counties. Portland-Salem Expressway. Boones Ferry Road-Willamette River Section. Contract #3648. Multnomah County. Banfield Expressway. 92nd Avenue-Fairview Unit. Contract #3807. Multnomah County. Sunset Hwy. Sylvan Project. Contract #4095. COOS COUNTY. Oregon Coast Hwy. Coos Bay. Agreement with City re extension of storm drainage outfall sewers approved. LANE COUNTY. Willamette Hwy. Duvall Creek-Middle Fork Willamette River Section. Agreement with BPR re power line approved. MULTNOMAH COUNTY. Portland. NE Sandy Blvd.-NE 85th Avenue Jct. Requested signalization denied. MULTNOMAH COUNTY. Portland. SW Barbur Blvd.-SW 30th Avenue Jct. Request for signalization denied. BUDGET - 1954. Transfer of funds from maintenance headquarters at Detroit to ferry landing in Astoria approved. GRANT COUNTY. Long Creek. Pendleton-John Day Hwy.-Main Street Jct. Request for flashing beacon denied.

Page	Date 1954	Subject
24056	Oct.28	UMATILLA COUNTY. Pendleton. Request for arterial hwy. study on cooperative basis approved.
		SURVEYS for hwy. relocation adopted: See EXHIBITS "H-2" to "H-3". Lane County. Territorial Secdy. Hwy. Crow-Gillespie Corner Sec.
		Douglas County. Umpqua Hwy. Reedsport-Dean Creek Section.
		Clackamas County. Mt. Hood Hwy. Sandy-Forest Boundary Section.
24058		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "C".
		EXTENSIONS OF TIME to complete contracts granted
24064		CONTRACTS completed and accepted. See EXHIBIT "D".
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. West Slope Water District. Reestablishment of water facilities approved.
		MULTNOMAH COUNTY. Oswego Hwy. Sellwood Bridge west end. Relief of traffic congestion project approved on 50-50 basis.
		LANE COUNTY. Pacific Hwy. Judkins Point-Goshen Section. Bonneville Power Company. Settlement of damage claim to pole line approved.
24065		LINN COUNTY. Albany-Corvallis Hwy. Albany one-way couplet. Agreement with City on 50-50 basis approved.
		VANCOUVER-PORTLAND TOLL BRIDGE. Washington Toll Bridge Authority. Request for payment of bond attorney's fees approved.
		CONTRACTS. Award of contracts publicly announced.
24067		SPEED ZONES-NO PARKING ZONES considered as follows: Linn County. Pacific Hwy. E. Albany vicinity. Speed zone established. See EXHIBIT "G-1".
		No parking on hwy. shoulders approved. See EXHIBIT "F".
		Douglas County. Umpqua Hwy. Scottsburg area. Speed zone established. See EXHIBIT "G-2".
24068		Lane County. Pacific Hwy. Goshen area. Speed zone established. See EXHIBIT "G-3".
		Columbia County. Columbia River Hwy. Goble area. Speed zone established. See EXHIBIT "G-4".
		Linn County. Albany-Corvallis Hwy. Albany area. Request for speed zone denied. Change in signs and tree trimming approved.
		Lane County. Oregon Coast Hwy. Glenada area. Speed zone established. See EXHIBIT "G-5".
24069		WASCO COUNTY. Columbia River Hwy. Rowena. Settlement of Mr. Petersen's claim for $100 approved.
		DOUGLAS COUNTY. Umpqua Hwy. "Throughway" hwy. designation approved. See EXHIBIT "I-2". 3-way agreement approved.
		SECRETARY'S REPORT on papers signed approved.
24070		BIENNIAL REPORT - 1953-54. Discussed and approved.
		DOUGLAS COUNTY. Pacific Hwy. (old route). Canyonville Section. Abandonment agreement approved. See EXHIBIT "E-2".
		DELEGATION PROBLEMS discussed. No action.
		TRAVEL - OUT OF STATE. Mr. George C. Hester to Los Angeles, November 20, 1954, for State Administrative Officials meeting.

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24070	Oct.28	COOS COUNTY. North Bend. Simpson Heights. Smoke and dust damage. Johnson and Miller claims approved. Rowan claim pending.
24071		HOOD RIVER COUNTY. Koberg Beach area. Quarry site. Request by Army Engineers to use rock from quarry approved.
		LANE COUNTY. Eugene-Springfield. "Q" Street Route. Negotiations to purchase Patterson gravel authorized.
		BUDGET - 1955. Discussed and adopted as presented.
		CENTER LINE STRIPES discussed. Hwy. striping according to standards of AASHO adopted.
		MEETING ADJOURNED at 5:00 p.m. to reconvene at 9:00 a.m. following day.
24072	Oct.29	COMMISSION MEETING DATES set for December 7-8, 1954 and tentatively for January 18-19, 1955.
		STATUS OF PROJECTS REPORT. Engineer reviewed projects on which bids are to be received at December meeting.
		MULTNOMAH AND YAMHILL COUNTIES. Pacific Hwy. W. Barbur Blvd.-Newberg Section designated as Herbert Hoover Hwy. See EXHIBIT "J".
		CLACKAMAS COUNTY. Pacific Hwy. E. Willamette Falls. Moving of statue of Dr. McLoughlin deferred.
24073		UMATILLA COUNTY. Pendleton. Emigrant Street Grade Separation. Study now being conducted to determine best solution.
		MULTNOMAH COUNTY. Banfield Expressway. 53rd Street Footbridge. Construction approved. 74th Street and 42nd Street deferred.
		EXTENSIONS OF TIME. Engineer explained why no penalties were assessed on 35 extensions of time.
		HARNEY AND MALHEUR COUNTIES. Central Oregon Hwy. Burns-Vale Section. Accidents due to cattle. Fencing on new construction
		CURRY COUNTY. Oregon Coast Hwy. Gold Beach north. Acquisition of area for park purposes discussed.
		LEGISLATIVE MATTERS. Highway Bonds and additional Gas Tax. Request to be made for additional hwy. bonds and gas tax money.
24074		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
		COLUMBIA RIVER. Interstate Bridge. Complaints from navigation interests to be referred to US Army Engineers.
		CLACKAMAS COUNTY. Clackamas. 82nd Avenue. Church Street and Carver Road intersections. Delegation requests better traffic regulations. Engineer to investigate and report. Clackamas Secdy. Hwy. Clackamas RR Overpass. County agrees to road closures.
24075		CLATSOP AND TILLAMOOK COUNTIES. Elsie-Mohler Cut-off. Request for construction of road denied.
24076		TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Delegation requests improvements. Engineer to investigate.

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24076	Oct.29	US 20 HIGHWAY ASSOCIATION. Delegation requests improvements: Lincoln County. Corvallis-Newport Hwy. Pioneer Mt. Section. Survey authorized.
		Linn County. Santiam Hwy. Foster Section. No action.
24077		COOS COUNTY. Cape Arago Secdy. Hwy. North Bend. Virginia and Broadway Avenues. Requested improvements deferred.
		LANE COUNTY. Eugene-Springfield. "Q" Street Route. Request of Swanson Lbr. Co. re extension to McKenzie Hwy. Report pending.
		AGREEMENTS approved and signed.
24079		MEETING ADJOURNED AT 11:30 a.m.
24080		EXHIBIT "A". Real Property Acquisition
24110		EXHIBIT "B". Excess Property Sale Authorized. Eugene. Pacific Hwy.
24111		EXHIBIT "C". State Tax Street Fund
24113		EXHIBIT "D". Contracts Completed and Accepted
24116		EXHIBIT "E-1". Barricading Approved. Miroco Beach-Otter Rock. Oregon Coast Hwy.
24118		EXHIBIT "E-2". Abandonment. Canyonville Section. Pacific Hwy.
24120		EXHIBIT "F". No Parking on Highway Shoulders. Albany. Pacific Hwy. East.
24122		EXHIBITS "G-1" through "G-5". Speed Zone Resolutions
24132		EXHIBIT "H-1" through "H-3". Surveys
24139		EXHIBIT "I-1" & "I-2". Throughway Designations
24143		EXHIBIT "J". Herbert Hoover Highway Designation
24144		EXHIBIT "K". Access Control Provisions
24146		EXHIBITS "L-1" through "L-7". Condemnations
24162	Dec.7	BIDS received on construction projects.
24168		COMMISSION MEETING MINUTES for August 9-10 and 14, September 23-24, and October 11, 1954, approved.
		PARKS SUPT. reports on following matters:
		Curry County. Loeb Park. Chetco River. Proposed transfer of park by Forestry Department denied.
		Tillamook County. Maxwell Point. Proposed development as state park denied.
24169		American Shore and Beach Association. Proposed membership discussed and declined.
		Curry County. Cape Sebastian State Park. Purchase of Newhouse-Young property for park purposes denied.
		Proposed developments in certain state parks - 1955. Parks Supt. authorized to prepare plans and advertise for bids.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
24170		RIGHT OF WAY purchased during 1954 totaled $6,085,000.
		REAL PROPERTY. Acquisition of property for which no previous authority had been granted approved.
		SALE OF MISCELLANEOUS PROPERTIES report accepted.
		KLAMATH COUNTY. Midland Secdy. Hwy. Midland Overcrossing Section. Ground lease with the Agers approved.
24171		JOSEPHINE COUNTY. Redwood Hwy. Cave Jct.-California State Line Section. Bureau of Land Management's claim approved.

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24171	Dec. 7.	ACCESS CHANGES approved for: Deschutes County. The Dalles-California Hwy. Bend-Lapine Section. Bland property. Curry County. Oregon Coast Hwy. Rinehart Creek-Frankport Section. Chambers property.
		MULTNOMAH COUNTY. Columbia River Hwy. Columbia Gorge. Negotiations for exchange of timber properties to continue.
		KLAMATH COUNTY. Green Springs Hwy.-Klamath Falls-Malin Hwy. Jct. 4-year lease of land to H. M. Mallory approved.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		SEWER, SIDEWALK, AND STREET CONSTRUCTION BILLINGS filed by various cities presented by R/W Engineer. Recommendations adopted.
24172		LANE COUNTY. Florence. Seward Street. Sale of parcel of land to the Balls approved.
		UMATILLA COUNTY. Pendleton. Block 10-11. Sale of 1,250 square feet to the Maestrettis approved.
24173		LANE COUNTY. Eugene. West View Addition. Sale of property to the Reids approved.
		MULTNOMAH COUNTY. NE Portland Secdy. Hwy. NE 33rd Avenue. Sale of excess r/w to Mr. Bigoni approved.
		WASHINGTON COUNTY. Portland-Salem Expressway. Cook Overcrossing. Sale of excess r/w to Mr. Mizner approved.
		COLUMBIA COUNTY. Columbia River Hwy. Tide Creek-St. Helens Section. Union Oil Company. Condemnation authorized.
		UMATILLA COUNTY. Weston-Elgin Secdy. Hwy. Weston-Weston Mt. Section. Price-Tucker r/w. Condemnation authorized.
24174		R/W ACQUISITION REVIEW. Status of projects discussed.
		CONDEMNATION OF REAL PROPERTY. Authority granted. See EXHIBITS "K-1" through "K-8".
24176		COURT CASES tried. Counsel's report approved.
24179		COURT CASES settled. Counsel's report approved.
24182		CONDEMNATION CASES. Offers for property approved.
24183		PUC MATTERS. Counsel's report adopted.
		CURRY COUNTY. Carpenterville-Brookings Forest Wayside Park. Timber trespass damage suit authorized.
24184		COURT CASE. Grant County. John Day Hwy. Mt. Vernon-John Day Section. Brazil vs State of Oregon. Counsel's report accepted.
		ATTORNEY GENERAL'S OPINION RE DEFENSE OF STATE EMPLOYEES. Counsel's report approved.
24185		COOS COUNTY. North Bend. Simpson Heights. Smoke and dust damage. Johnson, Miller, and Rowan claims settled.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
		JACKSON COUNTY. Pacific Hwy. Ashland 1-way couplet. Survey adopted. See EXHIBIT "G-3".
24186		USED EQUIPMENT AND SCRAP MATERIALS. Sale approved.
		CLATSOP COUNTY. Seaside. Roosevelt Drive Route. Survey adopted. See EXHIBIT "G-1".

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24186	Dec.7	HIGHWAY RESEARCH BOARD. Wind stresses on highway bridges cooperative project. Check for refund received.
		COLUMBIA RIVER HIGHWAY (old route). Columbia Gorge Section. Tunnels to remain closed. Riley to be advised.
		MULTNOMAH AND CLACKAMAS COUNTIES. Oswego Hwy. Installation of traffic signals approved.
24187		UNFINISHED BUSINESS MATTERS discussed:
		CLATSOP COUNTY. Oregon Coast Hwy. Seaside-Astoria Section. Engineer to meet with local citizens re alternate routes.
		LINCOLN COUNTY. Oregon Coast Hwy. Boiler Bay area. Burkes property. Report to be made in January.
		TILLAMOOK COUNTY. Maxwell Point. Parks Supt. reported earlier in session.
		SURVEYS for future construction projects. Engineer's report approved.
		CURRY COUNTY. Oregon Coast Hwy. Wedderburn. Knox property. Interchange and underpass approved. Condemnation authorized.
24188		FOREST HIGHWAY PROGRAM - 1956. Engineer presented tentative list of projects. Action deferred.
		CLACKAMAS COUNTY. Pacific Hwy. E. Willamette Falls. Dr. McLoughlin's monument not to be moved. Mr. Stanton to contact the Latourettes re property.
		CLACKAMAS COUNTY. Clackamas. 82nd Avenue. Church Street to have crosswalk. Carver Road signals denied.
24189		TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Request for hwy. improvements approved.
		HOOD RIVER COUNTY. Hood River Secdy. Hwy. Hood River. May Street. State cooperation in street improvements approved.
		WASHINGTON COUNTY. Portland-Salem Expressway. Frontage Road. Ketell Construction to construct road. State to maintain.
24190		SPECIAL CITY STATE TAX STREET FUNDS - 1955. Projects approved.
24191		FEDERAL-AID SECONDARY PROGRAM - 1957. Engineer presented suggested program. Action deferred.
		LANE COUNTY. Pacific Hwy. (old route). Glenwood Undercrossing. Agreement with SP Company for increased clearance approved.
		PROJECT AUTHORIZATION INCREASES approved for following: Hood River County. Columbia River Hwy. West Hood River Connection. Contract #4261. Jackson County. Pacific Hwy. Seven Oaks-Medford Unit. Contract #4064.
24192		JACKSON COUNTY. Pacific Hwy. Rock Point-Blackwell Hill Section. State maintenance of 2 sections of county roads approved.
		KLAMATH COUNTY. Klamath Falls. South 6th Street Viaduct. Construction of 4-lane structure approved.
		JACKSON COUNTY. Pacific Hwy. Medford. Request for installation of 3 additional traffic signals approved on 50-50 basis.
		COOS COUNTY. Powers Secdy. Hwy.-Coos Bay-Roseburg Hwy. Jct. Request for traffic signal denied.

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24193	Dec. 7	MULTNOMAH COUNTY. Portland. Clay St.-Columbia St. Traffic Interchange. Bids to be called in January.
		WASHINGTON COUNTY. Tigard. Improvements requested as follows: Pacific Hwy.W.-Beaverton-Aurora Secdy. Hwy. Jct. Additional right-hand turn lanes denied. Beaverton-Aurora Secdy. Hwy. Tigard-Union High School Sec. Hwy. improvement denied. Tigard Overpass. Fire hazard. Removal of weeds and planting English ivy approved.
		YAMHILL COUNTY. Yamhill-Newberg Secdy. Hwy. East Unit. Survey adopted for relocation of hwy.
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "D".
24194		HOOD RIVER COUNTY. Koberg Beach Dance Hall. Demolition of remaining portion of old dance hall authorized.
		LINN AND JEFFERSON COUNTIES. Santiam Hwy. Santiam Lodge. Snow removal on parking lot approved.
		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Woodburn. Front St. connection improvement deferred pending Expressway opening.
24195		CLACKAMAS COUNTY. Estacada Secdy. Hwy. Estacada. Requested relocation of hwy. through city denied.
		EXTENSIONS OF TIME to complete contracts granted.
24200		DEFERRED CONSTRUCTION PROJECTS. Engineer to submit status report at January meeting.
		CONTRACTS completed and accepted. See EXHIBIT "B".
		GRANT COUNTY. Kimberly-Long Creek Secdy. Hwy. Completion of oiling requested. Action deferred.
		LINCOLN COUNTY. Siletz-Kernville Secdy. Hwy. Siletz north. Request for paving deferred. Engineer to investigate.
		POLK COUNTY. Independence Secdy. Hwy. "Oak Point" School. Speed zone denied. Speed signs and brush removal approved.
24201		TILLAMOOK COUNTY. Oregon Coast Hwy. Tillamook south. Speed zone and guard rail approved. See EXHIBIT "E-1".
		LANE COUNTY. Pacific Hwy. Eugene-Prairie Road Jct. Section. Speed zones established. See EXHIBIT "E-2".
		MALHEUR COUNTY. Old Oregon Trail-Weiser Spur Jct. No parking zone established. See EXHIBIT "F-1".
		BENTON COUNTY. Alsea Hwy. Alsea. Head-in parking prohibited. Parallel parking approved. See EXHIBIT "F-2".
24202		LANE COUNTY. Pacific Hwy. Eugene. 6th and 7th Avenues. Parking restrictions established. See EXHIBIT "F-3".
		TRAVEL - OUT OF STATE: Carl W. Jordan to Kansas City, January 28-February 6, 1955 and Butte, Montana, January 15-16, 1955 for Pacific NW Travel Show. R. H. Baldock, G. S. Paxson, Roy C. Edgerton, and Louis E. Scott, to Washington, D.C., January 10-14, 1955, for Hwy. Research Board meeting. Gene Huntley to Seattle, January 20-21, 1955 for Western College Placement Association meeting.

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24203	Dec. 7	George C. Hester to Las Vegas, December 6-7, 1954, for Hwy. Policy Problems Council meeting.
		CLATSOP COUNTY. Astoria. Washington-Oregon Toll Bridge. Resolution from Washington State Council of Carpenters ordered filed.
		UNION COUNTY. Old Oregon Trail. La Grande. Section of hwy. to be named "Oro Dell Boulevard". See EXHIBIT "H".
		ABANDONMENT RESOLUTIONS on following hwy. sections: See EXHIBITS "C-1" through "C-3". Grant County. John Day Hwy. Mt. Vernon-John Day Section. Jackson County. Medford-Provolt Secdy. Hwy. Provolt-Jacksonville Section. Jackson Grade Unit. Malheur County. Central Oregon Hwy. Vale-Cairo Jct. Section.
24204		CLACKAMAS COUNTY. Pacific Hwy. E. Canby. Girod Building. Removal of 2 trees denied.
		DOUGLAS COUNTY. Sutherlin. Central Avenue. City's plan to make "Through" street of Central Avenue approved.
		POLK COUNTY. Pacific Hwy. W. Monmouth. Main St. and Monmouth St. Rearrangement of stop signs at intersection authorized.
		CURRY COUNTY. Oregon Coast Hwy. Gold Beach. Veteran's Building. Negotiation for acquisition of r/w authorized.
24205		RECLASSIFICATION OF HWYS. to Group I: Washington-Marion Counties. Portland-Salem Expressway. Tigard-Wilsonville-Hubbard Hwy. Jct. Section. Clackamas-Marion Counties. Wilsonville-Hubbard Hwy. Entire length. Marion County. Pacific Hwy. E. Salem By-pass Section.
		REVISED HIGHWAY PERMIT MAP. Engineer presented map for approval. See EXHIBIT "I".
		BAKER COUNTY. Baker-Homestead Hwy. Black Bridge-Richland Sec. Inquiry re Group I qualification. Engineer to investigate.
24206		PERMITS FOR OVERWIDTH LOADS. Revisions approved. See EXHIBIT "J".
		LINN COUNTY. Albany. Annexation of state property to city. Request for consent approved.
		DEPOSITOR'S FORGERY BOND. Renewal of bond with Pacific Indemnity Company confirmed.
		SECRETARY'S REPORT on papers signed from October 25 to December 3, 1954, approved.
		COMMISSION MEETING DATES set for January 18-19, 1955, and tentatively for February 23-24, 1955.
24207		MINERAL, OIL AND GAS RIGHTS on State Owned properties. Pexco, Inc., request to lease rights denied.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass north. Installation of lights at Stage Coach Pass Motel approved.
		DELEGATIONS' PROBLEMS discussed.
		FEDERAL-AID HIGHWAY CONSTRUCTION PLAN. Engineer gave brief status report on proposed plan of President Eisenhower.
		CLATSOP COUNTY. Sunset Hwy. Necanicum Jct. east. St. Helens Pulp & Paper Company. Sale of fir snags approved.

Page	Date 1954	Subject
24207	Dec. 7	MALHEUR COUNTY. Nyssa. Snake River Bridge. Idaho officials to be contacted re construction of new bridge.
24208		PLACEMENT OF POLE LINES on State Hwy. R/W. West Coast Tel. Co. requests review of Commission policy. Engineer to investigate.
		BAKER COUNTY. Baker-Homestead Hwy. and Haines-Anthony Secdy. Hwy. Action on requested improvements deferred.
		BIENNIAL REPORT - 1953-54. Revised copy of Commission's statement discussed and approved.
24209		MULTNOMAH COUNTY. Banfield Expressway. Fred Meyer property. Portion of property being rented until sale is made.
		CONTRACTS. Award of contracts publicly announced.
24211	Dec. 8	MEETING ADJOURNED at 5:00 p.m. to reconvene at 9:00 a.m. on following day.
24212		AGREEMENTS and papers approved and signed.
24213		YAMHILL COUNTY. Yamhill-Newberg Secdy. Hwy. Newberg west. Alternate routes discussed with delegation. Southerly route approved.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Neskowin south. Delegation urges new route via Cascade Head. Action deferred.
24214		LINN COUNTY. Corvallis-Eastside Secdy. Hwy. Albany. Queen Avenue. Full width paving urged. Engineer to investigate.
24215		CURRY COUNTY. Loeb Park. Chetco River. Proposed transfer of myrtlewood area by Forestry Department again denied.
		JOHN DAY HIGHWAY ASSOCIATION requests improvements.
		GRANT-GILLIAM COUNTIES. John Day Hwy. Dayville-Condon Section. Location survey authorized.
24216		LINCOLN COUNTY. Siletz Secdy. Hwy. Delegation urges additional hwy. improvements. Engineer to investigate and report.
24217		CLACKAMAS COUNTY. Pacific Hwy. E. Milwaukie south. Elimination of hazardous condition urged. Engineer to investigate.
		KLAMATH COUNTY. Pacific Hwy. Klamath Falls West Side By-Pass. City and Commission in accord on project plans.
24218		CLACKAMAS COUNTY. Mt. Hood Hwy. Zigzag area. Perkins property. Settlement approved. New deed to be obtained.
		YAMHILL COUNTY. Yamhill-Newberg Secdy. Hwy. East Unit. Relocation survey adopted. See EXHIBIT "G-2".
24219		CHAIRMAN CHANDLER expressed appreciation of Commission for accomplishments of 1954 and extended Seasons Greetings.
		MEETING ADJOURNED at 11:45 a.m.
24220		EXHIBIT "A". Real Property Acquisition
24251		EXHIBIT "B". Contracts Completed and Accepted
24255		EXHIBITS "C-1" through "C-3". Abandonment Resolutions
24263		EXHIBIT "D". State Tax Street Funds
24265		EXHIBIT "E-1" and "E-2". Speed Zone Resolutions
24269		EXHIBIT "F-1" through "F-3". Parking Restrictions Established
24273		EXHIBIT "G-1" through "G-3". Surveys
24279		EXHIBIT "H". Highway Designation, "Oro Dell Boulevard"
24281		EXHIBIT "I". Revised Highway Permit Map
24301		EXHIBIT "J". Permits for Overwidth Loads
24305		EXHIBITS "K-1" through "K-8". Condemnations

Portland, Oregon
September 23, 1954

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
L. V. Koons, Assistant Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner McIver was excused from attending this meeting.

The Parks Superintendent was also excused because of his attendance at the dedication of Cape Lookout State Park in Tillamook County.

The Commission considered the minutes for the meetings held on May 11 and 12, June 23 and 24 and August 9 and 10, but deferred action on the same until the October meeting when all Commissioners are present.

Bids for highway construction as follows were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 4:00 p.m. in the same room.

DOUGLAS COUNTY
SHADY-CANYONVILLE GRADING AND OILING PROJECT

Kuckenberg Construction Co., Portland	$620,567.50
Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co., Portland	694,237.80
D & H Construction Co. and M. H. Hasler Construction Co., Sacramento, California	728,710.00
J. Ira McNutt, Eugene	730,292.70
C. R. O'Neil, Pendleton	852,748.00
J. N. Conley, Portland	864,712.00
White Bros. Co., Walla Walla, Washington	942,500.00
Carl M. Halvorson, Inc., Portland	952,295.00

GRANT COUNTY
LONG CREEK MAINTENANCE BUILDING

Lloyd G. Sperling, Tillamook	$ 13,327.20

Long Creek Maintenance Building (cont)

Mann Construction Co., Redmond	$ 13,620.00
Walt M. Young, Hermiston	14,913.80
Tomlinson & Buckmaster, Portland	17,826.00
Supreme Builders, Inc., Portland	20,464.54

LAKE COUNTY
LAKEVIEW MAINTENANCE BUILDING

Hampton C. Platt, Salem	$ 21,400.00
Maurice R. Holst, Oakridge	24,511.02
Mann Construction Co., Redmond	27,720.00
Walt M. Young, Hermiston	27,992.50
Tomlinson & Buckmaster, Portland	32,976.00
Supreme Builders, Inc., Portland	33,172.56

KLAMATH COUNTY
PAVING MAZAMA JUNCTION-LOBERT SECTION THE DALLES-CALIFORNIA HIGHWAY

Warren Northwest, Inc., Portland	$208,205.00
Babler & Rogers, Portland	214,284.00
J. C. Compton Co., McMinnville	218,020.00
Peter Kiewit Sons' Co., Longview, Washington	243,938.00
Acme Construction Co., Eugene	246,519.00
The Central Heating Co., Oreg. Ltd., Eugene	260,318.00

LANE COUNTY
BEAR CREEK GRADING AND PAVING PROJECT

Lebanon and Harrisburg Sand & Gravel Co., Harrisburg	$139,436.00
J. C. Compton Co., McMinnville	141,971.00
Fred Rouse & Henry H. Miller, Salem	145,255.00
A. H. Saxton & Son, Corvallis	146,352.50
T. C. Wildish, Eugene	147,598.00
C. R. O'Neil, Pendleton	148,978.50
Parker-Schram Co., Portland	149,514.50
Whittenburg Construction Co. & Q. L. Rufener, Beaverton *	149,530.00

*Bidder will not accept projects totaling more than $150,000.00

LANE COUNTY
SIX STRUCTURES COAST FORK WILLAMETTE RIVER-DIVIDE UNIT

Tom Lillebo, Reedsport	$153,472.50

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Coast Fork Willamette River-Divide Unit (cont)

Hamilton & Thoms, Eugene	$154,580.00
Glenn Snook, Eugene	181,120.00
H. C. Werner, Inc., Eugene	188,893.00
Cherveny Construction Co., Portland	210,630.00

LINCOLN COUNTY
NORTH FORK YACHATS RIVER BRIDGE

Orlando C. Bennard, Portland	$ 21,125.00
R & M Construction Co., Central Point	21,245.00
Whittenburg Construction Co. & Q. L. Rufener, Beaverton *	22,325.00

*Bidder will not accept projects totaling more than $150,000.00.

LINN COUNTY
MCDOWELL CREEK BRIDGE

Raymond W. Lillie, Albany	$ 17,250.00
Lind & Marr, Beaverton	18,660.00
L. B. Read, Portland	19,770.00
Whittenburg Construction Co. & Q. L. Rufener, Beaverton	20,430.00
A. H. Saxton & Son, Corvallis	21,380.00
Orlando C. Bennard, Portland	21,570.00
Cherveny Construction Co., Portland	30,350.00
H. C. Werner, Inc., Eugene	31,070.00

MARION COUNTY
GERVAIS ROAD UNDERCROSSING

Tom Lillebo, Reedsport	$102,440.00
Hamilton & Thoms, Eugene	102,880.00
Lee Hoffman, Beaverton	103,972.00
Whittenburg Construction Co. & Q. L. Rufener, Beaverton	104,550.00
Natt McDougall Co., Portland	109,002.00
Lockyear & White, Inc., Longview, Washington	109,762.00
Babler Bros., Inc., Portland	110,030.00
Cherveny Construction Co., Portland	112,437.50
Hannan Bros. Co., Portland	112,457.00
Glenn Snook, Eugene	113,790.00

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Gervais Road Undercrossing (cont)

C. J. Montag & Son, Portland	$114,250.00
Valley Construction Co., Portland	116,400.00
Young & Smith Construction Co., Portland	119,150.00

MULTNOMAH COUNTY
53RD AVENUE UNDERCROSSING

Gibbons & Reed Co., Portland	$ 51,401.00
L. B. Read, Portland	54,940.00
Lee Hoffman, Beaverton	56,245.00
H. A. Starr Concrete, Portland	56,526.00
Cherveny Construction Co., Portland	58,837.00
West Coast Steel Works, Portland	59,255.20
Chas. R. Schmiedeskamp, Portland	60,105.00
Young & Smith Construction Co., Portland	62,520.00
Schrader Construction Co., Portland	65,810.00

MULTNOMAH COUNTY
ONEONTA EMBANKMENT AND RIPRAP REPAIR PROJECT

O & K Construction Co., Gresham	$ 7,125.00)	Tie Bids
Hutton-Kalkhoven, Portland	7,125.00)	
Steelman Duff, Inc., & Geo. Blaisdell & Son Construction Co., Portland	7,350.00	
J. Bacaloff Co., Portland	7,875.00	
Stevens & Carnes Construction Co., Junction City	7,900.00	
A. H. Saxton & Son, Corvallis	8,075.00	
John A. Logan, Portland	8,200.00	
Lee Construction Co., St. Helens	9,835.00	

UNION COUNTY
GRADING AND TOPPING FOREST BOUNDARY-MEADOW BROOK SECTION

Vernie Jarl, Gresham	$101,650.00
Fred H. Stegeman & Assoc., Lebanon	106,333.00
Anliker & Robinson, Bend	109,140.00
A. H. Saxton & Son, Corvallis	111,680.00
Stephens & Carnes Construction Co., Junction City	115,386.00
Arthur Simonsen, Baker	118,942.50
Durbin Bros., Eugene	125,568.00
J. Ira McNutt, Eugene	126,591.50
C. R. O'Neil, Pendleton	126,705.00

Forest Boundary-Meadow Brook Section (cont)

Steelman-Duff, Inc., & Geo. Blaisdell & Son Construction Co., Portland	$130,509.50
Parker-Schram Co., Portland	136,630.50
J. M. Arenz, Portland	138,345.00
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Portland	142,379.00
Shirley G. Stone Co., Oswego	142,932.00
Babler Bros., Inc., Portland	148,170.00
F. H. McEwen, Eugene	155,482.50
J. W. Briggs, Bend	166,247.00
C. J. Eldon, Portland	169,914.00

WASCO COUNTY
BIG EDDY-DILLON GUARD RAIL PROJECT

Wulfert Co., Inc., San Leandro, California	$ 41,136.40
Snitily Bros. Construction Co., Wenatchee, Washington	42,140.00
H. A. Starr Concrete, Portland	43,253.00
R & W Construction Co., Auburn, Washington	45,305.00
Lewis Elterich Co., Port Angeles, Washington	51,380.00

WASHINGTON AND CLACKAMAS COUNTIES
ROADSIDE IMPROVMENT BARBUR BOULEVARD-WHITE SCHOOL SECTION

Portland Construction Co., Portland	$ 23,996.11
Benedict Nursery Co., Portland	24,382.00
Rich & Sons, Nursery, Hillsboro	24,763.50
Knight Pearcy Nursery, Salem	25,495.50
Lind & Marr, Beaverton	39,090.00

In the absence of the State Parks Superintendent, his Assistant, Mr. L. V. Koons, reported on the following park matters:

1. Proposed recreational development of areas at Detroit Lake on the North Santiam Secondary Highway: The Assistant Parks Superintendent stated that as instructed by the Commission a thorough study has been made of this matter. He stated that approximately 85,000 people used the area during the recreational season in 1954, and that the two areas investigated, lend themselves to development--one being adjacent to the old Camp Mongold Road which serves as a boat launching site, and the other being about 1 1/2 miles north at the Lakeshore

Forest Camp. Both areas, he said, are on the northwesterly shore of the lake and lie between the highway and the lake. He proposed to improve the boat ramp on the Mongold Road, to provide a larger space for the parking of cars and to install a few picnic tables and toilet facilities. He also proposed to increase the existing overnight camping area at the Lakeshore Forest Camp and to make provision for additional day use at such location. He estimated that the proposed development work can be done for approximately $30,000, and he recommended approval of an expenditure of such amount in 1955. The Commission accepted the recommendation.

2. Proposed development of a state park area at Coffenbury Lake near Old Fort Stevens in Clatsop County: The Assistant Parks Superintendent stated that the area has been partially developed by other agencies, that there are no other state parks nearby, and that there are approximately 832 acres available for the park. A good access road, he stated, is already built, the park itself being about four miles from the Oregon Coast Highway. He further stated that the property is owned partly by Clatsop County and partly by the State Game Commission, and that both agencies have indicated a willingness to transfer the property to the Highway Commission for development as a state park. He recommended approval of the project which, he said, is estimated to cost $20,000. In the discussion on this matter, Chairman Chandler stated that no expenditure of highway funds should be made unless fee title to the property can be obtained. He recalled a previous request for development of the area was denied because at that time title to the property could not be obtained. Commissioner Reynolds stated that he favors development of the area as a state park when title to the property has been acquired. The Commission, upon motion by Commissioner Reynolds, approved an expenditure of $20,000 for development of the area in 1955 if and when an acceptable title to the property has been secured.

3. Request of Miami Corporation to place gates across roads through the Van Duzer Forest Corridor: The Assistant Parks Superintendent stated that the Company wants to maintain gates across these roads, and in exchange for this privilege has offered to allow the State to construct fire roads on Miami Corporation property and to use some existing roads in connection with fire protection work in the Corridor. He explained that there are several million feet of excellent timber in the Forest Corridor and that construction and use of the fire roads would aid greatly in protecting the timber from fire loss. Closing of the gates, he stated, will prevent access by those who have no business in the area. Under the tentative arrangements made so far, placement of about 10 or 11 gates is contemplated, four of which are to be installed by the State. He recommended approval of the Corporation's request and that the arrangement be covered by written agreement. The Commission accepted the recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for various state highway improvements and for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the options, the Right of Way Engineer called attention to a proposed acquisition of property from Walter Dutli on the Wallowa Lake Lodge-Power House Substation Section of the Joseph-Wallowa Lake Highway in Wallowa County. He pointed out that the option price is $2,500, which in his estimation, is excessive. He said that he cannot recommend payment of such sum. The Engineer pointed out that bids are to be opened on the following day for improvement of this road. As a result of the discussion of this matter, the Commission instructed the Right of Way Engineer to contact the Wallowa County Judge by phone and advise him that if the Commission is not advised by 9:00 a.m. on September 24 that the Dutli property can be acquired at reasonable cost, approximately $1,100, then the Commission will defer opening the bids for construction of this section. (A satisfactory price was not secured from Mr. Dutli so the bids for this project were not opened September 24 as scheduled. The Commission ordered the bids returned to the respective bidders unopened.)

The Right of Way Engineer requested authority to negotiate acquisition of properties owned by Stokes (File No. 22347) and LeCrone (File No. 22348) for widening the Hillsboro-Forest Grove Section of the Tualatin Valley Highway in Washington County. He explained that the property lies between the railroad and highway and should be acquired at an early date before it is encumbered. He pointed out, however, that no survey has been made as yet and that the project is not included in any existing program. The Commission ordered that the acquisition of these properties be deferred pending further investigation by the Highway Engineer.

A report on miscellaneous properties sold since the previous Commission meeting was presented by the Right of Way Engineer and accepted by the Commission. (For a list of properties sold see copy of the report prepared by C. W. Parker, Property Manager, dated September 23 and 24, 1954, filed in the Secretary's office under the heading "Miscellaneous Sales".)

A change in point of access was recommended by the Right of Way Engineer for the Priday property on the Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco County. He explained that no new access is being granted and that the change is simply a relocation of an access previously authorized. The Commission accepted his recommendation.

Consideration was given to the matter of conveying to Klamath County by Bargain and Sale Deed 0.02 acre of land on the Klamath County Section of the Klamath Falls-Lakeview Highway. The Right of Way Engineer ex-

plained that Klamath County is widening a road which bisects the state highway and in so doing needs a 5 foot strip of ground from a stockpile site owned by the State. Conveyance of this property, he stated, will not hurt the State and he recommended that it be deeded to Klamath County for the sum of $1.00. The Commission approved the recommendation.

The matter of compensating Mr. and Mrs. Harold Turpin for damage that occurred to their spring by reason of slides on the Elkhead Road-Rice Hill Section of the Pacific Highway in Douglas County, was discussed. The Right of Way Engineer explained that during construction of the new highway, a slide developed which destroyed the Turpin's spring. The Turpins, he said, have agreed to accept the sum of $500 as complete and final payment for loss of the spring and will relieve the state from any further claim in this connection. He added that the $500 will be spent by the Turpins to provide a well. Upon his favorable recommendation, the Commission approved the payment of $500 to the Turpins.

Destruction by the Commission of a deed conveying 0.74 acre of land on the Chrome-Coquille Section of the Oregon Coast Highway to B.D. Neavoll was considered. The Right of Way Engineer explained that on August 9, 1954, the Commission authorized sale of this land to Mr. Neavoll for the sum of $262.50 and that the deed was signed by the Commission. Subsequent developments, he said, indicated that the property should not have been sold due to the matter of access to property lying back of the State owned parcel. The matter was discussed with Mr. Neavoll who agreed to withdraw his request to purchase the property and asked that his money be returned to him, moreover, Mr. Neavoll signed a statement authorizing destruction of the deed. The Commission authorized and instructed the Right of Way Engineer to destroy the deed.

Granting of a road easement to Jens Jorgensen across State owned property near Shingle House Slough on the Coos Bay-Coquille Section of the Oregon Coast Highway in Coos County was considered by the Commission. The Right of Way Engineer commented that Mr. Jorgensen has been using an unauthorized access to the Highway at approximately Engineer's Station 169+50, which will be closed if he is permitted access to a county road across the State's land. He recommended that a non-exclusive easement be granted Mr. Jorgensen under the terms of which he will be required to build his own road at no cost to the State, and the right to use the road will be available to others. The Commission approved the recommendation.

The Right of Way Engineer also brought up for discussion the matter of approving a partial release of an easement that was acquired from the Stout Lumber Company in 1928 by the terms of which the State is required to construct and maintain a flume for drainage of Hall Lake on the Douglas County Line-Hauser Section of the Oregon Coast Highway in Coos County. It appears that Adolph and Dora M. Schuttpelz who now own the land covered by the original easement desire partial cancellation of the easement. It also appears that such partial cancellation will relieve the State from about one-half of its obligation to maintain the flume, but the State will be required to replace the flume and overflow gates with an earth fill and to con-

struct a certain ditch. He recommended approval of the arrangement as being in the State's best interests. The Commission approved the recommendation.

Approval of sale by public auction of 3.24 acres of property on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County was requested by the Right of Way Engineer. He advised that the auction was held on September 15, 1954, and that Mr. Louie Loeffler who was the only bidder present made an offer of $486 for the property. He recommended acceptance of the offer. The Commission approved sale of the property to Mr. Loeffler as recommended, with complete restriction of access to the new highway.

The granting of an easement to Multnomah County for establishment of a road on the Sauvie Island Bridge Section of the Columbia River Highway in Multnomah County was considered by the Commission. The Right of Way Engineer explained that the County wants the use of a strip of land along the westerly side of the Columbia River Highway just south of the Sauvie Island Bridge, said strip of land being a part of the old United Railroad right of way on which the County proposes to establish a road. He recommended that a grant of easement be approved. The Commission accepted the recommendation.

The Right of Way Engineer requested authority to advertise for sale by public auction 7,000 square feet of excess right of way along the Salem By-pass Section of the Pacific Highway East in the N.E. 1/4 of the N.E.1/4 of Sec. 13, T. 7 S., R. 3 W., W.M., Marion County. The property, he stated, was purchased at the rate of 5¢ per square foot and that an offer of 6¢ per square foot for it has been received. The Commission approved the request, subject to complete restriction of access to the highway and with the understanding that the property shall be sold for not less than $420.

Consideration was given to the sale of 19,100 square feet of excess property in Lot 1, Block 2, Zwahlen Homesites, Sec. 18, T.1 N., R.2 E, W.M. in Multnomah County. The Right of Way Engineer commented that this property, located on the Northeast Portland Secondary Highway, no longer is needed for highway purposes and he recommended that it be sold by public auction for not less than $2,000 with one residential access to the highway. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "D-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer presented for the Commission's consideration requests, as follows, for changes in points of access to the Clatskanie-Delena Section of the Lower Columbia River Highway in Columbia County:

Don L. Verley property, File No. 20312; William C. Wood property File No. 20272; George A. Carlson property, File No. L2011; and the William G. Walker property, File No. L-2017. He explained that in each instance it simply is a case of substituting a new access for one

previously granted and that no additional access is involved. He recommended approval of the substitutions. The Commission approved the changes as recommended.

Consideration was also given to granting a pedestrian access 10 feet wide, from the John and Gladys Brazil property to the Mt. Vernon-John Day Section of the John Day Highway in Grant County. The Right of Way Engineer explained that there is a high cut bank in front of the Brazil's house and they want access to the highway for pedestrian purposes only. He recommended that such access be given. The Commission approved the recommendation subject to the understanding that such access shall not be used for any other purpose whatsoever.

The matter of paying $240.20 to Mr. Arthur C. Lot as complete release from an obligation contained in a right of way option that required the State to replace a privately-owned bridge that was destroyed in construction of the Goshen-Coast Fork Section of the Pacific Highway was discussed. The Right of Way Engineer stated that the bridge had to be removed in order to accommodate the highway improvement and that Mr. Lot has agreed to accept the sum of $240.20 in lieu of a new structure and to completely release the State from further obligation. He recommended approval of the arrangement. The Commission accepted the recommendation.

Sale of a portion of the property acquired from Leo Wilson on the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County was considered by the Commission. The Right of Way Engineer advised that the property consists of 259 acres of land that is not needed for highway purposes being entirely outside of the standard width right of way, and that an offer of $3,800 for the same has been received. He further stated that the land lies on a hillside and is suitable only for grazing purposes; also, that it will be sold with complete restriction of access to the Pacific Highway, the only access being over the Elkton-Sutherlin Secondary Highway. He recommended sale of the property by the auction method at a price not less than $3,800. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "D-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Clackamas Overcrossing Section of the Clackamas Highway

R 21575-Raymond W. Piper
Right of Way (Clackamas)
1.24 acres

Clackamas Overcrossing Section of the Clackamas Highway (cont)

R 21576 - Franz O. Kruschke
Right of Way (Clackamas)
0.69 acre

Tigard-Newberg Section of the Pacific Highway West

R 19704 - Clark L. Johnston
Right of Way (Washington)
0.19 acre

R 19743 - E. L. Beno
Right of Way (Washington)
0.165 acre

Berger Ranch-Barnes Road Section of the Sunset Highway

R 21835 - Harry Mittleman Contractor, Inc.
Right of Way (Washington)
Parcel No. 1: 1.14 acres
Parcel No. 2: 0.16 acre
Parcel No. 3: 0.22 acre
Parcel No. 4: 0.18 acre

Bear Creek Section of the Siuslaw Highway

R 22266 - J. C. Hise
Right of Way (Lane)
0.26 acre

R 22320 - Oral J. Graville
Easement for haul road (Lane)
1.65 acres

Rocky Point-Tarheel Creek Section of the Cape Arago Highway

R 22310 - Richard O. Hone
Right of Way (Coos)
0.19 acre

R 22312 - John M. Newell, Jr.
Right of Way (Coos)
0.05 acre

Multnomah County Line-Beaverton Section of the Beaverton-Hillsdale Highway

R 21914 - Artie Sussman
Right of Way (Washington)
Parcel No. 1: 0.16 acre
Parcel No. 2: 25 square feet

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Multnomah County Line-Beaverton Section of the Beaverton-Hillsdale Highway (cont)

R 21937- Bruno Dombrowski
Right of Way (Washington)
0.076 acre

R 21939- James Oules
Right of Way (Washington)
0.146 acre

R 21940- Raymond D. Grondahl
Right of Way (Washington)
0.069 acre

R 21950- Harry M. Baker
Right of Way (Washington)
0.077 acre

R 21951- Fred Zwahlin
Right of Way (Washington)
1.67 acres

R 21954- N. Cromwell Norene
Right of Way (Washington)
0.14 acre

Salem By-Pass-Jefferson Junction Section of the Pacific Highway East

R 20059- Nathan K. Mills
Right of Way (Marion)
5.12 acres

R 21745- Albert Feller
Right of Way (Marion)
4.95 acres

R 22098- Roy Smith
Right of Way (Marion)
Parcel No. 1: 1.0 acre
Parcel No. 2: 1.46 acres

R 22099- W. F. Severin
Right of Way (Marion)
1.36 acres

Myrtle Creek-Canyonville Section of the Pacific Highway

R 22071- Stella M. Richardson
(Douglas)

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Myrtle Creek-Canyonville Section of the Pacific Highway (cont)

R 22071- Stella M. Richardson (cont)

Parcel No. 1: 25.9 acres for Right of Way
Parcel No. 2: 24.4 acres for Roadbuilding Materials

Harbor Drive-City Limits Section of the West Portland Expressway

R 22019- Melvin Layton
Right of Way (Multnomah)
1.05 acres

Multnomah County Line-Beaverton Section of the Beaverton-Hillsdale Highway

R 21909- S. D. Hickox
Right of Way (Multnomah)
0.69 acre

R 21949- Adolph Meyer
Right of Way (Washington)
0.37 acre

Siletz Bay-Newport Section of the Oregon Coast Highway

R 4063- Lincoln Beach Park Company
Right of Way (Lincoln)
0.67 acre

Noble Slough-Foster Section of the Santiam Highway

R 19935- James E. Stock
Right of Way (Linn)
0.19 acre

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

R 21511- Merlon G. Emmans
Right of Way (Curry)
0.10 acre

R 21510- Maude Scott
Right of Way (Curry)
Parcel No. 1: 0.59 acre
Parcel No. 2: 0.11 acre

Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway

L 2060- J. C. Owre, et ux.

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Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway (cont)

L 2060- J. C. Owre, et ux (cont)
New resolution required for change of description

Portland-Milwaukie Section of the Pacific Highway East

L 2284- Alameda Snyder
New resolution required for change of description

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

L 2171- S. H. Frank & Company
New resolution required for change of access provisions

Shady-Booth Ranch Section of the Pacific Highway

L 2186- Round Prairie Lumber Company
New resolution required for change in description for additional taking

Douglas County (Quarry Site)

L 1972- G. C. Long
New resolution required for change of description

Goshen-Divide Section of the Pacific Highway

L 2194- G. R. Sears, et al.
New resolution required for change of description and access provisions

L 2223- Mary Elizabeth Wright, et al.
New resolution required for change of crossing from box type to bridge type overcrossing

Multnomah County Line-Beaverton Section of the Beaverton-Hillsdale Highway

R 21106- Oregon Parr, Inc.
Right of Way (Washington)
0.079 acre

Forest Boundary-Meadowbrook Section of the Starkey Highway

R 21399- Leo Waite
Right of Way (Union)
9.57 acres

September 23, 1954

In presenting these items the Chief Counsel called attention to the Piper and Kruschke properties on the Clackamas Overcrossing Section of the Clackamas Highway. He recalled that this project previously had been withdrawn from the program because the Clackamas County Court had refused to agree to closure of a county road crossing of the Southern Pacific Railroad that is involved. He requested and the Commission granted authority to proceed with the condemnation of these properties, if such action is necessary, after the project has been reinstated in the construction program.

The attached resolutions marked EXHIBITS "J-1" to "J- 15" inclusive, authorizing the Chief Counsel to acquire the above listed properties by condemnation procedure, if necessary, which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission on the affirmative vote of all Commissioners present.

The Commission considered and accepted the Chief Counsel's written report of cases which have been tried by his office since the August meeting of the Commission as follows:

1. State vs James L. Wilson, et ux, File No. L2061 (R20649) for right of way for Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway: An offer was made in the amount of $4,744 which was rejected by the defendants who demanded the sum of $22,000, later reduced to $10,000. The jury returned a verdict in the amount of $6,500 plus attorney's fees in the amount of $850.

2. State vs. Walnut Park Company, et al., File No. L 1985 (R 15872, R 15873) for right of way for Unit No. 2 of the T. H. Banfield Expressway: The State offered to pay $59,600 for this property. The defendants rejected the offer and demanded the sum of $300,000. A counter offer based on a new appraisal was made in the amount of $111,780 which offer also was rejected. The jury returned a verdict in the sum of $160,000 plus attorney's fees in the amount of $10,000.

3. State vs. John J. Schafer, et ux., File No. L 2144 (R 20846) for right of way for Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway: The sum of $250 was offered and rejected by the defendants who demanded the sum of $1,650, later reduced to $750. The jury awarded $500 plus attorney's fees in the amount of $325.

4. State vs. Robert Neagle Forrest, et al., File No. L 2193, (R 20089) for right of way for Pendleton-Deadmans Pass Section of Old Oregon Trail Highway: An offer in the amount of $21,941 was made. The defendants rejected the offer and demanded the sum of $42,500. The jury returned a verdict in the sum of $26,330 plus attorney's fees in the amount of $1,900.

5. State vs. Fred W. Jablonski, et ux., File No. L 2057 (R 20345) for right of way for Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway: The State offered to pay $4,279 which offer was rejected by the defendants who demanded the sum of $16,990. The jury awarded the sum of $5,500 plus attorney's fees in the amount of $850.

6. State vs. A. S. Hamilton, et ux., File No. L 2161, (R19681) for right of way for the Tualatin River-Middleton Section of Pacific Highway West: An offer in the sum of $3,000 was made by the State and rejected by the defendants who demanded the sum of $12,500. The jury returned a verdict in the amount of $4,000 plus attorney's fees in the amount of $600.

7. State vs. Vernon P. Clark, et al., File No. L 2147 (R 20851) for right of way for Gervais-Hayesville Section of Portland-Salem Expressway: The State offered $2,860 for this property whereas the defendants demanded the sum of $10,000. Before the case came to trial a settlement was reached for the sum of $2,910.

8. Harry Perkins, et ux., vs. State of Oregon, File No. L 2235, (R 12342). This action was brought for the purpose of cancelling and setting aside a deed conveying real property to the Highway Commission. The Court decreed that upon return to the State of the amount of the consideration paid for the deed, being $65.25, and for $2.00 expended for a filing fee, a decree would be entered setting aside the deed in question.

9. Claire Edward Weaver vs. State of Oregon, File No. L 2157 (R 21736): Mr. Weaver sought to collect the sum of $18,000 for damages to his property by reason of a change of grade in construction of the Marion Street Bridge in Salem. He later offered to settle for $11,000. The jury returned a verdict in the sum of $4,000.

10. Reconstruction Finance Corporation vs. Lawrence E. Bufton, et al., and State Highway Commission, File No. L 1974 (R 13107): The case was brought by the Reconstruction Finance Corporation for the purpose of foreclosing a mortgage against the defendants. The State Highway Commission was named as a defendant only to ascertain the exact interest of the Highway Commission in the property. On May 7, 1953, the case against the State Highway Commission was dismissed by the Hon. G. F. Skipworth.

(For details see copy of Chief Counsel's letter to the Commission dated September 17, 1954 and entitled "Report of Cases Tried", in General Files.)

The Commission also considered and accepted the Chief Counsel's report on court cases which have been settled since the Commission meeting held on August 9 and 10, 1954, as follows:

1. State vs. C. R. O'Neil, et ux., File No. L 2237 for right of way for the Goshen-Divide Section of the Pacific Highway: An offer was made in the amount of $4,677 which was rejected by the defendants who demanded $15,000 plus $2,500 attorney's fees. A settlement has been reached in which the State will purchase 7.29 acres for right of way plus 65.32 acres lying east of the highway for the sum of $15,000. It appears that the excess property can be sold for approximately $10,000, thus reducing the cost of the property needed for right of way to the sum of $5,000.

2. State vs. Laval E. Medford, et ux., File No. L 2072 (R 21074) for right of way for the Shady Point-Kelly Corner Section of the Pacific Highway: The defendants were offered $2,863, which offer was finally accepted.

3. State vs. William Purchase, File No. L 2128, (R 20250 A-2) for right of way for the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway: An offer in the amount of $150 was made to and rejected by the defendant. Subsequent negotiations resulted in a settlement for the sum of $500.

4. State vs. Leona Creason Koff, et vir., File No. L 2073, (R 21068) for right of way for the Shady Point-Booth Ranch Section of the Pacific Highway: After extensive negotiations, the defendants accepted the original offer of $3,500.

5. State vs. Charles A. Peterson, et al., File No. L 2132, (R 20109) for right of way for Pendleton Deadmans Pass Section of the Old Oregon Trail Highway: The sum of $6,435 was offered and refused by the defendants who demanded $12,361.90. A settlement was finally effected in the amount of $8,700 including attorney's fees in the amount of $500.

6. State vs. Wales Wood, et ux., File No L 2230, (R 21882, R 21368) for widening the Goble-St. Helens Section of the Columbia River Highway: An offer was made in the sum of $1,000. A settlement was negotiated for the taking of three square feet and 223 square feet instead of .05 acre and the State is to pay the sum of $10 and install a retaining wall and reconstruct the driveway.

7. State vs. M. E. Van Horn, et ux., File No. L 2062 (R 20626) for right of way for Unit No. 4 of the T. H. Banfield Expressway: An offer in the sum of $2,100 was made to and rejected by the defendants who demanded the sum of $7,000. After further evaluation of the property which indicated an increased value, and as a result of subsequent negotiations, settlement was effected for the sum of $5,000.

8. State vs. W. E. McLachlan, L 2286: This complaint was to collect $186.85 for the cost of repairing a bridge damaged by the defendant. A compromise settlement was effected for the sum of $140.22, being 75 per cent of the original claim.

9. Allen C. Jones, et al., vs. State of Oregon, L 2150 (R 21731): Mr. Jones sought to collect the sum of $15,000 as damages to his property due to a change in grade caused by construction of the Marion Street Bridge in Salem. A settlement was reached for the sum of $3,500.

10. Gordon McGilchrist, Jr., et al., vs. State of Oregon, File No. L 2151, (R 21732): Mr. McGilchrist sought to collect $10,000 for alleged damage to his property caused by a change of grade in construction of the Marion Street Bridge in Salem. A settlement has been reached for the sum of $2,500.

11. Pioneer Trust Company, a Corporation, vs. State of Oregon, File No. L 2178; Pioneer Trust Company, a Corporation, vs. State of Oregon, File No. L 2176: The Trust Company sought to collect the sum of $50,000 for alleged damage to their property by reason of a change in grade in connection with reconstruction of the Center Street Bridge in Salem. The property is under lease to Master Service Stations, Inc. A settlement has been negotiated for the sum of $22,000.

12 Master Service Stations, Inc., vs. State of Oregon, File No. L 2188 These people sought to collect the sum of $27,500 as damages resulting from a change in grade caused by reconstruction of the Center Street Bridge in Salem. Settlement was negotiated in the sum of $13,000

13. State vs B F. Bowman, et al,, File No. L 2134 (R 20110) for right of way for the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway: The State offered to pay $11,186 for this property. The defendants rejected the offer and demanded the sum of $13,679.35 plus $1,500 attorney's fees. Negotiations resulted in a settlement whereby the State will pay the sum of $13,000 plus interest in the amount of approximately $395, plus the installation of a 75-foot gate, and will convey to the defendant approximately 0.10 acre, plus a farm crossing if the grade separation structure is inadequate, plus the fencing of a stock crossing.

14. State vs. Mary Elizabeth Wright, File No. L 2223 (R 21212) for right of way for the Goshen-Divide Section of the Pacific Highway: An offer in the amount of $19,065 plus construction of a concrete box type culvert was rejected by the defendants who demanded the sum of $50,000 plus construction of an overpass. A settlement was reached under which the State will pay the sum of $47,000 and install a 48-inch corrugated iron culvert in lieu of the proposed overcrossing.

(For further details see copy of Chief Counsel's letters of September 17 and 21, 1954 to Highway Commission, entitled "Report of Cases Settled" in General Files .

The Chief Counsel in compliance with a resolution adopted by the Commission on December 20, 1951, reported offers, as follows, for the acquisition of real property that were tendered to the property owners prior

to the institution of condemnation proceedings:

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

R-21991-Owner: Douglas DeVoe, et al. 0.26 acre for right of way. Offer of $570 approved by Chairman Chandler on September 7, 1954.

R-21897-Owner: Walter R. Scott, et ux. 4.5 acres for right of way. Offer of $1,750 approved by Chairman Chandler on September 7, 1954.

R-21775-Owner: Rachel L. Milias, et al. 13.5 acres for right of way. Offer of $8,350 approved by Chairman Chandler on September 7, 1954.

R-21896-Owner: Ruby A. Bailey, et al. 25 acres for right of way. Offer of $9,000 approved by Chairman Chandler on September 7, 1954.

R-21889-Owner: Nolan L. Chenoweth, et ux. 0.701 acre for right of way. Offer of $6,300 approved by Chairman Chandler on September 7, 1954.

R-21766-Owner: Walter H. Hines, et ux. 1.5 acres for right of way. Offer of $3,000 approved by Chairman Chandler on September 7, 1954.

R-21767-Owner: Charles M. Gray, et ux. 22.0 acres for right of way. Offer of $10,562 approved by Chairman Chandler on September 7, 1954.

R-21345-Owner: Martin Prevics, et ux. 1.455 acres for right of way. Offer of $3,250 approved by Chairman Chandler on September 7, 1954.

R-22000-Owner: William H. E. Coffman, et al. 15,000 square feet for right of way. Offer of $8,850 approved by Chairman Chandler on September 7, 1954.

R-21892-Owner: Estate of John A. Laing. 0.89 acre for right of way. Offer of $500 approved by Chairman Chandler on September 13, 1954.

R-21898-Owner: Charles A. Billings, et al. 1.5 acres for right of way. Offer of $1,000 approved by Chairman Chandler on September 13, 1954.

R-21885-Owner: William H. E. Coffman, et al. 9.8 acres for right of way. Offer of $9,300 approved by Chairman Chandler on September 13, 1954.

R-21895-Owner: Kate A. Bailey, et al. 29 acres for right of way.

Offer of $11,888 approved by Chairman Chandler on September 13, 1954.

R-21342-Owner: S. O. Newhouse, et al. 0.70 acre for right of way. Offer of $7,140 approved by Chairman Chandler on September 13, 1954

R-21999-Owner: Harris Kennedy, et al. 0.11 acre for right of way Offer of $1 740 approved by Chairman Chandler on September 13, 1954.

R-21893-Owner: Paul H. Connet, et ux. 13.6 acres for right of way. Offer of $7,140 approved by Chairman Chandler on September 13, 1954.

R-21887-Owner: F. W. Adams, et ux. 6.35 acres for right of way Offer of $4,609 approved by Chairman Chandler on September 13, 1954.

R-22258-Owner: Herbert S. Dettmer, et ux. 0.14 acre for right of way Offer of $300 approved by Chairman Chandler on September 13, 1954

R-22257-Owner: F. W. Adams, et al. 0.15 acre for right of way. Offer of $250 approved by Chairman Chandler on September 13, 1954.

R-21990-Owner: Max B. Trinkhaus, et ux. 0.34 acre for right of way Offer of $1,250 approved by Chairman Chandler on September 15, 1954

R-21509-Owner: J. M. Walton, et ux. 0.11 acre for right of way. Offer of $1,000 approved by Chairman Chandler on September 15, 1954.

R-21508 Owner: L. E. Goudy, et ux. 1.32 acres for right of way. Offer of $4,750 approved by Chairman Chandler on September 15, 1954.

R-21505 and R-21899-Owner: Robert M. Knox, et ux. 38.61 acres for right of way. Offer of $31,872 approved by Chairman Chandler on September 15, 1954

R-21344-Owner: George L Powell, et ux. 0.04 acre for right of way and a 6 foot strip for drainage culvert Offer of $550 approved by Chairman Chandler on September 15, 1954.

R-22256 Owner: Henry Weigandt, et al. 0.35 acre for right of way purposes Offer of $435 approved by Chairman Chandler on September 15, 1954

R-21511-Owner: Merlin G Emmons, et al 0.10 acre for right of way Offer of $5,700 approved by Chairman Chandler on September 15, 1954

R-21510-Owner: Maude Scott, et al. 0.68 acre for right of way. Offer of $13,000 approved by Chairman Chandler on September 20, 1954.

Olds Ferry-Ontario Section of the Old Oregon Trail Highway

R-22164-Owner: Martha D. Wilcox, et al. 3.66 acres for right of way. Offer of $1,865 approved by Commissioner Reynolds on September 20, 1954.

R-22169-Owner: Verl Thayer, et al. 8.23 acres for right of way and 0.28 acre for easement to construct irrigation ditch. Offer of $4,360 approved by Commissioner Reynolds on September 20, 1954.

R-22155-Owner: C. H. Thayer, et al. 24.18 acres for right of way, 9.17 acres for the acquisition of roadbuilding materials, and 0.97 acre for easement to construct irrigation ditch. Offer of $10,825 approved by Commissioner Reynolds on September 20, 1954.

R-22140-Owner: Floyd L. McBride, et ux. 88.59 acres for right of way and 1.5 acres for stockpile site. Offer of $4,670 approved by Commissioner Reynolds on September 20, 1954.

R-22165-Owner: M. H. Thayer, et al. 0.83 acre for right of way and 8.28 acres for the acquisition of roadbuilding materials. Offer of $1,025 approved by Commissioner Reynolds on September 20, 1954.

R 21168-Owner: Glen E. Thayer. 5.6 acres for right of way and 0.42 acre for easement to construct irrigation ditch. Offer of $6,620 approved by Commissioner Reynolds on September 20, 1954.

R 22167-Owner: Wendell G. Thayer, et al. 5.57 acres for right of way and 0.45 acre for easement to construct irrigation ditch. Offer of $3,760 approved by Commissioner Reynolds on September 20, 1954.

R 22136, R 22137-Owner: Guy E. Turner, et al. 115.20 acres for right of way. Offer of $2,550 approved by Commissioner Reynolds on September 20, 1954.

Blackwell Hill-Medford Section of the Pacific Highway

L 2123-Owner: Earl W. Morris, et al. 22.79 acres for right of way. Offer of $21,410 approved by Chairman Chandler on July 9, 1954.

The Chief Counsel commented briefly on his written report to the Commission dated September 17, 1954, concerning a suit brought by Verlin E. McCarthy against Gibbons and Reed, Inc., contractor for construction of the 42nd Avenue-92nd Avenue Section of Banfield Expressway, and Warren Northwest, Inc., subcontractor, for an alleged trespass upon the McCarthy property near N. E. 82nd Avenue, Portland. Attorneys for Warren Northwest, Inc., he stated, have advised that they will look to the State for indemnity against any damages that may be assessed against

them inasmuch as they acted upon instructions from the State. He gave as his opinion, in view of the circumstances, that the State should undertake the defense of the contractor. He further stated that the matter has been discussed with the Attorney General who has not yet ruled on the question whether or not the State has the legal authority to defend its contractor. He recommended that the Commission allow him to make such defense if the Attorney General agrees. The Commission approved the request.

In this connection the Chief Counsel also reported the status of the case of Harvey Sherer vs. Louis E. Dearborn, et al., and the case of Myrtle L. Smith vs. Louis E. Dearborn, et al., Mr. Dearborn being a highway department employee who was involved in an accident that resulted in the death of one of the parties concerned. He stated that he discussed these cases with the Attorney General who gave as his opinion that in legal actions against officers or employees of the State, where the basis of the action is alleged negligence on the part of the officer or employee, protection of the State's interests is not involved, consequently he has no authority to permit any Assistant Attorney General to take part in the case nor to employ special legal assistance for that purpose. The Chief Counsel added that because of the Attorney General's opinion, it has been necessary to withdraw from the case, and to let those affected employ their own counsel. He mentioned that a local Attorney has agreed to handle the case and that he will refer his files to such Attorney, if that meets the approval of the employees concerned, and the Commission offers no objection to the procedure; moreover, he will render every possible assistance that he can within the limits of legal authority. The Chief Counsel further advised that it is planned to present a bill to the 1955 legislative assembly, which, if enacted, into law will authorize insurance coverage for state officers and employees in cases of this nature, but not contractors, and will take care of similar situations as they arise. The Commission accepted the report.

The claim of Walter Coleman in the sum of $1,029 for injuries sustained as a result of an accident that occurred in Silver Falls State Park was reported by the Chief Counsel. He explained that on July 11, 1954, Mr. Coleman, who is 17 years of age, was following a steep path, which had not been constructed or maintained by the Parks Department but had been established through use. He slipped and fell over the edge of the south falls sustaining severe injuries for which he now is seeking damages. He pointed out that the injured boy left the trail that was constructed by the State Parks Department and was using a path which was both steep and slippery and was not marked with danger signs. It was his opinion that the accident occurred as a result of Mr. Coleman's own conduct or negligence, and that the Commission has no authority to pay the claim. He recommended that it be denied. The Commission accepted the recommendation.

The vacation of a portion of the right of way of the Cascade Secondary Highway known as the Molalla Junction-Marquam Section, (old route) was given consideration by the Commission. The Chief Counsel explained that on June 23, 1954, a portion of the old highway was abandoned to Clackamas County upon relocation of the highway and that the Clackamas County Court, upon the request of abutting property owners, has requested the Commis-

sion's consent to the vacation of the eliminated portion if all contiguous property owners consent thereto, the Commission's consent being required because each end of the eliminated portion abuts upon the relocated highway. The Molalla Junction-Marquam Section, he said, is not a restricted access highway, and the highway department has no interest in the abandoned portion, wherefore he recommended that such consent be given. The Commission accepted the recommendation.

The Chief Counsel also brought up the matter of acquiring title to the Cove Palisades State Park in Jefferson County. He advised that the property now is under lease from the Federal Government and that if it is acquired outright from the United States, under the provisions of the Bankhead-Jones Farm Tenant Act, the United States reserves title to 75 per cent of all minerals and 100 per cent of all fissionable materials located thereon. He further stated that the lease agreement provides that in the event the United States determines that the exercise of mining rights would be inconsistent with the purpose referred to in the lease, the United States will not exercise such rights during the term of the lease agreement without the written consent of the State. If title to the property is acquired by quitclaim deed, he added, the State will lose the small protection afforded by the lease provision. Also, it will require special legislation by Congress in order to acquire title to the land. It was his opinion that it would be better to continue leasing land than to acquire it. L. V. Koons, Assistant Parks Superintendent, concurred in this opinion. The Commission ordered that negotiations for outright acquisition of the property be abandoned and the leasing of the property continued.

The Chief Counsel summarized briefly his written report to the Commission, dated September 17, 1954, concerning the case of Perkins vs the State of Oregon. He explained that in 1946, a small parcel of property was purchased from Mr. and Mrs. Harry Perkins for widening the Mt. Hood Highway at Zigzag. Improvement of the highway was made by the Bureau of Public Roads, including the raising of the grade adjacent to the Perkins' property some three or four feet. An offer was made to fill in the area adjacent to the highway shoulder and to compensate the Perkins' for raising their buildings which was estimated to cost about $7,500. The offer was refused, and the Perkins' demanded that their buildings be set back, which is estimated to cost approximately $15,000. The demand was rejected and the Perkins' brought action to set aside the deed conveying the property to the State. The deed was set aside by the court, and the Perkins' have now commenced action to collect the sum of $25,000 for alleged damages to their property by reason of the change of grade. He explained that damages due to change of grade can be allowed only in cities and that his staff would proceed with defense of the action. The Commission accepted the report.

A report was presented by the Chief Counsel on action taken to enforce access control at the following locations against Mr. B. M. Martin who owns property adjacent to The Dalles-California Highway in the town of Lapine, and against Mr. and Mrs. Robert Woodley who own property adjacent to the Ochoco Highway in the town of Mitchell. Mr. Martin, he

stated, has offered his voluntary cooperation and has promised to cease violating the access restrictions contained in his deed. His operation will be watched, and if he continues violations, suit will be brought. Concerning the access violations of Mr. and Mrs. Robert Woodley, he stated that the Woodleys had been advised by certain highway employees that there would be no access restriction at their location so they proceeded with construction of their motel buildings. The Woodleys, he remarked, have an appointment with the Commission on the following day in view of which he suggested that action be deferred until they have presented their case. The Commission took no action on the matter at this time. (Mr. and Mrs. Woodley appeared before the Commission on September 24 and were informed by the Commission that they could continue to use their existing access provided they do not use it for any other commercial purpose. The arrangement is to be covered by written agreement. See ahead for additional entry.)

A request was made by the Chief Counsel for authority to start legal proceedings against Morrison-Kiewit-Macco Corporation to collect damages caused by a slide on the Willamette Highway near Lookout Point Dam. He explained that in conducting their quarry operations at Eagle Rock, the corporation discharged excessive amounts of waste material above the highway and continued to do so notwithstanding that they were warned of the danger of earth slides occurring. As a result thereof, two slides occurred which caused considerable damage to the highway. Repairs so far, he stated, have cost approximately $9,000 and permanent repairs will probably cost an additional $7,000. The Commission approved the request.

The Chief Counsel also requested authority to institute legal proceedings to collect $158.10 from Mr. Robert Doughty and the estate of James J. Howard for damaging a guard rail fence on the Mosier Creek Bridge on the Columbia River Highway. The Commission approved the request.

Upon recommendation of the Chief Counsel, the Commission authorized abandonment of two damage claims, one being a claim against Gar Long and Morris Allen who damaged the oiled shoulders of the Enterprise-Lewiston Highway between M.P. 15.00 and M.P. 26.00 by operating cleated tractors thereover, and the other being a claim against Guy E. Vaughn and Guy E. Watts who drove their truck into the rear end of a highway department panel truck causing damage in the amount of $174.34. The Chief Counsel explained that the damage done to the highway shoulders has healed naturally so no claim exists, and it appears impossible to collect the amount of damages in the other case because the insurance carrier for the owners of the truck deny liability and the State's principal witness has terminated his employment and cannot be located.

A request from Mrs. Blanche Tipton for additional access to the Deady-Shady Section of the Pacific Highway in Douglas County was presented by the Chief Counsel who recommended that her request for additional access by denied. The Commission approved the recommendation.

The payment of attorney's fees to Mr. Glenn Jack in connection with

a condemnation for acquisition of right of way from a Mr. Sprauer on the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway (File L 2065) was discussed. The Chief Counsel stated that Mr. Jack alleges that he was retained by the owners of the property as their attorney to represent them in the condemnation action. Negotiations were continued by the right of way agent, an acceptable option was secured, and a deed executed but through misunderstanding the transaction was not handled through Mr. Jack's office. It appears that Mr. Jack did considerable work in the case, and that it is considered improper to make a settlement with the defendant direct when the defendant is represented by an attorney, without the approval of the attorney. He recommended that Mr. Jack be paid the sum of $100 as attorney's fees. The Commission approved such payment.

The Chief Counsel brought up the matter of removing the alienation clause usually inserted in complaints and deeds insofar as it pertains to the Sears' property on the Goshen-Divide Section of the Pacific Highway. He explained that the original plan for construction provided for complete restriction of access to the highway except by a frontage road and a 10-foot by 8-foot concrete underpass; also, that the property owners are desirous of securing a larger underpass and in order to obtain the same have agreed to forego the frontage road, and the plans were changed accordingly. He further explained that the attorney for the owners, has protested that the alienation clause which provides the right to use the underpass only so long as both parcels of property severed by the highway are held under common ownership, will severely restrict and handicap future disposition and utilization of the defendants property. He pointed out that if the right of passage through the underpass is reserved only as long as the easterly and westerly parcels are held under common ownership, the defendants will be effectively prevented from selling either of the two parcels. In this case access by means of the underpass will be needed for service of the westerly parcel regardless of who owns it, unless the owner can purchase a way out of the landlocked parcel. He recommended that the alienation clause be eliminated. The Commission accepted the recommendation.

The matter of providing snow removal insurance on the gorge section of the Columbia River Highway for the protection of the O. W. R. &N. R. R. was reported by the Chief Counsel who stated that no reduction in premium has been secured as yet but a one-year policy has been negotiated at the prior rate of $800 a year. He expressed hope that further negotiations will result in a premium reduction of at least $100. The Commission accepted the report.

A request made by Pacific Greyhound Lines for the vacation of a portion of S. W. Sheridan Street between S. W. Front Avenue and S. W. Water Avenue in Portland was presented by the Chief Counsel. He advised that such vacation is necessary in order to facilitate the Company's operations because a portion of the street abuts upon S. W. Front Avenue which is a state highway route. Upon his favorable recommendation, the Commission approved the vacation of the street as requested.

The Deputy Highway Engineer presented a proposed agreement with The California-Oregon Power Company for moving a 1000' section of the Company's power line on the Booth Ranch Unit of the Shady-Canyonville Section of the Pacific Highway in Douglas County. He explained that in reconstructing this section of highway it will be necessary to acquire private property on which are located poles and other facilities owned by the Power Company, and that the agreement provides that the Power Company shall reestablish its facilities and that the State shall reimburse the Company for the cost thereof; moreover, the Power Company shall be reimbursed for expenditures for future changes, if such are required. Upon his favorable recommendation, the Commission approved the agreement as prepared.

The Engineer reported that under authority granted by law and pursuant to instructions from the Commission, he has awarded to the successful bidders contracts, as follows, referred to him by the Commission for awarding when certain conditions have been met: The Commission accepted the report.

1. Grading and surfacing on East Unit, Van-Drewsey Section of Van-Drewsey County Road, Harney County. Bids received August 9, 1954. Conditions of award satisfied August 16, 1954. J. M. Arenz, Portland, contractor.

2. Grading, surfacing and paving 0.94 mile of roadway and construction of reinforced concrete bridge on Beals Corner-Dougherty Corner Section of Woodworth Road in Hood River County. Bids received August 10, 1954. Conditions of award satisfied August 16, 1954. Whittenburg Construction Co. & Q. L. Rufener, Beaverton, contractor.

3. Construction of Cameron Bridge over Applegate River on Applegate Road, Jackson County. Bids received August 10, 1954. Conditions of award satisfied August 16, 1954. Lowe & Beeson, Talent, contractor.

4. Construction of Hilton Bridge over Bear Creek on Table Rock Road, Jackson County. Bids received August 10, 1954. Conditions of award satisfied August 16, 1954. Tom Lillebo, Reedsport, contractor.

5. Construction of Coos City Bridge over Isthmus Slough on Coos City-Summer Road, Coos County. Bids received August 10, 1954. Conditions of award satisfied August 19, 1954. Tom Lillebo, Reedsport, contractor.

6. Construction of reinforced concrete bridge over Scappoose Creek on Pittsburg-Scappoose Road, Columbia County. Bids received August 10, 1954. Conditions of award satisfied August 26, 1954. Archie R. Averill, Portland, contractor.

7. Grading and oiling on Mission-Cayuse Section of Adams-Mission County Road, Umatilla County. Bids received August 9, 1954. Conditions of award satisfied September 15, 1954. K. C. Dack Construction Co., Milton-Freewater, contractor.

8. Stone surfacing Middle Unit, Spray-Waterman Section of Spray-Waterman County Road, Wheeler County. Bids received August 10, 1954. Conditions of award satisfied September 21, 1954. C. & W. Crushing Company, Seaside, contractor.

9. Grading, construction of a concrete bridge, and fencing on Olds Ferry-Ontario Section of Old Oregon Trail, Malheur County. Bids received August 9, 1954. Conditions of award satisfied September 22, 1954. Earl L. McNutt, Eugene, contractor.

The Engineer asked the Commission to confirm telephonic approval permitting the truck hauling of logs on Armistice Day, November 11, 1954. He recalled that the request for such privilege was made by the logging industry in order to replenish the depleted stockpile of logs which resulted from a logging industry strike during the past summer. The Commission granted the request isofar as it pertains to Armistice Day 1954, only.

The Engineer presented a written report on the cost to construct a proposed revision of The Dalles-California Highway southerly from The Dalles to a connection with the existing highway near Eight Mile Creek, as urged by the Wasco County Court. The Commission accepted the report, but took no action on it.

A report was submitted by the Engineer on the results of a reconnaisance survey of the Beech Creek-Luce School Section of the Pendleton-John Day Highway, Grant County. The Engineer explained that the southern end of the existing highway has never been constructed, in fact it has not yet been surveyed, although it has always been understood that the highway would terminate near the town of John Day rather than in Mt. Vernon where it now connects with the John Day Highway via the Beech Creek Secondary Highway. He exhibited a map showing alternate routes investigated and explained the advantages and disadvantages of each. He recommended adoption of the route that extends southerly from the confluence of Beech Creek and Little Beech Creek to a connection with the John Day Highway at a point near Luce School, about three miles west of John Day town. In the discussion that followed, the question arose whether or not the route already has been established inasmuch as highway maps so indicate. The Commission ordered the records searched in that regard. The Engineer was authorized to conduct a survey to determine the proper location of the proposed highway and the cost to construct the same so such information will be available when the programming of future construction monies is considered.

A request from Mr. and Mrs. Robert Woodley of Mitchell, for a change in the classification of their access, from private access to commercial access,as an accommodation to their motel on the Jones Ranch-Mitchell Section of the Ochoco Highway, was presented by the Engineer. The Engineer advised that an investigation disclosed that the Woodleys in May, 1954, conferred with highway department personnel in the Bend Di-

vision Office and with the Maintenance Superintendent at Redmond, and were informed by the latter through a misunderstanding that there were no access restrictions at this point so they proceeded with construction of the motel on such basis, and now find themselves without access. The actual access control on this section, he stated, is spotty. He gave as his opinion that the Woodleys acted in good faith and that they should be granted the right of access for the use of the existing motel only. The Commission discussed the matter briefly but deferred action pending appearance of the Woodleys on the following day. (The Commission on the following day granted the Woodley's commercial right of access to serve their existing motel only, but for no other commercial purpose. See additional entry ahead.)

The Commission accepted the Engineer's written report concerning the effectiveness of illumination at intersections. The Engineer commented that in general, illumination of intersections has been of considerable benefit in the elimination of night time accidents, due principally to the fact, first, that vehicles on side roads are more visible to drivers on the highway, and secondly, those drivers who wish to turn off the highway are able to do so at a more reasonable speed because the path they wish to travel is clearly shown. (For details see a copy of the Engineer's letter of September 8, 1954 in General Files.)

Consideration was given to a plan for facilitating traffic movements on the Beaverton-Hillsdale Highway between Barbur Boulevard and Hillsdale. The Engineer outlined a plan which involves construction of a four-lane highway between these points, the revision of connections between Terwilliger Boulevard and Slavin Road, construction of an overcrossing over Barbur Boulevard for inbound traffic from Slavin Road, and a third lane on the easterly side of Barbur Boulevard from Slavin Road Junction to Harbor Drive. The total cost of this project he estimated at $372,000. He pointed out that funds have been provided in the 1956 Federal-aid Secondary Program to finance the widening of the Beaverton-Hillsdale Highway from the Washington County line to Hillsdale. He recommended that this project be considered in the formulation of future programs. The recommendation was accepted by the Commission.

A request from the City of Portland for immediate widening of Barbur Boulevard from Front Avenue to Hamilton Street was discussed. The Engineer explained that the City's request was made to accommodate the anticipated increase in traffic volume when the new Portland-Salem Expressway is completed and opened for public use. The cost he estimated at $12,000 and he recommended performance of the work immediately by contract. The Commission approved the recommendation.

The Engineer reported that under authority granted him by the Commission on August 6, 1953, a 50 per cent load limit was placed on the Siletz Secondary Highway from M.P. 5.55 (end of the oiled section east of Kernville) to M.P. 7.6, effective at 8:00 a.m., September 10, 1954, because recent rains caused a soft, muddy condition on the newly constructed subgrade on which rock surfacing has not yet been placed. The conditions that necessitated the reduced load limit, he said, ceased to exist as of September 20,

1954, and the reduced limit was then removed. The Commission accepted the report.

The Engineer reported that on September 21, 1954, under authority previously granted him by the Commission, he reclassified from the status of a Group II Highway to a Group I Highway the following state highway sections:

1. Entire length of the Sams Valley Secondary Highway, No. 271 in Jackson County.

2. Entire length of the Havana-Helix Secondary Highway, No. 335, in Umatilla County.

These changes, he stated, were based on test runs which showed that the vehicles involved could negotiate the curves without encroaching on the opposing traffic lane. The Commission approved such reclassification.

The Commission gave attention to the following items of unfinished business as they appear on the Secretary's summary dated August 10, 1954:

1. Request of the U. S. Army Engineers that the State take over and develop recreational facilities at the Detroit Lake on the North Santiam Secondary Highway: The Commission ordered this item deleted from the list of unfinished business as a report on the subject was presented for the Parks Superintendent and approved by the Commission earlier in the day.

2. Report concerning possible lakeside development throughout the state: The Assistant Parks Superintendent stated that data for this report is not yet complete. The Commission ordered the item retained on the list of unfinished business.

3. Request for development of a state park in the Baker Bay area on Dorena Reservoir on the Row River in Lane County: The Assistant Parks Superintendent stated that the report on this subject is not yet complete. The item is to remain on the list of unfinished business.

4. Adoption of a survey for the Adams Street Section of the Pacific Highway West in McMinnville and for other highway improvements in the vicinity of McMinnville, Dayton and Amity: The Engineer recommended adoption of the one-way couplet routing through McMinnville, using Adams Street for southbound traffic and Baker Street for northbound traffic, and that right of way be purchased for same. He also recommended three-stage construction of the couplet and the proposed Dayton-McMinnville By-Pass route. (For details see copy of the Engineer's written report on the subject dated August 27, 1954.) The Commission deferred action on the matter until the October meeting due to the absence of Commissioner McIver. The item is to remain on the list of unfinished business.

5. Proposed abandonment of a section of the Oregon Coast Highway (old route) between Miroco Beach and Otter Rock: The Engineer stated that his report will not be ready to present to the Commission until the October meeting. The Commission ordered the item retained on the list of unfinished business.

6 Request for establishment of a state park on Coffenbury Lake near Fort Stevens in Clatsop County: This item is to be removed from the list of unfinished business as the report on the subject was presented and approved by the Commission earlier in the day.

7. Request for improvement of the Alsea Highway over Alsea Mountain: Data for this report, the Engineer stated, is not yet complete. The Commission ordered the item retained on the list of unfinished business.

8 Request of Mr C. C Wilson for access to the Columbia River Highway near the Maryhill Ferry Road: The Chief Counsel reported that Mr Wilson's property lies within the platted section of the old townsite of Grant, and that the intersecting streets can be closed legally only by order of the County Court. It was his thought that the County Court would not agree to such closure unless Mr. Wilson concurred. Mr. Wilson, he stated, wants points of access at two places on a frontage road. He recommended that Mr. Wilson be granted such two points of access on a frontage road to be constructed at his own expense if the Sherman County Court will agree to closure of the remaining dedicated streets. The Commission accepted the recommendation and ordered the item deleted from the list of unfinished business.

9. Request from the City of Ashland for designation of a one-way couplet for state highway traffic in Ashland: The Engineer stated that his report on this subject is not yet ready, but he will endeavor to complete it for consideration by the Commission at the October meeting. The Commission ordered this item retained on the list of unfinished business.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Chairman Chandler stated that a number of people in the 53rd Avenue area near the Banfield Expressway in Portland are preparing petitions protesting isolation of their places of business at this location. It appears that their needs can be satisfied by construction of a temporary foot bridge. The Commission instructed the Engineer to proceed with the construction of such a foot bridge and to do other things as are necessary to satisfy the petitioners if the cost involved is nominal.

The Engineer requested authority for increases in project authorizations as follows: (1) $73,000 in connection with Contract No. 3957 for construction of the Barbur Boulevard-Boones Ferry Road Unit of Portland-Salem Expressway in Multnomah County; (2) $174,000 in connection with Contract No. 3805 for grading and paving the Depoe Bay-Miner Creek Unit of Siletz Bay-Miner Creek Section of Oregon Coast Highway in Lincoln County. He explained details. As a result of discussion, the Commission approved both increases as requested.

The Engineer reported that pursuant to the direction of the Commission, the approval of the Bureau of Public Roads and Columbia County having been received, and the sum of $3,500 having been deposited by Columbia County, he awarded the contract for construction of the North Scappoose Creek Bridge in Columbia County to Mr. Archie R. Averill on August 26, 1954, at his bid of $15,750. Mr. Averill, he said, contends that a mistake was made in his bid, submitted August 10, 1954, and that his bid was withdrawn subsequent to the time when the Commission elected to accept his bid, but prior to the time when the contract was awarded. Mr. Averill, therefore, refused to execute the contract, and on September 3, 1954, returned the contract forms to the Highway Department. After considering the matter, and based upon the recommendations of the Engineer and of the Chief Counsel, the Commission declared Archie R. Averill in default and ordered his proposal bond be forfeited to the State of Oregon. The Commission directed the Chief Counsel to take such action as may be necessary to collect on the proposal bond. The Engineer was authorized to readvertise the project for bids when approval of the County Court has been received.

The Commission discussed a petition from taxpayers and users of the Sumpter State Secondary Highway, Baker County, requesting improvement and oiling of the unoiled portion of this road. The Engineer advised that there is a 15-mile section between Salisbury and Sumpter that is in an unoiled status. He pointed out that the section was recently resurfaced with crushed gravel so a fairly satisfactory riding surface has been provided, but the road will be somewhat dusty during the dry season. A traffic count, he said, reveals a daily traffic volume of approximately 200 vehicles which is quite large for an unoiled road. He further stated that the oiling of this section is desirable as soon as funds become available to finance it, but it is rather an expensive undertaking because considerable base course materials will have to be added. Moreover, the existing roadbed will have to be widened involving considerable regrading which is exceedingly expensive because a portion of the road is located in the narrow gorge of the Powder River. He estimated the cost to construct a modern standard road with medium-type oil surfacing at about $1,000,000. It was his feeling that the Sumpter Valley Secondary Highway should be given a high priority rating for the allocation of Secondary Highway funds in Baker County, but he further stated that even with such a rating, it will be several years before it could be improved to an oil standard because of the expense involved. He suggested in lieu thereof that a 5-mile section of the road be given a treatment with Calcium Chloride as an experimental proposition, the cost of such treatment being $2,000 per mile. He recommended an expenditure

of about $10,000 for such purpose, the work to be done later this fall, if possible, with State forces. The Commission approved the recommendation.

Upon recommendation of the Engineer, the Commission approved and signed a Modification of Project Agreement between the States of Oregon and Idaho covering construction of the Weiser Bridge over the Snake River, which modification provides for an increase of approximately $7,000 in the Government allocation to Idaho for this work.

The Engineer requested authority to submit to the U.S. Bureau of Public Roads for its approval a proposed urban highway system for the City of Hillsboro which, he said, already has been adopted by the City Council. He explained that construction of the proposed one-way street couplet of the Tualatin Valley Highway in this city is one of the projects included in the 1956 urban federal-aid program, approved by the Commission on August 14, and that before the programming of the project can be completed, the plans must be approved by the Bureau of Public Roads. The Commission approved the request.

The Commission discussed a letter from the Hood River Chamber of Commerce requesting State support in connection with certain projects in the Hood River area, including development of a modern road to supplant the present Mt. Hood Highway, State Route No. 35, particularly the following:

1. Widening of the angle of the east access road into Hood River by filling in so the turn will be less acute than it now is:

The Engineer advised that this matter has been taken care of, the pavement having been widened 20 feet at the apex of the curve on the access to the Second Street overcrossing.

2. Installation of lights at this junction and alongside the access road leading to the overpass:

The Engineer advised that mercury vapor luminaire units are now being installed at the intersection.

3. Installation of a large black and white sign in the area just west of the east access road, similar to the one at Troutdale, bearing the wording, "Hood River, Gateway to Mt. Hood and Lost Lake":

The Engineer recalled that it is contrary to the policy of the Commission to maintain such signs on the highway, and he recommended that the request be denied. The Commission adopted the recommendation.

4. Attractive landscaping of the area around the sign board mentioned in Item No. 3:

The Engineer advised that adequate landscaping has been provided

in the program for the entire Second Street interchange and that bids probably will be called for the work in the near future. The Commission accepted the report.

5. Request for filling the low area between the highway and the railroad tracks north of the fruit shipper's building, west of the Second Street entrance into Hood River, together with surfacing and landscaping work to assist the community in its efforts to clean up and beautify its own attractive spots:

The Engineer estimated that such work will cost in excess of $10,000. He added that an investigation reveals the improvement will be of no benefit to highway traffic, and he recommended that the request be denied. The Commission adopted the recommendation.

6. Development of a park and recreational area around Koberg's Beach with suitable access roads:

The Engineer pointed out that the Commission discussed this matter on several occasions in the past and consistently refused to approve such development. The Commission affirmed its previous decision in this matter.

7. Development of the Mt. Hood Highway, State Route 35, into a modern all year around highway:

The Engineer pointed out that there are no funds currently available to finance the modernization of this highway. The Commission decided not to make a commitment concerning this project at the present time.

A request was presented from Mr. Duane R. Alters, Editor and Publisher of the Nyssa Gate City Journal, for installation of a traffic signal at the intersection of Main Avenue (US 26) and First Street in the city of Nyssa. The Engineer advised that this request has been investigated, and it has been found that the conditions prevailing do not meet the standard warrant for signalization. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported completion of location surveys for the following state highway sections:

1. Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County;

2. Weston-Weston Mountain Section of Weston-Elgin Highway in Umatilla County.

He exhibited maps showing the proposed locations and explained details. He recommended adoption of the surveys by the Commission. As a result of discussion, the Commission approved and adopted the said surveys as

recommended. The attached resolutions relative thereto, marked EXHIBITS "H-1" and "H-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission.

A request from the Engineer for authority to reimburse Rogers Construction Company, contractors for construction of the Big Eddy-Rufus Section of US 30, for the cost of liability insurance which they were required to purchase in order to protect the Union Pacific Railroad Company had the attention of the Commission. The Engineer explained that the specifications covering this improvement did not require the contractor to furnish such liability insurance to the Railroad Company for the use of private crossings, but after the contract was awarded the Railroad Company would not permit the contractor to haul across these private crossings unless it was protected by insurance in the amount of $100,000/$500,000. Due to the urgency of the work upon which the contractor was engaged, instructions were given the contractor to obtain the insurance at state expense. He recommended that the contractor be reimbursed in the amount of $1,330.32 which was the cost of the insurance. The Commission approved the recommendation.

The Commission considered and upon recommendation of the Engineer denied a request from Mr. Earl Johnson, Hebo, for construction of a cattle pass under the Oregon Coast Highway north of Hebo, Tillamook. The Engineer stated that the matter would be taken care of by removal of brush and some trees in order to increase the sight distance at the point of crossing, and by installation of advance warning signs, reading "Cattle Crossing".

The Commission also considered and denied a request from Bandon Grange No. 702 for construction of two cattle passes across the Oregon Coast Highway south of Riverton, one to serve the Panter ranch and the other to serve the ranch of Fred Sell. The Engineer advised that the cattle passes will cost about $2,500 each and that neither cattle pass is warranted in view of the fact that sight distance along the highway at each point of crossing is sufficiently long to avoid accidents.

The Commission discussed and approved an agreement with the U.S. Bureau of Public Roads covering snow removal operations on Oregon Forest Highway Project 46-C4, D3, E2, Cascade Lakes Forest Highway, it being understood that the operations are to be conducted by State forces and that the State will be reimbursed in full by the Federal Government for such expense.

Presented for the Commission's approval was a proposed agreement with the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company covering installation of automatic electric signals at the railroad crossing of the Baker-Pine Creek-Wingville Road, near the city of Baker, Baker County. The Engineer explained that the installation was demanded by the Bureau of Public Roads and it was expected that the Railroad Company would pay at least fifty percent of the cost involved. However, in a hearing before the Public Utilities Commissioner, the Railroad Company denied any need for the signal, so the Public Utilities Com-

missioner ordered the expense of the installation paid entirely with State funds. The Commission approved the agreement.

The Commission, upon a fovorable recommendation from the Engineer approved an agreement with the Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company, Lessee) concerning the installation of drainage facilities across the Railroad right of way a short distance westerly from the overcrossing on the revised location of the Columbia River Highway near the west limits of Hood River.

The Engineer reported that the Federal Aid Act of 1954 includes a provision whereby "the Secretary of Commerce may, upon request of any state, discharge his responsibility relative to the plans, specifications, estimates, surveys, contract awards, design, inspection, and construction of secondary road projects by his receiving and approving a certified statement by the State Highway Department setting forth that the plans, design, and construction for such projects are in accord with the standards and procedures of such state applicable to projects in this categpry approved by him". He explained briefly that this provision means that upon request and without approval of the Secretary of Commerce a state will be relieved of the control which the Bureau of Public Roads has exercised heretofore over the planning and construction of secondary highway projects, but the Bureau will continue to pass upon the programs, although from then on control of the projects will rest entirely with the State. The Bureau of Public Roads, he said, favors the discharge of its responsibility in the manner authorized by this provision, and will promptly accept and approve requests from the states for such discharge. The Engineer added that Oregon has experienced very little difficulty in the handling of secondary projects under the control that the Bureau has exercised during past years, but in his estimation the transfer of the responsibilities as mentioned very likely will simplify procedures and will effect some savings in time and cost. He recommended, therefore, that the revised plan of operation with respect to secondary highways be requested for the State of Oregon, and that he be authorized to sign such a request in behalf of the Commission on forms which the Bureau of Public Roads has provided for the purpose. The Commission approved the recommendation.

The Commission considered and by affirmative vote granted the following requests for extensions of time within which to complete highway contracts, the Commission's action in each instance being in conformity with the Engineer's recommendation:

1. R. & M. Construction Company, Contract No. 3820, for construction of Elkton-Sutherlin Highway Overcrossing & Deady Interchange on the Pacific Highway in Douglas County, requested an extension of time from October 31, 1953 to August 31, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

2. Modern Materials Company, Contract No. 4141, for construction of Salem Maintenance Building in Marion County, requested an extension of time from July 31, 1954 to August 31, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

3. E. H. Itschner Company, Contract No. 4110, for rock production on the Canyon City-Seneca Section of the John Day- Burns Highway in

Grant County, requested an extension of time from July 31, 1954 to September 15, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

4. Keith Bros., Construction, Contract No. 3959, for grading and oil mat surfacing on the China Camp Marsh Section of the Oregon Coast Highway in Coos County, requested an additional extension of time from July 31, 1954 to September 15, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

5. Arthur Simonsen, Contract No. 4105, for rock production on the Meacham Section of the Old Oregon Trail in Umatilla and Union Counties requested an extension of time from August 31, 1954 to October 31, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

6. Cascade Construction Company, Contract No. 4143, for paving on the N. W. Vaughn Street-W. Burnside Street (Portland) on the Columbia River Highway in Multnomah County, requested an extension of time from August 31, 1954 to September 17, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

7. H. G. Palmberg, Contract No. 3965, for construction of the Nehalem Draw Bridge Approach Replacement on the Oregon Coast Highway in Tillamook County, requested an extension of time from February 28, 1954 to August 12, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

8. Hannan Brothers, Contract No. 3883, for construction of Elkhead Road Overcrossing and Plasant Valley School Undercrossing on the Pacific Highway in Douglas County, requested an extension of time from April 30, 1954 to August 15, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

9. Glenn Snook, Contract No. 3905, for construction of four structures on the Elkhead Road-Rice Hill Unit of the Divide-Rice Hill Section on the Pacific Highway in Douglas County, requested an additional extension of time from July 30, 1954 to August 29, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

10. Johnston and Bryant, Contract No. 4051 for construction of the Glenwood-North Plains Structures on the Wilson River Highway in Washington County requested an extension of time from August 31, 1954 to September 30, 1954 in which to complete this work. The Engineer re-

commended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

11. Gilbert Roberts, Contract No. 4008, for reconstruction of Columbia River Bridge Approach on the Interstate Bridge County Road in Hood River County, requested an extension of time from April 30, 1954 to August 18, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

12. Carl H. Halvorson, Inc., Contract No. 3817, for construction of Bullards Ferry Bridge over the Coquille River in Coos County, requested an extension of time from June 30, 1954 to September 30, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

13. United Builders, Inc., Contract No. 3851 for construction of 92nd Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County requested an additional extension of time from July 31, 1954 to September 15, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

14. Carl M. Halvorson, Inc., Contract No. 3878 for construction of the Cereghino Overcrossing on the T. H. Banfield Expressway in Multnomah County, requested an additional extension of time from May 31, 1954 to September 1, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

15. F. O. Laws, Contract No. 4048, for grading on the Interstate Bridge Approach Unit of the Hood River-Mosier Section of the Columbia River Highway in Hood River County, requested an additional extension of time from July 30, 1954 to August 27, 1954 in which to complete this work. The Engineer recommended that the extension of time be granted with the understanding that all engineering costs incurred from June 30 until the actual completion date shall be assessed against this contractpr.

16. Inter City Sand and Gravel Company, Contract No. 3839 for grading and paving on the Springfield Section of the McKenzie Highway in Lane County, requested an additional extension of time from June 15, 1954 to July 30, 1954 in which to complete this work. The Engineer recommended that the extension of time be granted with engineering penalty to be assessed from September 30, 1953 to July 30, 1954. A letter was presented from the Bureau of Public Roads concurring therein.

17. Fred H. Slate Co. & E. C. Hall Co., Contract No. 3882, for grading the Brush Creek-Rinehart Creek Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County, requested an extension of time from June 30, 1954 to August 16, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

18. Roy L. Houck and Son, Contract No. 3680 for grading the Hayesville School-State Street Unit, Salem By-Pass Section on the Pacific Highway East in Marion County, requested an additional extension of time from June 30, 1954 to August 10, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein

19. Baker Paving Company, Contract No. 4257 for shoulder oiling on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County, requested an extension of time from September 15, 1954 to September 30, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

20. Henry R. Staats, Contract No. 4111 for the Trail-Cascade Gorge Aerial Survey on the Crater Lake Highway in Jackson County, requested an additional extension of time from August 31, 1954 to September 30, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

21. Jed Wilson, Contract No. 4122 for rock production on the Blodgett Section of the Corvallis-Newport and Eddyville-Blodgett Highways in Benton and Lincoln Counties, requested an additional extension of time from August 30, 1954 to September 30, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty

22. W. G. Wright, Contract No. 4150, for grading and paving on the Carlton (West Main Street) City Street Section in Yamhill County, requested an extension of time from August 31, 1954 to September 30, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

23. White Brothers Company, Contract No. 3876, for grading on the Deady-Winchester Unit, Deady-Shady Section of the Pacific Highway in Douglas County, requested an extension of time from May 31, 1954 to August 14, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

24. J. C. Compton Company, Contract No. 4205, for oiling on the Mill Gulch-Salisbury Section on the Baker-Unity Highway in Baker County,

requested an extension of time from August 31, 1954 to September 15, 1954 in which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

(For further details regarding the extensions of time listed above, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.) *

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* FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer brought up for discussion objections offered by the Inter City Sand and Gravel Company to the payment of the penalty assessed against it for overrunning the time limit specified in Contract No. 3839 for completion of the Springfield Grading and Paving Project, Lane County. He recalled that the bids for this project were received on November 24, 1952, but due to right of way difficulties and the consummation of arrangement with the Southern Pacific Company, which was concerned, the contract was not awarded until January 13, 1953, a fifty day delay. He pointed out that the specifications provide that if more than twenty days elapse between the receiving of bids and the award of the contract, consideration is to be given to extending the time limit for completion of the project, without penalty, beyond such twenty day period. The actual delay in this instance, he said, was fifty days, so the contractor is entitled to a thirty day time limit extension without penalty. He recommended, therefore, that the time limit for completing this job be extended without penalty from August 31, 1953 to September 30, 1953, a total of thirty days, but that the contractor be charged with the excess engineering costs incurred subsequent to September 30, 1953, amounting to $1,255.55. The Commission adopted the recommendation and so ordered. The Commission also ordered that the contractor be informed of the action taken, and told that they will be given an opportunity to express their objections personally to the Commission at its next meeting, if they are dissatisfied with the decision.

The Engineer reported that Contracts Nos. 3648, 3680, 3817, 3820, 3836, 3839, 3844, 3851, 3878, 3882, 3883, 3884, 3905, 3922, 3959, 3965, 3981, 4004, 4008, 4015, 4031, 4046, 4048, 4052, 4068, 4077, 4082, 4093, 4095, 4120, 4125, 4132, 4134, 4135, 4136, 4137, 4141, 4147, 4151, 4158, 4188, 4193, 4194, 4202, 4205, 4208, 4217, 4228, 4229, 4231, and 4234 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof, and said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adoption of the attached resolution relative

thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the towns of Amity, Dayton, Gates and Merrill have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the second six-month period of 1953 and were distributed for expenditure during the first six-month period of 1954; also that the towns of Bay City, Falls City and Mount Vernon and the city of Corvallis have satisfied the legal requirements with respect to State Tax Street Funds that accrued to them during the first six-month period of 1954 and were distributed for expenditure during the second six-month period of 1954. He further advised that the plans of the projects proposed to be financed with the funds in each instance have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the plans by adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed, approved and signed a letter dated September 17, 1954, directed to Mr. C. G. Polk, District Engineer, Bureau of Public Roads, requesting approval of a proposed Federal-aid urban system for the city of Klamath Falls. In the discussion, the Engineer explained that approval of the Bureau of Public Roads is necessary in order to finance the 6th Street viaduct in Klamath Falls as a Federal-aid project; also, that certain changes in the Federal-aid primary system are required in the city area in order to properly coordinate the primary and urban systems. He exhibited a map showing the changes and advised that approval of the changes is requested in the above-mentioned letter to Mr. Polk. The changes were approved by the Commission.

(For details see copy of above-mentioned letter to Mr. Polk, with attached map, in General Files.)

The Commission discussed and approved the Engineer's recommendation with respect to speed zone designations as follows:

(1.) Request for establishment of a 40 mile per hour speed zone on the Pacific Highway from a point 300 feet north of the Southern Pacific Railroad Underpass near the north city limits of Ashland to the north city limits of this city; also, request for establishment of a 45 mile per hour speed zone on the Pacific Highway between the end of the existing 45 mile per hour speed zone at M.P. 312.76 and the north city limits of the town of Phoenix (M.P. 315.23): The Engineer advised that the State Speed Control Board recently established speed zones within the city limits of both cities, and that in order to carry the zoning to logical termination points, the restriction should be extended as requested, and he so recommended. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(2.) Request for establishment of a 40 mile per hour speed zone on the Culver Secondary Highway through the town of Culver, Jefferson County: The Engineer advised that the State Speed Control Board has established a 40 mile per hour speed zone on the westerly half of this highway through the city, where the easterly city limits coincides with the center line of the highway. In order to make such zoning effective, he said, it will be necessary for the Commission to designate a like speed limit for the easterly one-half portion of the highway, and he so recommended. The recommendation was approved by the Commission by adoption of the attached resolution relative thereto, marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(3.) Request of the Administrator of the Central Oregon District Hospital, Redmond, for- (1.) An extension of th existing 35 mile per hour speed zone on US 97 north of the city of Remond and (2.) Restriction of the passing maneuvers of northbound vehicles by use of a white barrier line: The Engineer recommended that the request for the barrier line be denied because in his estimation that problem can be solved through placement of appropriate signs. He further recommended the designation of a 45 mile per hour speed zone northerly from the city limits of Redmond (M.P. 122.32) to a point 0.20 mile north of Conlon Road, which leads to the Hospital. The Commission approved the Engineer's recommendations, and thereupon adopted the attached resolution designating a 45 mile per speed zone as described by the Engineer, marked EXHIBIT "E-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(4.) Request for designation of a 40 mile per speed zone on the Pacific Highway East (US99E) through the City of Woodburn: The Engineer advised that by actions of the State Speed Control Board and the Highway Commission in 1950, a 35 mile per hour speed zone was designated on the Pacific Highway between M.P. 33.90 (north city limits of Woodburn) and M.P. 34.67 (south city limits of Woodburn). Recently, he said, the State Speed Control Board has taken action raising the 35 mile per hour limit to 40 miles per hour, so it now is necessary for the Highway Commission to take similar action because the city limit coincides with the center line of the highway through a portion of the section, the westerly half being within the city limits, and the easterly half outside of the city. He recommended that speed zone resolution No. 39 adopted by the Commission on July 11, 1950 establishing the 35 mile per hour speed zone be rescinded, and in lieu thereof, that the Commission adopt another resolution establishing a 40 mile per hour speed zone along the portion that is under the jurisdiction of the Commission between the north city limits of Woodburn (M.P. 33.90) and a point 0.14 mile north of Young Street (M.P. 34.43). He further recommended that such 40 mile per hour speed zone be extended northerly from the north city limits of Woodburn a distance of 0.14 mile to M.P. 33.76, and that it be extended southerly from the south city limits of Woodburn, (M.P. 34.67), a distance of 0.16 mile to M.P. 34.83. The Commission approved the Engineer's recommendations by adopting the attached resolution relative thereto, marked EXHIBIT "E-4", which resolution by this re-

ference is made a part hereof with like effect as though extended in full herein.

(5.) Request for establishment of a reduced speed zone on the Pacific Highway West (US 99W) through the community of Tigard, and for a similar speed zone designation on the Pacific Highway West through the community of Six Corners: Concerning the requested speed zone through the community of Tigard, the Engineer recalled that a former Highway Commission on November 17, 1941, by appropriate resolution, established a speed zone of 35 miles per hour. A recent investigation, he said, indicates the need for a revision of the existing zone. He recommended that the action taken by the former Commission on November 17, 1941, Resolution No. 1A, establishing the 35 mile per hour zone be rescinded in its entirety and that the following speed zones be substituted therefor:

1. 40 mile per hour extending from a point 250 feet north of Lacey Avenue (M.P. 9.48) to 250 feet south of Park Avenue (M.P. 10.78).

2. 50 miles per hour from a point 250 feet south of Park Avenue (M.P. 10.78) to a point 50 feet south of Gaarde Avenue (M.P. 11.28) except that between a point 500 feet north of Main Street and a point 500 feet south of Main Street, and between a point 150 feet south of Fanno Creek and a point 200 feet south of McKenzie Avenue, the indicated speed shall be 20 miles per hour during the hours of school crossings.

With respect to the proposed speed zone designation through the community of Six Corners, the Engineer recommended that a limit of 40 miles per hour be established from a point 0.15 mile north of Six Corners intersection (M.P. 15.89) to a point 0.15 mile south of this intersection (M.P. 16.19). The Commission approved the Engineer's recommendation with respect to each of the locations under discussion by adoption of the attached resolution relative thereto, marked EXHIBIT "E-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(6.) Request for establishment of certain speed zones on the Corvallis-Newport Highway and on the Alsea Highway in the vicinity of Philomath, Benton County: The Engineer advised that the State Speed Control Board recently took action establishing a speed zone on the Corvallis-Newport Highway within the city of Philomath, and in order to carry such speed zoning to a logical termination points similar zones should be established on both the Corvallis-Newport Highway and the Alsea Highway west of Philomath. During the investigation, he said, it was found desirable not only to restrict the speed of vehicles but also to prohibit shoulder parking of vehicles at certain points. He recommended the following:

On US 20, Highway No. 33, the Corvallis-Newport Highway:

1. Establish a 45 mile per hour speed from a point 450 feet

west of Alsea Highway junction (M. P. 50.91) to the west city limits of Philomath (M. P. 51.38).

2. Prohibit shoulder parking from the west leg of the Alsea Highway junction (M. P. 50.96), Engineer's Station 255+93, to the west city limits of Philomath (M. P. 51.38), Engineer's Station 278+64.

On ORE 34, Highway No. 27, the Alsea Highway:

1. Establish a 45 mile per hour speed zone from a point 250 feet west of Marys River (M. P. 58.95) to the Corvallis-Newport Highway junction (M. P. 59.11).

2. Prohibit shoulder parking from Marys River (M. P. 59.02), Engineer's Station 1644+21, to the junction of the Corvallis-Newport Highway (M. P. 59.11), Engineer's Station 1648+88.

At the junction of Highway No. 33 and Highway No. 27:

1. Prohibit parking in the island formed by the intersection.

The Commission approved the Engineer's recommendations, and thereupon adopted the attached resolutions relative thereto, marked EXHIBITS "E-6" and "F", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to the naming of delegates to the annual meeting of the American Association of State Highway Officials which is to be held in Seattle, Washington, during November 8-12, 1954. The following persons were authorized to attend this meeting at State expense, subject to approval by the Department of Finance and Administration. Ben R. Chandler, Chairman of the State Highway Commission; Chas. H. Reynolds and M. K. McIver, Commissioners; R. H. Baldock, State Highway Engineer; W. C. Williams, Deputy Highway Engineer; W. W. Stiffler, Assistant State Highway Engineer; G. S. Paxson, Assistant Highway Engineer in charge of bridges; S. H. Probert, Office Engineer; H. G. Smith, Construction Engineer; E. A. Collier, Maintenance Engineer; G. W. Harra, Materials Engineer; J. W. Cattrall, County and City Relations Engineer; H. B. Glaisyer, Secretary, State Highway Commission; C. H. Maison, Auditor; C. W. Enfield, Chief Counsel; R. L. Porter, Right of Way Engineer; and Les Farnam, Chauffeur.

The Commission also authorized G. S. Paxson, Assistant Highway Engineer in charge of bridges, to go to San Francisco, California, at State expense sometime during the month of October to confer with engineers and contractors relative to a new method of bridge pier construction which has been developed at the Richmond-San Rafael Bridge in San Francisco, estimated cost $60.

The Commission also authorized Roy C. Edgerton of the Bridge Division to attend a meeting of the Surface Drainage Committee of the Highway Research Board at Sacramento during November 17 and 18, 1954, estimated cost $75.

Upon the favorable recommendation of the Engineer, the Commission authorized payment of $133.55 to Mr. F. W. Wagner, Aurora, as settlement in full for damage that occurred to his farm land adjacent to the West Portland-Hubbard Highway caused by the sloughing off of a highway embankment. The Engineer explained that slide material from the embankment covered about one-half acre of Mr. Wagner's farm land and a portion of his fence. He gave as his feeling that the settlement is very reasonable.

A request was presented from Mr. W. G. Jacobs for the return of the $25 that he deposited with the Commission on July 27, 1954 with his bid for the purchase of used equipment Mr. Jacobs alleges that he mistakenly entered his bid on Item No. 71 in which he has no interest whatsoever, whereas he intended to submit an offer on Item No. 72, a Dodge Pick-up truck. The Engineer advised that Mr. Jacobs called at his office and convinced him that the mistake was an honest one. He recommended that Mr. Jacobs be released from his obligation and that his $25 deposit be returned to him. The Commission approved the recommendation, and so ordered.

The Engineer reported receipt of a complaint from the State Board of Health concerning the inadequacy of sanitary facilities to accommodate overnight parking or camping in roadside rest areas. He said that these areas are not planned for overnight use, their main purpose being to provide a safe place off the highway for short stops, and that the increased use of the areas for overnight camping is strictly contrary to the intended purpose. He recommended that the Commission take appropriate action to prohibit such use by adoption of a resolution which he presented for the Commission's consideration. As a result of discussion, the Commission adopted the resolution, a copy of which is attached hereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein. In this connection, the Commission expressed the feeling that appropriate signs should be maintained on the rest areas advising the traveling public that overnight camping is prohibited, and giving the distance to the nearest place where such facilities have been provided.

The Commission discussed and approved a recommendation from the Engineer that some slight alterations be made in the termini of the following state secondary highways:

1. That the present Rome-Princeton Secondary Highway be designated as the Crane-Scotts Butte Secondary Highway No. 442, extending from a junction with the Burns-Crane Primary Highway at Crane southeasterly over ORE 78 to a junction with US 95, about 13 miles west from Rome.

1-a That the present Diamond Valley Secondary Highway No. 441,

extending from Crane to Diamond, be shortened and designated as the Diamond Secondary Highway, extending from the town of Diamond northerly to a junction with the Crane-Scotts Butte Follyfarm Secondary Highway near Princeton.

2. That the present Amity-Dayton Secondary Highway No. 155, which extends northeasterly from its junction with US99W (about one mile north of Amity), be extended, beyond its present northerly terminus at a junction with the Three Mile Lane Secondary Highway No. 152, through Dayton to a junction with US99W at M.P. 30.79 between Dundee and Lafayette.

2-a. That the present Three Mile Lane Secondary Highway No. 152 be shortened accordingly with the above extension and be designated to extend from its present beginning point at Third and Baker Streets in McMinnville to a junction with the Amity-Dayton Secondary Highway No. 155 at M.P. 4.65.

The attached resolutions relative thereto, marked EXHIBIT "I-1" & "I-2" which resolutions by this reference are made a part hereof with like effect as though extended in full were thereupon adopted by the Commission.

The Engineer reported that a new organization, known as the "Keep America Beautiful Inc." made up of 35 national organizations, is taking quite an active interest in the cleaning up of highways of the nation; also that the Portland Chapter of the Oregon Division of the Isaak Walton League of America has started a campaign for the same purpose, theirs being called the "Anti-Litterbug Project". He also said that some of the nation's leading industries and trade organizations are supporting the movement, including Edward J. Finley and George Lewis who operate The Printed Bag Company, Tigard. Mr. Lewis, he said, has designed and patented an inexpensive bag holder to be carried in automobiles for the deposit of litter which accumulates, and he has arranged with the major oil companies for distribution of the same. He mentioned that there is only one drawback to the plan and that is that the oil companies presently object to assuming the obligation to care of the litter bags after they have been filled. It was his opinion that the idea advocated by Mr. Lewis is a good one and he accordingly recommended the purchase and placement of some 200 barrels at various locations along main highways where motorists frequently stop, as a convenience to them in disposing of litter bags that accumulate. The plan, he added, provides for erection of an appropriate sign on the highway approximately one-quarter mile from each depository, reading "One-quarter Mile Deposit Litter Bags". He estimated the cost to purchase and paint 200 barrels and 200 advance signs at $3,000, and the average annual cost to service them at $50 each, or $10,000. He gave as his feeling that the plan should reflect some saving in the cost of the weekly clean-up of highway rights of way. The Commission discussed the matter at some length, and as a result thereof authorized the purchase and installation of a limited number of the barrels and signs as a trial proposition. The Commission indicated that it may authorize installation of additional barrels if the experiment is successful.

The Commission approved the Secretary's Report listing papers signed by him in behalf of the Commission during the period August 3 through September 20, 1954.

The setting of a date for the Commission's next regular meeting was discussed. The Commission decided definitely to hold such meeting on Thursday and Friday, October 28 and 29, 1954. Thursday and Friday, December 2 and 3, 1954 was tentatively scheduled for the next following meeting. The Secretary was instructed to make the usual arrangements to hold these meetings in the Green Room of the Imperial Hotel, Portland.

The Commission considered and, upon the favorable recommendations of the Engineer and Chief Counsel, approved and signed a special use permit agreement with the U. S. Forest Service providing for state occupancy of certain government buildings adjacent to the North Santiam Highway at Detroit, Marion County. According to the agreement, the State is to pay one-half the cost of the electric power used to operate the water pump at Tumble Creek which is the source of the water supply for the buildings.

The Engineer reported a request from the County Court of Douglas County to purchase steel from an old dismantled bridge which is stored on highway property at Canyonville. He recommended sale of this steel to the County at the rate of five cents per pound. The Commission approved the recommendation.

The Engineer reported on the cost to construct what is commonly known as the "Q" Street Route, Eugene, which extends easterly from Ferry Street bridge in the city of Eugene to an intersection with Mill Street in the city of Springfield. He exhibited a map showing the approximate location of the highway and advised that to build this section, which is 3.1 miles in length, will cost approximately $1,027,220, exclusive of an interchange between this highway route and the proposed eventual route of the Pacific Highway, about two miles east of Ferry Street bridge. He recalled the offer of the Lane County Court to assume jurisdiction over the Fox Hollow Secondary Highway, south of Eugene, if the Highway Commission will designate the "Q" Street Route a State Secondary Highway. He recommended adoption of the "Q" Street location as disclosed on the map, and he requested authority to prepare necessary papers to accomplish the objective contained in the County Court's offer. This matter was carefully considered by the Commission and as a result thereof the Commission authorized the preparation of the agreement and submission of the same to the County Court with no commitment whatsoever as to when the "Q" Street Project will be constructed. The Commission indicated, however, that right of way negotiations will be authorized when the agreement has been approved by all concerned. (See additional paragraph ahead covering appearance of the Lane County Delegation which appeared before the Commission on the following day regarding this project. The delegation requested that the "Q" Street route be extended easterly from Mill Street in Springfield to 19th Street, and that the State acquire necessary right of way up to that point, the County to be responsible for the acquisition of right of way easterly from that point to a connection with the existing McKenzie Highway. The Commission in-

structed the Engineer to report at the next meeting the additional cost involved.)

The Engineer reported on a request from the Eugene City Council for a recoonnaissance survey and cost estimate to construct a proposed connecting road and traffic interchange structure southeasterly from River Road near Bauer Lane in the northern part of the city, to Ferry Street, with appropriate interchanges at a number of city streets, a future bridge over the Willamette River and a proposed overpass at Ferry Street. The Engineer recalled that the amount of $700,000 of Urban Federal-aid funds has been set up for construction of a two-lane grade separation on Jefferson Street and a two-lane grade separation on Washington Street to care for a one-way traffic plan to separate the grade of these streets and the railroad in order to bring River Road traffic into Eugene, and to eliminate the present Van Buren Street grade crossing; the Federal-aid funds referred to being known as the 1958 funds which will become available in the fall of 1956. He pointed out that this project is estimated to cost $1,400,000 and that it has been tentatively assumed that the city will pay one-half of this expense, the State's share, therefore, being approximately $700,000. The Engineer further stated that he discussed with the City Council the substitute project now proposed and ascertained that they have in mind to raise the city's share of the cost by special election. The cost to construct the project now proposed, he said, will be considerably more than that previously discussed, and he gave as his feeling that if that plan is adopted, then the City should assume payment of the additional expense. He estimated the cost of a survey at about $2,000, and he advised that the City, in its letter, has stated a willingness to contribute the sum of not more than $1,500 for this purpose. He recommended approval of the City's request for the survey on condition that the City will contribute $1,500 toward the cost of the same, and that the City will not ask the Highway Commission to pay more than $700,000 for construction of such project, being the amount that the Commission has already allocated for the original project, but will pay all of the extra expense with city funds. The Commission adopted the recommendation and ordered that the City be informed of the action taken.

The Engineer presented a written report dated September 21, 1954, of a reconnaissance survey for improvement of the Oregon Coast Highway between Astoria and Seaside. He exhibited a map showing the several routes studied and advised that there are two main routes that seem worthy of consideration, one of which utilizes the present bridge over Youngs Bay and extends southerly therefrom to Seaside, and the other crosses Youngs Bay near Smith Point and the existing highway at a point about one mile east of the City of Warrenton from which point it extends southerly to a connection with the existing highway about three and one-half miles north of Gearhart. He read aloud extracts from the written report giving figures as to cost of the alternate routes and the saving in distance that would accrue from each. The estimated cost to build the first of the above-mentioned routes is $4,513,460; whereas, the cost to build the Smith Point line is estimated at $5,393,800. He stated a preference for improvement of the present route because (1) it would result in an additional cost saving of

$880,340; (2) there would be fewer openings of the drawspan because the location of the crossing is above the Lewis and Clark River, and (3) it would care for the anticipated growth in traffic for the next thirty years; whereas, the Smith Point location will require a wider bridge at Smith Point and possibly an additional bridge on the present highway location within the next twenty year period costing at least $2,660,000, and perhaps as much as $4,300,000. The matter was discussed at considerable length, but adoption of the route was deferred until such time as the local people have had an opportunity to discuss among themselves the facts contained in the Engineer's report. The Commission authorized copies of the report sent to representative groups of the local people.

The Commission discussed, approved and signed an agreement with Tulana Farms, Inc., providing for construction by the corporation of an overhead connecting gallery containing a conveyor belt and a walkway, over and across The Dalles-California Highway south of the town of Worden, Klamath County.

The Commission also discussed, approved and signed an agreement with the City of Klamath Falls providing for channelization and signalization of a one-way couplet on South 6th and 7th Streets in Klamath Falls.

The Engineer reported receipt of a claim for damages from Mr. Kenneth Adams, Elgin, in the amount of $15.75. Mr. Adams, he said, alleges damage to his car by asphalt spray during the operations of a highway department paving crew on the Wallowa Lake Highway about three miles south of Elgin, on August 16, 1954. Investigation, he said, revealed that the claim is a just one, and he recommended payment of the claim. The Commission approved the recommendation.

The Engineer requested authority to improve the alignment of the West Portland-Hubbard Highway at its connection with Pacific Highway East near White School, north of Hubbard. He explained that the curvature of the present connection is too sharp for the traffic that is anticipated when Portland-Salem Expressway traffic is routed over it upon completion of the work that is now under way north of Wilsonville Bridge. He estimated the cost of the improvement at about $7,500. The Commission approved the request.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m., Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote of the members present:

"Grading and oiling on the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County: All bids were rejected. (This matter was reconsidered on the following day because of an error in the estimate that the Engineer furnished the Commission for comparing the bids, and at that time the Commission elected to accept the bid of Kuckenberg Construction Co., Portland, in the sum of $620,567.50. The State Highway

Engineer was directed to award the contract to said bidder when the approval of the Bureau of Public Roads has been received.)

"Construction of Long Creek Maintenance Building on the Pendleton-John Day Highway in Grant County: The Commission awarded the contract to the low bidder, Lloyd G. Sperling, Tillamook, at his bid price of $13,327.20.

"Construction of Lakeview Maintenance Building in Lake County: The Commission awarded the contract to the low bidder, Hampton C. Platt, Salem, at his bid price of $21,400.

"Paving on the Lenz Road-Kirk Road Unit, Mazama Junction-Lobert Section of The Dalles-California Highway about 25 miles south of Chemult in Klamath County: The Commission awarded the contract to the low bidder, Warren Northwest Inc., Portland, at their bid price of $208,205.

"Grading and paving on the Bear Creek Section of the Siuslaw Highway about four miles westerly of Cheshire in Lane County: The Commission elects to accept the bid of Lebanon and Harrisburg Sand & Gravel Company, Harrisburg, in the sum of $139,436, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of six structures on the Coast Fork Willamette River-Divide Unit on Pacific Highway in Lane County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $153,472.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of North Fork Yachats River Bridge in Lincoln County: The Commission elects to accept the bid of Orlando C. Bennard, Portland, in the sum of $21,125, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County and the Bureau of Public Roads is received and the sum of $4,750 is deposited by the County.

"Construction of McDowell Creek Bridge in Linn County: As this is a county project, all bids are referred to Linn County.

"Construction of Gervais Road Undercrossing over the Portland-Salem Expressway in Marion County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $102,440.

"Construction of 53rd Avenue Undercrossing over the T. H. Banfield Expressway in Multnomah County: The Commission awarded the contract to the low bidder, Gibbons & Reed Co., Portland, at their bid price of $51,401.

"Oneonta Embankment and Riprap Repair Project on the Columbia River Highway near Multnomah Falls in Multnomah County: The Commission awarded the contract to Hutton-Kalkhoven, Portland, at their bid price of $7,125. Identical bids for this job were submitted by O & K Construction

Company, Gresham, and Hutton-Kalkhoven Company. The award of the contract was decided by the toss of a coin by a disinterested party, Mr. Lee Shannon, Portland.

"Grading and topping of Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County: The Commission elects to accept the bid of Vernie Jarl, Gresham, in the sum of $101,650 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Big Eddy-Dillon Guard Rail Project on the Columbia River Highway about five miles east of The Dalles in Wasco County: The Commission awarded the contract to the low bidder, Wulfert Company, Inc., San Leandro, California, at their bid price of $41,136.40.

"Roadside improvement on the Boones Ferry Road-Willamette River Unit, Barbur Boulevard-White School Section of the Portland-Salem Expressway in Washington and Clackamas Counties: The Commission awarded the contract to the low bidder, Portland Construction Company, Portland, at their bid price of $23,996.11."

The Commission approved and signed agreements, etc., as follows:

"Indentures of Access" for the following properties:

a. Priday property on Sherman Junction-Willowdale Section of the The Dalles-California Highway, Wasco County.

b. Verley property on Clatskanie-Delena Section of Columbia River Highway, Columbia County.

c. Wood property on Clatskanie-Delena Section of Columbia River Highway, Columbia County.

d. Carlson property on Clatskanie-Delena Section of Columbia River Highway, Columbia County.

e. Walker property on Clatskanie-Delena Section of Columbia River Highway, Columbia County.

"Bargain and Sale Deed" re deeding to Klamath County 0.02 acre on Klamath County Section of Klamath Falls-Lakeview Highway to be used for county road purposes.

"Grant of Easement" re granting non-exclusive road easement to Jens Jorgensen across state-owned property near Shingle House Slough on Coos Bay-Coquille Section of Oregon Coast Highway, Coos County.

"Partial Release of Easement" partially releasing easement secured by State in 1928 from Stout Lumber Company on Douglas County Line-Hauser Section of Oregon Coast Highway, Coos County.

"Bargain and Sale Deed" re auction sale to Mr. Louis Loeffler of 3.24 acres of excess right of way on Blackwell Hill-Seven Oaks Section of Pacific Highway, Jackson County.

"Grant of Easement" to Multnomah County covering 21,000 sq. ft. of excess property on Sauvie Island Bridge Section of Columbia River Highway, Multnomah County.

"Modification Agreement" re approval of Bureau of Public Roads Modification of Project Agreement between States of Oregon and Idaho covering construction of Weiser Bridge over Snake River and providing for increase of approximately $7,000 in Government allocation to Idaho.

"Agreement" with U.S. Bureau of Public Roads covering snow removal on Oregon Forest Highway Project 46-C4, D3, E2, Cascade Lakes.

"Agreement" with Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company covering installation of automatic electric signals on the Baker-Pine Creek-Wingville Road near Baker.

"Agreement" with O. W. R. & N. Company (U. P. Company, lessee) re installation of drainage facilities across the railroad right of way on revised location of Columbia River Highway near west city limits of Hood River.

"Letter" to Bureau of Public Roads requesting certain changes in Federal-aid primary system in the Klamath Falls area.

"Permit" re occupancy of buildings at Detroit. State to pay one-half of cost of electric power to operate Tumble Creek water pump.

"Finance & Maintenance Agreements" with Lincoln County covering the Yachats River (North Fork) bridge on the Yachats River Road, FAS 152.

"Agreement" with the City of Willamina in connection with the Willamina ("D" Street East) Section of the Salmon River Highway.

"Abandonment Agreement" with Clackamas County covering portions of the Beaverton-Aurora Secondary Highway in connection with the construction of the Portland-Salem Expressway.

"Abandonment Agreement" with Coos County covering the Tarheel Creek Section of the Cape Arago Secondary Highway.

"Grant of Access" granting a pedestrian access to John and Gladys Brazil property on Mt. Vernon-John Day Section of John Day Highway, Grant County.

"Agreement" with the City of Klamath Falls covering the necessary paving, channelization and signal installation for the one-way couplet on Sixth and Seventh and Commercial Streets.

"Agreement" with California Oregon Power Company relative to moving of power poles on the Booth Ranch Unit, Shady-Canyonville Section of Pacific Highway, including permit to establish the lines on a new location on State property.

"Consent" to vacation of a portion of right of way of the Cascade Highway which was eliminated from said highway and abandoned to Clackamas County.

"Agreement" with Tulana Farms, Inc., re construction of overhead connecting gallery containing a conveyor belt and walkway, over and across the The Dalles-California Highway south of Worden, Oregon.

The meeting adjourned at 4:15 p.m. to reconvene in the same room at 9:00 a.m. on the following day.

Portland, Oregon
September 24, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner M. K. McIver was excused.

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 3:00 p.m. in the same room.

CLACKAMAS COUNTY
DICKEY BRIDGE

A. H. Saxton & Son, Corvallis $42,880.00

Dickey Bridge (cont.)

P. S. Lord Mechanical Contractors & Columbia Empire Constructors, Portland	$43,760.00
West Coast Steel Works, Portland	43,912.00
Whittenburg Construction Co. & Q. L. Rufener, Beaverton	46,100.00
Hamilton & Thoms, Eugene	47,855.00
L. B. Read, Portland	48,850.00
Lee Hoffman, Beaverton	49,069.00
Hannan Brothers Company, Portland	49,100.00
C. J. Eldon, Portland	51,447.00
General Construction Company, Portland	52,905.75
Babler Brothers, Inc., Portland	54,395.00
George E. Berry, Beaverton	61,200.00

CLACKAMAS COUNTY
MILK CREEK BRIDGE

P. S. Lord Mechanical Contractors & Columbia Empire Constructors, Portland	60,480.00
A. H. Saxton & Son, Corvallis	60,860.00
L. B. Read, Portland	60,915.00
West Coast Steel Works, Portland	62,429.00
Orlando C. Bennard, Portland	63,900.00
Whittenburg Construction Company & Q. L. Rufener, Beaverton	65,680.00
Hamilton & Thoms, Eugene	65,750.00
Lord Brothers Contractors, Portland	67,841.00
Lee Hoffman, Beaverton	68,360.00
Lind & Marr, Beaverton	68,636.00
Hannan Borthers, Portland	68,730.00
C. J. Eldon, Portland	69,889.00
T. W. Thomas, Portland	73,505.00
General Construction Co., Portland	74,816.00
Tom Lillebo, Reedsport	76,415.00
Peter Kiewit Sons' Company, Longview, Washington	79,920.00
George E. Berry, Beaverton *	86,980.00

*Bidder will not accept award of projects totaling more than $87,000.00

CLACKAMAS COUNTY
BARTON BRIDGE

C. J. Eldon, Portland	31,180.00
West Coast Steel Works, Portland	33,820.00
A. H. Saxton & Son, Corvallis	35,920.00
Lee Hoffman, Beaverton	41,600.00
General Construction Company, Portland	48,200.00
Carl M. Halvorson, Inc., Portland	49,600.00
Louis B. Elterich, Port Angeles, Washington	57,680.00

233901

Barton Bridge (cont)

H. G. Palmberg, Astoria	$61,800.00
Babler Brothers, Inc., Portland	69,000.00
C. J. Montag & Sons, Portland	71,034.00

COOS COUNTY
GRADING AND PAVING TARHEEL CREEK SECTION

Coos Bay Dredging Company, Inc., Coos Bay	44,331.40
Coast Equipment & Repair Company, Empire	59,078.00

LINN COUNTY
ALBANY CAR STORAGE SHED

Starr Builders, Lebanon	3,558.64
Mann Construction Company, Redmond	4,120.00
T. J. Patzer, Salem	4,555.00
Lee-Built Homes, Springfield	4,877.00
Supreme Builders, Inc.	4,909.60
Robert C. Wilson, Corvallis	4,936.00
Walt M. Young, Hermiston	4,992.50
L. L. Wold, Albany	5,087.70
John Carrich & Son, Albany	5,327.00
Raymond W. Lillie, Albany	5,531.00
Tomlinson & Buckmaster, Portland	5,741.00
H. A. Starr Concrete, Portland	6,973.00

HOOD RIVER COUNTY
HOOD RIVER ROADSIDE IMPROVEMENT PROJECT

Willamette Irrigation Company, Portland	12,185.25
Portland Construction Company, Portland	12,549.93
Benedict Nursery Company, Portland	13,129.00
Heceta Landscape Company, Portland	13,345.79
Rich & Sons Nursery, Hillsboro	14,655.40

MARION COUNTY
GRADING AND PAVING BATTLE CREEK JUNCTION-JEFFERSON JUNCTION SECTION

Roy L. Houck & Son, Salem	341,441.40
Babler Brothers, Inc., Portland	346,700.00
C. R. O'Neil, Pendleton	348,176.50
Fred Rouse & Henry H. Miller, Salem	350,049.50
John Havlick, Jr., Scappoose	351,808.00
Central Paving Company & Calkins Crushing Company, Independence	352,136.60
Durbin Brothers & C. C. Meisel, Eugene	362,753.60
Parker Schram Company, Portland	365,744.10
Herman Kathman, Seattle, Washington	377,096.00

Battle Creek Junction-Jefferson Junction Section (cont)

J. M. Arenz, Portland	$378,390.00
J. N. Conley, Portland	378,731.00
Fred H. Slate Company, Oregon Ltd. & E. C. Hall Company, Portland	378,914.50
Natt McDougall Company, Portland	386,570.80
C. J. Montag & Sons, Portland	424,723.00
Kuckenberg Construction Company, Portland	434,800.70
J. Ira McNutt, Eugene	482,482.50

MARION COUNTY
FOUR STRUCTURES ON THE GERVAIS-HAYESVILLE UNIT

Hamilton & Thoms, Eugene	157,410.00
Whittenburg Construction Company & Q. L. Rufener, Portland	158,180.00
Lee Hoffman, Beaverton	163,904.00
Glenn Snook, Eugene	167,940.00
Tom Lillebo, Reedsport	174,326.00
Valley Construction Company, Portland	181,495.00

MULTNOMAH COUNTY
BRIDGE, ROCK BASE AND PAVING
UNION AVENUE-SWIFT ROAD JUNCTION SECTION

Lee Hoffman, Beaverton	172,921.50
C. J. Montag & Sons, Portland	181,911.00
Natt McDougall Company, Portland	189,517.00
General Construction Company, Portland	189,637.50
Carl M. Halvorson, Inc., Portland	190,774.00
Peter Kiewit Sons' Company, Longview, Washington	196,365.00
Kuckenberg Construction Company, Inc., Portland	199,708.50
Valley Construction Company, Portland	199,833.50
Young & Smith Construction Company, Portland	208,913.00

MULTNOMAH COUNTY
VISTA HOUSE HEATING SYSTEM

Lord Brothers, Contractors, Portland	3,940.00
Burtchaell Heating Company, Portland	4,212.00
Copenhagen & Company, Portland	4,571.00

TILLAMOOK COUNTY
CAPE LOOKOUT STATE PARK EXTENSION

Lloyd G. Sperling, Tillamook	16,668.70
John Helstrom, Astoria	17,572.00
Robert C. Wilson, Corvallis	18,400.20

WALLOWA COUNTY
GRADING AND OILING, BRIDGE CONSTRUCTION AND CRUSHED GRAVEL IN STOCKPILES ON WALLOWA LAKE LODGE-POWER HOUSE SECTION

Job removed from letting. All bids returned unopened. (See note below) *

WASHINGTON COUNTY
GRADING AND PAVING BEAVERTON-MULTNOMAH COUNTY LINE SECTION

Porter W. Yett, Portland	$294,286.00
Parker-Schram Company, Portland	303,887.00

WASHINGTON AND CLACKAMAS COUNTIES
BOONES FERRY ROAD-WILLAMETTE RIVER GUARD RAIL PROJECT

Vern Hoaglin, Beaverton	$ 12,032.00
R & W Construction Company, Auburn, Washington	12,992.00
George E. Berry, Beaverton *	13,312.00
Hutton-Kalkhoven, Portland	13,376.00
R & M Construction Company, Central Point	14,016.00
H. A. Starr Concrete, Portland	14,240.00
Snitily Brothers Construction Company, Wenatchee, Washington	14,784.00
Homer G. Johnson, Portland	14,912.00
Wulfert Company, Inc., San Leandro, California	15,296.00

* Bidder will not accept award of projects totaling more than $87,000.00.

YAMHILL COUNTY
WILLAMINA ("D" STREET-EAST) GRADING AND PAVING PROJECT

W. G. Wright, McMinnville	$ 26,465.00
Central Paving Company, Independence	27,544.00

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* Chairman Chandler announced that because of unforeseen right of way difficulties, bids for the Wallowa Lake Lodge-Power House Project will not be reac, but will be returned to the bidders unopened.

Mr. Kenneth Neilsen, Chairman of the Board of County Commissioners of Lane County, and Mr. Robert Maclay, County Commissioner came before the Commission concerning the proposed "Q" Street Highway Route between Eugene and Springfield. Mr. Neilsen recalled the County's offer to take over the Fox Hollow State Secondary Highway if the State will designate the "Q" Street Route a State Secondary Highway from Eugene to a connection with "Q" Street at Mill Street in Springfield. He urged the Commission to extend the project to a junction with the Mohawk County Road at 19th Street, and he also asked the Commission to "protect" the right of

way for such extension, advising that the County will "protect" the right of way for a further extension from 19th Street to a connection with the McKenzie Highway. He called attention to plans of several manufacturing concerns to build in the area east of Springfield, and he gave as his feeling in view thereof that the right of way should be protected here as well as west of Springfield. As a result of discussion, the Commission instructed the Engineer to prepare a detailed report on the costs involved to purchase right of way and to construct the extension requested by Mr. Neilsen.

Senator Dean Bryson, Chairman, and Mr. Lawrence F. Barber, members of the Legislative Interim Committee on Columbia River Parks and Recreational Facilities, came before the Commission regarding the establishment of State Marine Parks. Senator Bryson stated that the purpose of their Committee which was appointed by the 1953 Legislature, is to investigate the development of recreational facilities in the Columbia River Gorge. He called attention to the need for a place where boats can be launched, and he mentioned the program of the State of Washington, which spends $250,000 annually for the development of Marine Parks. He urged the Commission to develop a good marine park close to a large community such as Portland, and he suggested particularly such a facility at Rooster Rock on the Columbia River Highway would be ideal. Senator Bryson called attention to marine park developments in Wisconsin and along the Mississippi River, and he gave as their opinion that any development at Rooster Rock should include a boat launching ramp, dredging of the old channel, construction of a float, and rest room facilities. Chairman Chandler stated that the Commission is now working on plans for park development at Rooster Rock, but is confronted with the serious problem of getting traffic on and off the Columbia River Highway. To properly safeguard traffic, he said, will require construction of an interchange, which will be a costly undertaking, and the Commission is reluctant to approve a grade connection. He added that the Commission recognizes the trend toward boating recreation, but has been forced to defer development at Rooster Rock until funds become available to finance construction of the traffic interchange.

Mrs. D. C. Burkes, owner of property situate near Boiler Bay on the Oregon Coast Highway, and Mr. Thornton T. Munger, member of the Recreational Resources Committee, of the Portland Chamber of Commerce, were present and urged the Commission to acquire the Burke's property about one mile north of Whale Cove, for park purposes. Mrs. Burkes declared that a state park is needed in this area and she urged the Commission to acquire her property now before it is developed privately. Mr. Munger stated that the Recreational Resources Committee feels that this and adjoining property should be purchased by the State for park development, so as to keep it from being commercialized. Chairman Chandler commented that the Parks Superintendent had submitted a report on this property, which indicates that it is not well suited for park development; however, the Commission will ask the Parks Superintendent to re-examine the property, and then will take final action.

A delegation from Baker County headed by County Judge Lloyd Rea, came before the Commission to urge further development of Route 86 (Baker-Homestead Highway) east of Baker, and the Anthony Lakes Secondary Highway north and west of Baker. Others in the group were R. M. Phipps, and Gill C. Wright, County Commissioners; State Senator Roger Loennig, Haines; Ralph McCullough, W. O. Christensen, Robert Probstel, ranchers from Haines; Stan Ingram, businessman, Haines; Ed Coles, livestock man and representative of Elkhorn Grange, Haines, and Byron C. Brinton, publisher and vice-president of Commercial Club, Baker. Judge Rea acted as spokesman and introduced the members of the delegation. He stated that the delegation has two problems in mind; one being the completion of Highway 86 into Richland and the other being improvement of the Haines-Anthony Lakes Secondary Highway. The County Court, he said, recommends approval of both projects. Mr. Brinton pointed out that 20% of the County's valuation lies in the area serviced by the Haines-Anthony Lakes Road and that nearly 200 school children are transported daily over this road by bus, and that a large amount of farm produce is hauled over it. He presented numerous letters from Baker County organizations in support of their request, and pictures illustrating existing conditions. M. M. McCullough called attention to the large number of beef cattle raised in this area which must be hauled to market over this highway. Attention was also called to the volume of log hauling and to the use of the Anthony Lakes by tourists and fishermen. Senator Loennig stated that the road is obsolete, is rough and is not passable at all times of the year. He declared that the improvement is long overdue.

Commissioner Reynolds stated that funds are not available now to finance these improvements, but the requests will be carefully investigated and given all possible consideration in the formulation of future highway programs.

Mr. and Mrs. Robert F. Woodley, Mitchell, came before the Commission regarding access to their motel on the Ochoco Highway near the town of Mitchell. Mr. Woodley stated that he had talked this matter over with a State Highway employee when he started building the motel, and on the advice of such employee, he discussed the matter further with the Maintenance Superintendent at Redmond who told him that so far as he knew there were no access restrictions in that vicinity. He further stated that he did not know that access was restricted until he received a letter a few days ago from the Commission's Chief Counsel advising him that he was using the access illegally. The motel, he stated, consists of six units and they do not plan to expand it. Chairman Chandler stated that the Commission is familiar with the circumstances and, inasmuch as Mr. Woodley had acted in good faith, that the Commission will grant him access to and from the motel as now constructed but for no other commercial purpose, and with the understanding that the Woodleys will not operate a service station on their premises. A permit incorporating these provisions, he stated, will be prepared. The Woodleys gladly accepted the Commission's decision.

Mr. Arthur Knox, Mr. E. L. Morton and Mr. Karl Ostenberg, members of the Brookings Chamber of Commerce, and Mr. Arthur Waud, manager of the Oregon Coast Association, Tillamook, came before the Com-

mission to offer their cooperation in the further improvement of the Oregon Coast Highway through Curry County. Mr. Ross pointed out that the highway is the means of livelihood for many people in Brookings, and he asked the Commission to continue the highway improvement starting at the California line and proceeding northerly. The people of Brookings, he stated, will do everything they can to facilitate such construction. Mr. Morton inquired if the Commission has ever considered construction of a road up the Chetco River to Grants Pass so as to shorten the distance to Grants Pass for residents of southern Curry County who now have to go into California in order to reach the valley area in that vicinity. He pointed out that about 6,500 people live in the Brookings area and that the only means of access they have is by highway as there is no railroad available. Mr. Waud stated that his Association endorses the request of the Brookings people because of its interest in getting tourists into Oregon. He also commented that many of these tourists complain of the crooked road on the Carpenterville Hill about 15 miles north of Brookings.

Chairman Chandler stated that the number one project in Curry County is reconstruction of the Oregon Coast Highway, and that consideration of the Chetco River Road must wait until the Coast Highway is brought up to standard.

The meeting recessed for luncheon at 11:45 a.m and reconvened at 2:00 p.m. with the same persons present and participating.

A delegation from McMinnville and Sheridan came before the Commission concerning designation of a one-way couplet for the Pacific Highway West (US99W) through the city of McMinnville. The following people composed the group: P. N. Bladine, President, McMinnville Chamber of Commerce; James Stanard, Chairman, Roads and Highways Committee, McMinnville Chamber of Commerce; Clifford Elliott, Secretary, McMinnville Chamber of Commerce, Milo Wold, Member of McMinnville City Council ; Mr. and Mrs. H. A. Kerr and Mrs. S. E. Carnes, residents of McMinnville; and R. I. Merrifield, Sheridan. Mr. Bladine who headed the group stated briefly that construction of the couplet is needed to facilitate movement of traffic through the city. Mr. Stanard stated that in 1952 the City Council passed a resolution not to grant building permits along Adams Street on the proposed couplet route, and that no such permits have been issued since then,although people question the advisability of holding up permits longer. He urged the Commission to acquire the right of way for the couplet at an early date.

Chairman Chandler stated that the Commission is familiar with the project and he recalled that about three years ago the City had offered to secure options for necessary right of way but to date no report has been received from the City. He further stated that the engineering investigation that was conducted indicated that the one-way couplet route through the City will be necessary even if the proposed bypass route around McMinnville is built. Mr. Elliott stated that a majority of the options had been secured as agreed but were nullified by a change in the Commission's plans. The

Right of Way Engineer explained that due to a change in location it would be necessary to secure new options. He estimated that the change in location will save about $50,000 in the cost of right of way. Mr. Stanard then inquired as to what the Commission's long-range plan is for the Pacific Highway West and the Salmon River Highway (Route 18). Chairman Chandler stated that improvement is planned from the Tualatin River to a point near Six Corners and for a bridge at Newberg and plans are being formulated for a by-pass around Sheridan and Willamina. The Commission, he stated, feels that something should be done in McMinnville, and possibly two or three projects are needed, however, all three Commissioners must be present when action is taken. Mr. Stanard then inquired if the Commission had ever considered routing the Salmon River Highway on the westerly side of the river through brush and stump land thereby not disturbing the good farm land to the east of the river. He was informed that the Commission has received no suggestions with regard thereto and that it will be up to the Engineer to study such routing.

The Chief Counsel reported a proposed settlement in the case of State vs. Koblenzar, et al., L 2166. In that case the State is seeking to acquire approximately 7.2 acres of real property, a portion of which is for right of way for the Euchre Creek-Wedderburn Section of the Oregon Coast Highway, and the remaining portion excess taking. The property to be acquired is improved with 14 small cabins, a cottage, store, garage, and other miscellaneous buildings. The State originally offered $32,000 for the property based upon the appraisal of Mr. Elmer Kolberg, of Portland, in that amount. Mr. James Rodman, Jr., of Eugene, has appraised the property since the original offer was made in the amount of $35,560. Possession of the property has been taken by the State and approximately $1,000 interest has accrued as of this date. Negotiations have resulted in a proposed settlement in the amount of $38,000, plus the allowance of one point of access for residential use and transportation to market of timber and agricultural products only, with the State to be under no obligation to construct the approach. The Chief Counsel recommended that this proposed settlement be accepted by the Highway Commission, and the Commission approved the recommendation.

The Commission gave attention to the selection of projects for fiscal year 1955 Federal-aid funds totalling $12,720,000. The Engineer submitted a list of eligible projects as were tentatively approved by the Commission at its meeting in The Dalles on August 14, 1954. As a result of careful consideration, the Commission approved the projects tentatively selected on August 14 as the definite program for the funds under discussion. (See program in minutes for August 14 meeting.)

The Engineer reported discovery of an error in the information given the Commission on the previous day with respect to the estimated cost to construct the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway, Douglas County. He recalled that the low bid submitted for this project was that of Kuckenberg Construction Company at $620,567.50 which bid was rejected by the Commission as being too high. A subsequent review of the estimate, he said, revealed the error, and when

the bid was compared with the corrected estimate, it was found to be satisfactory. He recommended,in view of the circumstances, that the Commission rescind the action taken on the previous day, rejecting the bid of Kuckenberg Construction Company, and now accept the offer of that company to do the work, the actual award of contract to be deferred pending approval of the award by the Bureau of Public Roads. The Commission adopted the recommendation and so ordered.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 3:00 p.m., Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being without dissenting vote:

"At the meeting yesterday, the Commission received bids for the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of Pacific Highway in Douglas County with Kuckenberg Construction Company, Portland, being the low bidder at $620,567.50. A comparison of this bid with the Engineer's estimate of the cost to construct the project indicated that the bid was too high, so the Commission rejected it. Subsequently an error was discovered in the Engineer's estimate and on the basis of the corrected amount, it has been determined that the Kuckenberg Construction Company's bid is within the Engineer's estimated cost. Accordingly the Commission has rescinded the action taken on the previous day, and now elects to accept the bid of Kuckenberg Construction Company in the sum of $620,567.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

"Construction of Dickey Bridge over the Molalla River on a county road in Clackamas County: A. H. Saxton & Son, Corvallis, submitted the low bid for this job at $42,880. As this is a county project, all bids are being referred to Clackamas County Court for further handling.

"Construction of Milk Creek Bridge on Market Road in Clackamas County: P. S. Lord Mechanical Contractors & Columbia Empire Constructors, Portland, submitted the low bid for this work at $60,480. As this is a county project, all bids are being referred to Clackamas County Court for further handling.

"Construction of Barton Bridge over the Clackamas River in Clackamas County: C. J. Eldon, Portland, submitted the low bid for this work at $31,180. As this is a county project, all bids are being referred to Clackamas County Court for further handling.

"Grading and paving on the Tarheel Creek Section of the Cape Arago Highway in Coos County: The Commission elects to accept the bid of Coos Bay Dredging Co., Inc., Coos Bay, in the sum of $44,331.40, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of Albany Car Storage Shed in Linn County: The Commission

awarded the contract to the low bidder, Starr Builders, Lebanon, at their bid price of $3,558.64.

"Second Street Connection Hood River Roadside Improvement Project on the Columbia River Highway in Hood River County: The Commission awarded the contract to the low bidder, Willamette Irrigation Co., Portland, at their bid price of $12,185.25.

"Grading and paving on the Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East in Marion County: The Commission elects to accept the bid of Roy L. Houck, Salem, in the sum of $341,441.40 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of four structures on the Gervais-Hayesville Unit of the Portland-Salem Expressway in Marion County. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at their bid price of $157,410

"Construction of a concrete bridge and rock base and paving on the Union Avenue-Swift Road Junction Section north of Portland in Multnomah County: The Commission awarded the contract to the low bidder, Lee Hoffman, Beaverton, at his bid price of $172,921.50

"Installation of Vista House Heating System on the old Columbia River Highway in Multnomah County. The Commission awarded the contract to the low bidder, Lord Bros., Contractors, Portland, at their bid price of $3,940.

"Construction of two small latrines and extension of the overnight parking facilities at Cape Lookout Park in Tillamook County: The Commission awarded the contract to the low bidder, Lloyd G. Sperling, Tillamook, at his bid price of $16,668.70

"Grading and oiling, construction of bridge and furnishing crushed gravel in stockpiles on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway in Wallowa County. All bids submitted were ordered returned unopened

"Grading and paving on the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County: The Commission elects to accept the bid of Porter W. Yett, Portland, in the sum of $294,286 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Boones Ferry Road-Willamette River Guard Rail Project, Barbur Boulevard-White School Section on the Portland-Salem Expressway in Washington and Clackamas Counties. The Commission awarded the contract to the low bidder, Vern Hoagin, Beaverton, at his bid price of $12,032.

"Willamina ("D" Street East) Grading and paving project on the Salmon River Highway in Yamhill County: The Commission awarded the contract to the low bidder, W. G. Wright, McMinnville, at his bid price of $26,465."

Consideration was given by the Commission to adoption of a budget estimate for the 1955-57 biennium, same to be submitted to the Department of Finance and Administration. The Engineer presented a budget as prepared by the Auditor and explained details, briefly pointing out that the total amount of the budget is about $25,000,000 less than that for the preceding biennium due to the fact that bond monies for highway construction have been exhausted. He also pointed out that the Budget provides for an increase of slightly more than one hundred employees to take care of the contemplated shift to a 40-hour work week for maintenance and some other employees. The Auditor explained further details. The Commission approved the Budget as presented. In this connection, the Auditor was instructed to submit an annual work Budget to the Commission at the next meeting so as to give the Commission ample time to study it before acting on it.

The Commission discussed briefly proposed legislation to authorize a 40-hour work week for highway department employees. The Chief Counsel was instructed to write the Commission on the subject, giving his ideas, and to furnish the Commission a copy of the legislation that is proposed to effect the desires of the Commission as previously expressed.

Commissioner Reynolds inquired if difficulties have been encountered in connection with the proposed Emigrant Street Underpass in the City of Pendleton. The Engineer stated that he intends to review the plans in the near future but it now appears that an overpass may be more feasible than construction of an underpass.

The Commission discussed with the Engineer and the Right of Way Engineer the status of projects on which bids are to be received at the October meeting.

Mr. F. E. Andrews, Acting Division Engineer of the Bureau of Public Roads, was present with reference to the projects to be considered for the 1956 Forest Highway Program. To facilitate study of such projects, the Engineer suggested preparation of a list of those eligible for the funds available, same to be submitted to the Bureau of Public Roads and to the Commission for study, and that action be taken on them at a joint meeting to be held in December for final approval. The suggestion was approved by the Commission, and it was so ordered.

Commissioner Reynolds mentioned the attitude of the Clackamas County Court with respect to the closing of a county road in connection with the proposed Overcrossing of the Southern Pacific Railroad on the Clackamas Secondary Highway near the town of Clackamas. He recalled that the County Judge had already indicated that he favored the closing of the existing grade crossing and that Commissioner Jones stated in a letter that he consented to the closure, although reluctantly, whereas the other

county court member still is opposed to closing of the crossing. The Engineer stated that it has come to his attention that the Safeway Store interests have changed their attitude and now indicate that they will offer no objection to closing the crossing in question if the County will construct a short road for company benefit. It was his recommendation that the Commission take no further action in the matter until a letter has been received from the county court as a body giving its consent to the closure. The Commission accepted the recommendation.

Chairman Chandler mentioned the matter of a proposed crosswalk on South "A" Street in Springfield which had been brought to his attention. He inquired as to what had been done about it. W. C. Williams, Deputy Highway Engineer, stated that the matter had been referred to the Traffic Engineer for investigation, and that a report on the subject will be rendered when factual information has been assembled.

There being no further business to come before the Commission, the meeting adjourned at 3:45 p.m.

State Highway Engineer

Chairman

Secretary

Commissioner

EXHIBITS "A" through "J"

Minutes of

September 23 and 24, 1954

EXHIBIT "A"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved,and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT 2- T. H. BANFIELD EXPRESSWAY

22207 Ervin, Albert G. and Edith L. (Grant)
Right of Way
Option expires February 4, 1955

225 sq. ft. at $1	$	225.00
Damages due to reduction of area		425.00
Amount to be paid owners-chrg to Right of Way	$	650.00

Grantor to remove playhouse 60 days from date of acceptance.

Access controlled-none allowed

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BLVD.-HARBOR DRIVE-BARBUR BLVD. SECTION-PORTLAND-SALEM EXPRESSWAY

22323 Sterup, John C. and Nellie N. et al (Johnson)
Right of Way
Option expires February 10, 1955

12,500 sq. ft. at $0.06	$ 750.00	
House: 780 sq. ft. at $6.70	5,226.00	
Allowance for fruit trees, hedge, berries etc.	724.00	
Amount to be paid owners-chrg to Right of Way		$ 6,700.00
Grantor to vacate within 60 days after payment.		
State to withhold $65 and pay last half of 1954-55 taxes. Est.		65.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 6,765.00

Takes all-

20987 Forslund, George P. and Marie I. (Smith)
Right of Way
Option expires March 2, 1955

23,720 sq. ft. at $0.10-	$ 2,370.00	
Damage due to reduction of area	300.00	
Amount to be paid owners-chrg to Right of Way		$ 2,670.00

Access controlled-none allowed

22353 McEachern, J. D. and Emma M. et al (Grant)
Right of Way
Option expires February 19, 1955

13,800 sq. ft. at $0.1775-	$ 2,445.00	
615 sq. ft. at $5(House)	3,075.00	
Landscaping	380.00	
Amount to be paid owners-chrg to Right of Way		$ 5,900.00
Grantor to vacate or rent within 5 days after receipt of compensation.		

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BLVD.-HARBOR DRIVE-BARBUR BLVD. SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

22353 McEachern, J. D. and Emma M. et al (cont)

State to assume half 1954-55 taxes. Estimate $ 70.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 5,970.00

Takes all

ONION FLAT MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19717 Borchers, George and Nora E. (Black)
Right of Way
Option expires October 16, 1954

0.42 acre, lump sum $ 1,900.00

Amount to be paid owners-chrg to Right of Way $ 1,900.00

THINGS TO BE DONE BY THE STATE

Avoid disruption of water supply and repair and replace damage to water supply line. Unrestricted access, 30 feet wide from Sta. 407+20 to Sta. 406+90. Construct approach, 25 feet wide to property line, on County Road.

Access controlled-

19724 Oyler, Lester E. and Donn Ree (Grant)
Right of Way
Option expires October 1, 1954

3049 sq. ft. at $0.11 $ 335.39
Damage due to reduction of area 204.61

Amount to be paid owners-chrg to Right of Way $ 540.00

THINGS TO BE DONE BY THE STATE

Access at Stas. 412+40, 414+00 and 413+10, all on Westerly side for unrestricted uses. Construct approaches at above points including tile, fill, grading and blacktop paving.

EXHIBIT "A" (cont)

ONION FLAT MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19724 Oyler, Lester E. and Donn Ree (cont)

State to assume 1954-55 taxes. Estimate		$ 4.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 544.00

Access controlled-

22322 Sudul, Steve and Frances Belle (Smith)
Quarry Site
Option expires February 22, 1955

5.74 acres at $200	$ 1,148.00	
Amount to be paid owners-chrg to Quarry Site		$ 1,148.00
State to assume 1954-55 taxes. Estimate		12.00
GRAND TOTAL (Estimate) chrg to Quarry Site		$ 1,160.00

22321 Unger, Arthony and Doris et al (Smith)
Quarry Site
Option expires February 17, 1955

2.63 acres at $200	$ 526.00	
Amount to be paid owners-chrg to Quarry Site		$ 526.00
State to assume 1954-55 taxes. Estimate		6.00
GRAND TOTAL (Estimate) chrg to Quarry Site		$ 532.00

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE-BEAVERTON HIGHWAY

21944 Porter, Forbes et al (Grant)
Right of Way
Option expires February 10, 1955

2527 sq. ft. at $0.40	$ 1,010.80
Allowance for hedge trees and shrubs	1,500.00
Allowance for loss of drive and blacktopping of another	2,500.00

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE - BEAVERTON HIGHWAY (cont)

21944 Porter, Forbes et al (cont)

Severance damage	$ 4,489.20	
Amount to be paid owners-chrg to Right of Way		$ 9,500.00

Grantor to remove trees and shrubs within 60 days after notification of acceptance of option.

THINGS TO BE DONE BY THE STATE

Close driveway on East end. Grade driveway on West end to conform with hwy. Black-top driveway at West end to R/W line.

Access not controlled-

22240 Hansen, M. J. and Eleanor K. (Grant)
Right of Way Easement
Option expires February 28, 1955

436 sq. ft.	$ 10.00	
Amount to be paid owners-chrg to Right of Way		$ 10.00

Access not controlled-

21913 Gillespie, L. E. and Lois J. (Johnson)
Right of Way
Option expires February 27, 1955

6578 sq. ft. at $0.183+	$ 1,208.00	
Trees and lawn, lump sum	300.00	
Amount to be paid owners-chrg to Right of Way		$ 1,508.00

Access not controlled-

21941 Allwen, Edward and Esther (Smith)
Right of Way
Option expires February 8, 1955

3334 sq. ft. at $0.30-	$ 1,000.00
Allowance to repair drain field	200.00

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE - BEAVERTON HIGHWAY (cont)

21941 Allwen, Edward and Esther (cont)

Allowance to top danger trees	$ 200.00	
Severance damage	2,400.00	
Amount to be paid owners-chrg to Right of Way		$ 3,800.00
THINGS TO BE DONE BY THE STATE		
Construct blacktop approach, 14' in width at Sta. 22+57. State to assume 1954-55 taxes. Estimate		20.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 3,820.00

Access not controlled-

21936 Pappas, Mike and Helen M. (Grant)
Right of Way
Option expires January 18, 1955

170 sq. ft. at $0.75	$ 127.50	
Amount to be paid owners-chrg to Right of Way		$ 127.50
Lessee may extend the driveway 5 feet. State to assume 1954-55 taxes. Estimate		2.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 129.50

Access not controlled-

21936 Signal Oil Co. (Lessee) (Grant)
Right of Way
Option expires January 18, 1955

Interest in Pappas property	$ 1.00	
Amount to be paid lessee-chrg to Right of Way		$ 1.00

Access not controlled-

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE-BEAVERTON HIGHWAY (cont)

21912 Michos, Thomas (Johnson)
Right of Way
Option expires February 28, 1955

0.578 acre at $3,000	$ 1,734.00	
53 rods fence at $5	265.00	
Amount to be paid owners-chrg to Right of Way		$ 1,999.00

Access not controlled-

22319 Hickox, S. D. and Margaret (Johnson)
Right of Way
Option expires March 6, 1955

2265 sq. ft. at $0.60	$ 1,359.00	
Allowance to move nursery stock	1,201.00	
Allowance to move store and greenhouse	8,132.00	
Amount to be paid owners-chrg to Right of Way		$10,692.00

Grantor to move all improvements within 30 days after notice of acceptance.

Access not controlled-

22241 Albino, Frank and Catherina (Grant)
Right of Way Easement
Option expires March 1, 1955

2,780 sq. ft.	$ 70.00	
Amount to be paid owners-chrg to Right of Way		$ 70.00

Access not controlled-

21943 Myers, Harley O. and Eva I. (Grant)
Right of Way
Option expires February 11, 1955

1743 sq. ft. at $0.25-	$ 435.60	
Allowance to move rockery, holly and shrubs	300.00	

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE - BEAVERTON HIGHWAY (cont)

21943 Myers, Harley O. and Eva I. (cont)

Severance damage $ 1,500.00

Amount to be paid owners-chrg to Right of Way $ 2,235.60

Grantor to remove plants, shrubs and rock wall within 60 days after notice of acceptance.
State to blacktop driveway.

Access not controlled-

21945 Blitz, Arnold and Margaret V. (Grant)
Right of Way
Option expires February 8, 1955

3,703 sq. ft. at $0.30- $ 1,100.00
Allowance for trees, shrubs, etc. 1,550.00
Severance damage 5,200.00

Amount to be paid owners-chrg to Right of Way $ 7,850.00

Grantor to remove trees, shrubs and brick wall within 60 days after notification of acceptance of option.

THINGS TO BE DONE BY THE STATE

Grade driveways to conform to hwy. Reconnect drain in driveway. Remove fence and store on grantors property.

Access not controlled-

CLACKAMAS OVERCROSSING SECTION -CLACKAMAS HIGHWAY

21590 Estate of Frank H. and/or Annie M. Kreinbring (Johnson)
Right of Way
Deed signed in June 1954

1000 sq. ft., lump sum $ 120.00

Amount to be paid owners-chrg to Right of Way $ 120.00

THINGS TO BE DONE BY THE STATE
Access on North side at Sta. 288+30 for residential use.

Access controlled-

EXHIBIT "A" (cont)

CLACKAMAS OVERCROSSING SECTION-CLACKAMAS HIGHWAY (cont)

21578 Caffal Brothers (Johnson)
Right of Way
Option expires February 24, 1955

1.73 acres at $3,000	$ 5,190.00
Allowance to move "A" frame and donkey engine	600.00
Allowance to move spur track	6,000.00
Rock area	2,500.00
Severance damages	5,000.00
Amount to be paid owners-chrg to Right of Way	$19,290.00

Grantor to move "A" frame and engine within 30 days after notice of acceptance of option.

Access controlled-none allowed

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

22132 Columbia Hospital District (Grant)
Right of Way
Option expires January 7, 1955

25,480 sq. ft. at $0.01	$ 254.80
Amount to be paid owners-chrg to Right of Way	$ 254.80

THINGS TO BE DONE BY THE STATE

Access at Sta. 576+50 on West side, unrestricted.

Convey to the optionors above 7,383 sq. ft. of the maintenance station property, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled-

EXHIBIT "A"(cont)

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

22276 Lindberg, Oscar L. (Smith)
Right of Way
Option expires February 28, 1955

1.33 acres	$ 150.00
Amount to be paid owners-chrg to Right of Way	$ 150.00

Grantor to relinquish all rights to access at Sta. 1852+70 on Southerly side.

THINGS TO BE DONE BY THE STATE

Access at Sta. 1847+50 on North and South sides for farm and residential uses.

Access controlled-

ASTORIA-OCEAN HOME FARM SECTION-OREGON COAST HIGHWAY

22035 Olson, Olof Alfred and Eva (Benner)
Quarry & Haul Road Easement
Option expires December 28, 1954

10 acres at $150	$ 1,500.00
1.76 acres, lump sum (Easement)	350.00
Damage to farm due to blasting, rock crushing, etc.	500.00
Amount to be paid owners-chrg to Quarry Site	$ 2,350.00

Grantor reserves oil rights, and shall be given first opportunity to repurchase property.

THINGS TO BE DONE BY THE STATE

Protect pipe line or substitute connection to be arranged during State's use of site. Fence quarry site and haul road and place gate at entrance to county road.

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY

21181 Weisz, John and Mabel (Black)
Detour Road Easement

EXHIBIT "A" (cont)

GERVAIS-HAYESVILLE UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

21181 Weisz, John and Mabel (cont)
Easement signed September 1, 1954

0.44 acre	$	1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

State to pave (0.-9) portion of driveway constructed by State.

Access controlled-none allowed

SALEM BY-PASS JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST

22104 Feller, Henry and Pearl M. (Benner)
Right of Way
Option expires March 1, 1955

4.78 acres at $350	$ 1,673.00
House: 975 sq. ft. at $10	9,750.00
Garage: 480 sq. ft. at $4	1,920.00
Implement and Storage shed: 1300 sq. ft. at $1.50	1,950.00
Outbuildings, $200 each	600.00
101 ft. well at $6	606.00
Pump and connections	250.00
Gas pump and tank	150.00
60 rods fence at $4	240.00
Graveled surfaces and driveways	350.00
Garden and building site	451.00
3 fruit trees at $20	60.00
Shrubs, lawn and landscaping	1,500.00
Damage due to odd shape	1,000.00

Amount to be paid owners-chrg to Right of Way $20,500.00

Grantor to retain occupancy of buildings until March 1, 1955

Access controlled-none allowed except to frontage road

EXHIBIT "A" (cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22106 Aeschlimann, Luise CORRECTION REPORT (Benner)
Right of Way
Option expires March 7, 1955

0.2 acre, lump sum	$ 100.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access controlled-none allowed except to frontage road

Previously approved	August 9, 1954
0.19 acre at $300	$ 57.00
1 apple tree	$ 10.00
TOTAL	$ 67.00

Access controlled-none allowed except to frontage road.

22211 Neuenschwander, Ernest and Altha B. (Benner)
Right of Way
Option expires February 23, 1955

0.85 acre at $200	$ 170.00	
39 rods fence at $4	156.00	
Allowance to drill or dig well	300.00	
Amount to be paid owners-chrg to Right of Way		$ 626.00

Access controlled-none allowed except to frontage road

22097 Neuenschwander, John and Margaret (Benner)
Right of Way
Option expires January 11, 1955

0.34 acre at $300	$ 102.00	
21.5 rods fence at $4	86.00	
Amount to be paid owners-chrg to Right of Way		$ 188.00

THINGS TO BE DONE BY THE STATE

Re-establish drainage facilities at Sta. 25+00 if disturbed during construction. Place trees that are cut from R/W on Grantors property.

Access controlled-none allowed except to frontage road

EXHIBIT "A" (cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22107 Castellano, Michael and Laura (Benner)
Right of Way CORRECTION REPORT
Option expires February 26, 1955

1.30 acres at $350	$ 455.00	
Allowance for fruit trees, grape vines and garden	150.00	
Amount to be paid owners-chrg to Right of Way		$ 605.00

THINGS TO BE DONE BY THE STATE

Re-establish entrance on East side of frontage road at Sta. 385+60.

Access controlled-none allowed except to frontage road
Previously approved-August 9, 1954
1.54 acres at $300+ $464.00
Access controlled-none allowed

22101 Henderson, Fred A. and Marjorie H. (Benner)
Right of Way
Option expires February 3, 1955

2 acres at $300	$ 600.00	
86.4 rods fence at $4	345.60	
Amount to be paid owners-chrg to Right of Way		$ 945.60

THINGS TO BE DONE BY THE STATE

Re-establish entrances on East side of frontage road at Stas. 333+50 and 343+40 and re-set Grantors gate.

Access controlled-none allowed except to frontage road

22100 Alford, Max L. and Helena A. (Benner)
Right of Way
Option expires February 19, 1955

0.3 acre, lump sum	$ 150.00
Allowance to extend masonry wall	200.00

EXHIBIT "A" (cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22100 Alford, Max L. and Helena A. (cont)

Allowance for grading and leveling roadway	$ 150.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

Re-establish driveway and entrance from residence to East side of hwy. at Sta. 34+50.

Access controlled-none allowed except to frontage road

22212 Henderson, Ralph P. and Ruth (Benner)
Right of Way
Option expires March 10, 1955

0.94 acre, lump sum	$ 500.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

Establish entrance on East side of frontage road at Sta. 343+00.

Access controlled-none allowed except to frontage road

22105 Crawley, Harry W. and Clare Lynch (Benner)
Right of Way
Option expires March 12, 1955

0.88 acre at $1,000	$ 880.00
Service Station and Cafe: 894 sq. ft. at $6	5,364.00
Water pump, tank and fittings	250.00
Allowance to drill new well	600.00
Filling, grading and surfacing of site	1,000.00
2 gas pumps and tanks	600.00
Personal property (electric grill, tables, etc.)	306.00
Severance damage	500.00

EXHIBIT "A" (cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22105 Crawley, Harry W. and Clare Lynch (cont)

Amount to be paid owners-chrg to Right of Way $ 9,500.00

THINGS TO BE DONE BY THE STATE

State to provide entrance at Sta. 75+00 on Turner Section of frontage road

Access controlled-none allowed except to frontage road
(Confirmation of telephone approval by Chandler September 14, 1954.)

KIGER ISLAND SECTION-PACIFIC HIGHWAY WEST

22282 Brown, Loye D. and Olga (Black)
Gravel Site and Haul Road
Option expires October 19, 1954

6.45 acres at $250	$ 1,612.50
0.60 acre haul road at $500	300.00

Amount to be paid owners-chrg to Gravel Site $ 1,912.50

22280 Wutzke, Herbert R. and Dorothy T. (Black)
Gravel Site
Option expires February 19, 1955

2.41 acres at $250	$ 602.50

Amount to be paid owners-chrg to Gravel Site $ 602.50

22281 Ayres, Andrew H. and Eva B. (Black)
Gravel Site
Option expires February 19, 1955

6.45 acres at $275	$ 1,773.75

Amount to be paid owners-chrg to Gravel Site $ 1,773.75

EXHIBIT "A" (cont)

KIGER ISLAND SECTION-PACIFIC HIGHWAY WEST (cont)

22279 Kabler, Donald T. and Crystal B. (Black)
Gravel Site
Option expires February 28, 1955

3.63 acres at $200 $ 726.00

Amount to be paid owners-chrg to Gravel Site $ 726.00

BEAVER-CREST UNIT-NEWPORT-WALDPORT SECTION -OREGON COAST HIGHWAY

22277 Beaver Crest Development Co. (Black)
Right of Way
Warranty Deed signed August 30, 1954

1.09 acres $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

Access controlled-none allowed

GOSHEN-COAST FORK-WILLAMETTE RIVER UNIT-GOSHEN-DIVIDE SECTION-PACIFIC HIGHWAY

22330 Pacific Mill Co., Inc. (Holt)
Easement for Frontage Road
Option expires March 5, 1955

0.78 acre, lump sum $ 1,000.00

Amount to be paid owners-chrg to Right of Way $ 1,000.00

Access not controlled-

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

21867 McCormack, Fred A. and Rachel B. (Holt)
Easement for channel improvement
Option expires February 15, 1955

Easement over 19.80 acres, lump sum $ 200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

EXHIBIT "A" (cont)

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY (cont)

21867 McCormack, Fred A. and Rachel B. (cont)

THINGS TO BE DONE BY THE STATE

Keep owner's fences closed to protect livestock. Will not do any work on this property during the month of February.

Access not controlled-

21871 Sparks, Joseph B. and Sophia (Holt)
Right of Way
Option expires February 23, 1955

5.7 acres at $1,000	$ 5,700.00
13.0 acres at $40	520.00
Timber: 464 MBF at $16+	7,425.00
House: 866 sq. ft. at $8	6,928.00
Garage: 348 sq. ft. at $1.50	522.00
Woodshed: 240 sq. ft. at $1	240.00
Service station, pumps, tanks, compressor	5,000.00
Well, pump, generator	500.00
5 cabins, laundry and rest rooms: 2170 sq. ft. at $5.50	11,935.00
Pump and shelter	230.00

Amount to be paid owners-chrg to Right of Way $39,000.00

Grantor to vacate within 35 days after acceptance of option.

State to assume 1954-55 taxes. Estimate 400.00

GRAND TOTAL (Estimate) chrg to Right of Way $39,400.00

Takes all-

23929

EXHIBIT "A" (cont)

BOOTH RANCH-MYRTLE CREEK UNIT-SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY (cont)

21870 West, Frank and Pearl A. (Holt)
Right of Way
Option expires February 24, 1955

1.0 acre at $1500	$ 1,500.00	
3.0 acres at $750	2,250.00	
2.2 acres at $500	1,100.00	
32.0 acres at $40	1,280.00	
Timber	3,350.00	
House: 1258 sq. ft. at $5-	6,250.00	
Garage and Storage: 700 sq. ft. at $1	700.00	
Barn: 1080 sq. ft. at $0.60+	660.00	
2 sheds	50.00	
Barn: 360 sq. ft. at $1	360.00	
Amount to be paid owners-chrg to Right of Way		$17,500.00
Grantor to vacate 30 days after acceptance of option.		
State to assume 1954-55 taxes. Estimate		175.00
GRAND TOTAL (Estimate) chrg to Right of Way		$17,675.00

Takes all-

21869 City of Myrtle Creek (Holt)
Easement for channel improvement
Option expires March 6, 1955

14.8 acres	$ 500.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

Access not controlled-

BEAR CREEK SECTION-SIUSLAW HIGHWAY

22273 Gisborne, F. H. and P. M. (Holt)
Right of Way
Option expires February 22, 1955

.34 acres, lump sum	$ 100.00	
63 rods fence at $4	252.00	
Amount to be paid owners-chrg to Right of Way		$ 352.00

EXHIBIT "A" (cont)

BEAR CREEK SECTION-SIUSLAW HIGHWAY (cont)

22273 Gisborne, F. H. and P. M. (cont)

THINGS TO BE DONE BY THE STATE

Access and approach, 30' wide, North side of hwy. at Sta. 507+65 for unrestricted use. Access, 30' wide, North side at Sta. 522+65 for residential, rock production and harvesting of timber. Approach 16' wide at Sta. 522+65 on North side.

Access controlled- (Does not apply East of Sta. 507+50)

22283 Dandy, W. H. et al (Holt)
Right of Way
Option expires February 22, 1955

1.0 acre at $1,000	$ 1,000.00
1.17 acres, lump sum	300.00
Garage	200.00
Allowance to replace parking area	300.00
Allowance to relocate deadman	150.00
Damage due to loss of area	500.00
Amount to be paid owners-chrg to Right of Way	$ 2,450.00

Grantor to fence R/W on South side. Also may use parking area until required for construction. Grantor may encroach 5 ft. on right of way to install deadman.

THINGS TO BE DONE BY THE STATE

Two 25' approaches at Stas. 523+30 and 517+00 on South side. Approach at Sta. 523+30 for residential use and Sta. 517+00 to be used for harvesting and production of timber. Approach 100' wide on South side at Sta. 508+40 for harvesting and production of timber.

Access controlled -(Does not apply East of Sta. 508+00)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21765 Johnston, V. E. and Vivian (Reeder)
Right of Way
Option expires January 20, 1955
7.9 acres at $700 $ 5,530.00

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY (cont)

21765 Johnston, V. E. and Vivian (cont)

Severance damage	$ 5,470.00	
Amount to be paid owners-chrg to Right of Way		$11,000.00
State to assume 1954-55 taxes. Estimate		110.00
GRAND TOTAL (Estimate) chrg to Right of Way		$11,110.00

Access controlled-none allowed

21998 Russell, Alma F. et al (Reeder)
Right of Way
Option expires January 28, 1955

4356 sq. ft. at $0.05+	$ 220.00	
Allowance to move buildings, lump sum	530.00	
Amount to be paid owners-chrg to Right of Way		$ 750.00

Grantor to remove buildings 30 days after approval of option.

THINGS TO BE DONE BY THE STATE

Construct road approach at Stas. 1034+85 and 1034+18, East side of frontage road. State to assume 1954-55 taxes. Estimate	$ 5.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 755.00

Access controlled-None allowed except to frontage road

21772 Russell, Alma F., et al (Reeder)
Right of Way
Option expires January 13, 1955

12.0 acres at $460-	$ 5,500.00	
Severance damage	5,500.00	
Amount to be paid owners-chrg to Right of Way		$11,000.00
State to assume 1954-55 taxes. Estimate		110.00
GRAND TOTAL (Estimate) chrg to Right of Way		$11,110.00

Access controlled-none allowed except to frontage road

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY (cont)

21994 Russell, Alma F. et al (Reeder)
Right of Way
Option expires January 27, 1955

9583 sq. ft. at $0.05	$ 479.00	
Allowance for new well and removal of power pole	500.00	
Severance damage	721.00	
Amount to be paid owners-chrg to Right of Way		$ 1,700.00

Grantor to remove electric pump, well casing, power pole and provide new water system.

THINGS TO BE DONE BY THE STATE

Construct 18' road approach at Sta. 1032+60 on West side of frontage road.

Access controlled-none allowed except to frontage road.

22314 Gray, Charles M. and Eva L. et al (Reeder)
Right of Way
Option expires January 21, 1955

4.5 acres at $900	$ 4,050.00	
3.06 acres at $271-	831.00	
House: 624 sq. ft. at $5	3,120.00	
Barn: 364 sq. ft. at $0.25	91.00	
2 old sheds	14.00	
Severance damage	1,894.00	
Amount to be paid owners-chrg to Right of Way		$10,000.00

Grantor to vacate 15 days after receiving check.
State to assume 1954-55 taxes. Estimate 100.00

GRAND TOTAL (Estimate) chrg to Right of Way $10,100.00

THINGS TO BE DONE BY THE STATE

Access, 20' wide, at Sta. 1072+00 on East side for residential use. Construction will not interfere with flow of water at Stas. 1065+00 and 1071+70.

Access controlled-

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

(cont)

22255 Belt, Clarence A. and Marie M. (Reeder)
Right of Way
Option expires February 9, 1955

0.13 acre, lump sum (includes encroachment damage	$ 170.00	
Amount to be paid owners-chrg to Right of Way		$ 170.00
State to assume 1954-55 taxes. Estimate		4.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 174.00

Access controlled-none allowed

21884 Nussbaumer, Emil and Ethel L. et al (Reeder)
Right of Way
Option expires February 15, 1955

6970 sq. ft. at $0.05	$ 348.00	
Allowance to move cabin and logs	1,152.00	
Severance damage	1,000.00	
Amount to be paid owners-chrg to Right of Way		$ 2,500.00

Grantor to move cabin and logs by October 20, 1954.

THINGS TO BE DONE BY THE STATE

Construct road approaches, 20' wide, at Stas. 1041+20 and 1045+00 on West side of frontage road. New highway will not cut off supply of creek to mill pond.	
State to assume 1954-55 taxes. Estimate	4.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 2,504.00

Access controlled-none allowed except to frontage road.

EXHIBIT "A" (cont)

GREGGS CREEK -WEDDERBURN SECTION-OREGON COAST HIGHWAY (cont)

21995 DeVoe, Douglas F. et al (Reeder)
Right of Way
Option expires February 12, 1955

19,166 sq. ft. at $0.06-	$ 1,100.00	
Amount to be paid owners-chrg to Right of Way		$ 1,100.00
THINGS TO BE DONE BY THE STATE		
Construct 20' road approaches at Stas. 1034+75 and 1036+70 on West side of frontage road. State to assume 1954-55 taxes. Est.		11.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 1,111.00

Access controlled-none allowed except to frontage road

21773 Huggins, George C. et al (Reeder)
Right of Way
Option expires February 23, 1955

1.96 acres at $1250	$ 2,450.00	
Severance damage	3,050.00	
Amount to be paid owners-chrg to Right of Way		$ 5,500.00
Grantor to construct new septic tank and drainage field within 30 days after approval of option.		
State to assume 1954-55 taxes. Estimate		30.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 5,530.00

Access controlled-none allowed

22000 Coffman, Wm. H. E. et al (Stuntz)
Right of Way
Option expires February 28, 1955

0.344 acre, lump sum	$ 2,500.00
Cottage	4,000.00
Shop and Apts.	2,150.00
Well	200.00
2 septic tanks and 6 hook-ups	500.00

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

(cont)

22000 Coffman, Wm. H. E. et al (cont)

Amount to be paid owners-chrg to Right of Way $ 9,350.00

Grantor to vacate within 35 days after acceptance of option.
State to assume 1954-55 taxes. Estimate 100.00

GRAND TOTAL (Estimate) chrg to Right of Way 9,450.00

Takes all-

THE DALLES-SEUFERT SECTION-COLUMBIA RIVER HIGHWAY

17107 Seufert, Edward and Ellen (Gemmell)
Right of Way
Option expires February 11, 1955

5.80 acres $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Construct service road from highway Southwesterly to Grantors East property line; thence, parallel and adjacent to R/W to Sta. 1189+00. Service road to be 20' wide with 8" of gravel. To be constructed prior to May 1, 1955.

Estimated cost-$3,000.00

Access controlled-none allowed

MAUPIN-SHERMAN JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY
WASCO COUNTY LINE-COW CANYON JUNCTION SECTION-SHERMAN HIGHWAY

19675 Hinton, James E. and Leona H. (Gemmell)
Stockpile Site, Quarry and Haulroad Easement
Option expires February 5, 1955

12.12 acres exchanged for
8.264 acres

EXHIBIT "A" (cont)

MAUPIN-SHERMAN JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)
WASCO COUNTY LINE-COW CANYON JUNCTION SECTION-SHERMAN HIGHWAY (cont)

19675 Hinton, James E. and Leona H. (cont)

THINGS TO BE DONE BY THE STATE

Provide stockguard on East side of Sherman Highway at Sta. 713+00.

Convey to the optionors above that parcel of land being Koons Reservoir containing 8.264 acres, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required or useful for highway purposes, and that the value of the property to be acquired is not less than the value of the property to be conveyed.

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY

21782 Bellavance, Joe and Lee (Cozad)
Right of Way
Option expires February 8, 1955

1500 sq. ft. of Lots 1, 2 & 3, East side	$ 125.00
Lots 1 & 2, West side at $625	1,250.00
Lots 1, 2, 3, 4 & 5, SE end at $625	3,125.00
Lots 1, 2, 3, 4 & 5, SW end at $625	3,125.00
10.06 acres at $300	3,018.00
Amount to be paid owners-chrg to Right of Way	$10,643.00

THINGS TO BE DONE BY THE STATE

Access on East and West sides, 25' wide, at Stas. 1008 and 1031 for residential, farming and stockraising activity. On East side, 25' wide, at Stas. 1016+50 and 1024+50 for residential, farming and stockraising activity. At Stas. 1018 and 1019 on East side 35' wide for unrestricted use. On West side, 25' wide, at Sta. 1018 +75 for residential, farming and stockraising activity. At Sta. 1025+75, 35' wide, on West side for airport, residential and motel activity.

Access controlled-

EXHIBIT "A" (cont)

CHEMULT-BEAVER MARSH UNIT-WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

22131 Bellavance, Homer (Cozad)
Right of Way
Option expires February 15, 1955

0.01 acre	$ 42.00	
Amount to be paid owner-chrg to Right of Way		$ 42.00

THINGS TO BE DONE BY THE STATE

Unrestricted 25' access on East side at Sta. 1019+60.

Access controlled-

21770 Bellavance, Joe and Lee et al (Cozad)
Right of Way
Option expires November 30, 1954

1.49 acres (10 lots at $625)	$ 6,250.00	
Shade trees and allowance to change creek channel	500.00	
Damage due to reduction of area	3,500.00	
Amount to be paid owners-chrg to Right of Way		$10,250.00

Grantor to re-establish lights and signs off R/W, and change creek channel. May use R/W until time of construction for storage of vehicles, etc.

THINGS TO BE DONE BY THE STATE

Protect domestic water system at Sta. 1021+50. Clear tract for sight distance on West side from Sta. 1012 to North property line. Oil access points and install 12" pipes under North and South entrance. Unrestricted 50' access on West side at Stas. 1021+60 and 1023+10.

Access controlled-

EXHIBIT "A" (cont)

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY

22317 Davisson, D. L. and Anna P. (Brainerd)
Right of Way
Option expires February 19, 1955

1.40 acres at $350	$ 490.00	
Amount to be paid owners-chrg to Right of Way		$ 490.00

THINGS TO BE DONE BY THE STATE

Re-establish grantors irrigation system where disturbed. Fence right of way and maintain said fence.

Access controlled-none allowed

22135 Newquist, Earl J. and Mary (Brainerd)
Right of Way
Option expires February 3, 1955

31.03 acres at $10	$ 310.30	
Amount to be paid owners-chrg to Right of Way		$ 310.30

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence. Install 72" tube for cattle pass at Sta. 244+80. (Est. cost $3500.00)

Access controlled-none allowed

21714 Thayer, Merton H. and Orpha M. (Landon)
Right of Way and Ditch Easement
Option expires March 1, 1955

5.15 acres at $800	$ 4,120.00	
2.15 acres in river-no value		
0.22 acre ditch easement at $800	176.00	
1.13 acres at $600	678.00	
0.57 acre at $200	114.00	
1 acre in river-no value		
To balance lump sum settlement	62.00	
Amount to be paid owners-chrg to Right of Way		$ 5,150.00

EXHIBIT "A" (cont)

OLDS FERRY-ONTARIO SECTION--OLD OREGON TRAIL HIGHWAY (cont)

21714 Thayer, Merton H. and Orpha M. (cont)

Grantors may harvest 1954 crops of corn and sugar beets.

THINGS TO BE DONE BY THE STATE

Construct right of way fences.

Access controlled-none allowed (Confirmation of telephone approval by McIver 9-7-54)

22150 Hughes, Calvin M. and Shirley M. (Brainerd)
Right of Way
Option expires February 24, 1955

13.03 acres at $350	$ 4,560.50	
Allowance to move baled and chopped hay	570.00	
Allowance for 2455 sq. ft. lawn and 34 trees	752.75	
Allowance to move shrubs and strawberry patch	100.00	
Allowance to move and re-establish pasture fence (368 rods fence at $4)	1,472.00	
Feed racks, outhouse and pump house	977.75	
Barn: 511 sq. ft. at $2.50	1,277.50	
Allowance for calf pens, sheds, corrals, milk cooler, chicken house and picket fence (moving)	675.00	
Allowance to re-establish irrigation ditch and flume	175.00	
Damages due to loss of pasture	500.00	
Allowance to replace 2 silage pits at $500	1,000.00	
Allowance to replace well	810.00	
Allowance to move house and granary (C. Vogt)	2,835.80	
TOTAL		$15,706.30
Less 13.83 acres at $350 to be deeded by State		4,840.50
Amount to be paid owners-chrg to Right of Way		$10,865.80

EXHIBIT "A"

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22150 Hughes, Calvin M. and Shirley M. (cont)

Grantor to remove improvements from hwy. const. area by Oct. 15, 1954 and from the rest of the right of way by November 15, 1954.

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence.

Convey to the optionors above the 13.83 acres acquired under File 22149 as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled-none allowed

22151 Pierce, Robert V. and Esther A. (Brainerd)
Right of Way
Option expires March 1, 1955

2.4 acres peppermint at $1000	$ 2,400.00
1 acre at $350	350.00
1.31 acre, lump sum	50.00
Allowance to re-establish irrigation system	275.00
Allowance to re-establish electrical line	250.00
Amount to be paid owners-chrg to Right of Way	$ 3,325.00

Grantor has until November 15, 1954 to remove crops.

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence. Re-establish sump hole opposite Sta. 1021+00.
(Est. cost $50.00)

Access controlled-none allowed

EXHIBIT "A" (cont)

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22318 Hager, Floyd A. and Helen D. (Brainerd)
Right of Way
Option expires February 25, 1955

2.48 acres at $350	$ 868.00	
Amount to be paid owners-chrg to Right of Way		$ 868.00

THINGS TO BE DONE BY STATE

Fence right of way and maintain said fence

Access controlled-none allowed

22152 Carte, Roy and Alice Irene et al (Brainerd)
Right of Way
Option expires February 23, 1955

66.56 acres at $250.00	$16,640.00	
15 acres at $25	375.00	
Pumping plant set-up	2,985.00	
Amount to be paid owners-chrg to Right of Way		$20,000.00

Grantor has until Sept. 15, 1954 to remove hay from R/W.

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence.

Access controlled-none allowed

22153 Fenicottero, Carmine and Rosa (Brainerd)
Right of Way
Option expires March 1, 1955

31.26 acres at $350	$10,941.00	
Allowance to move 40 tons hay at $4	160.00	
Allowance to move hay derrick, lump sum	100.00	
Allowance to move chicken yard, coal shed, etc.	289.00	
Severance damage	1,010.00	
Amount to be paid owners-chrg to Right of Way		$12,500.00

EXHIBIT "A" (cont)

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22153 Fenicottero, Carmine and Rosa (cont)

Grantor has until Nov. 1, 1954 to remove crops.

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence. Re-establish sewerage line where disturbed by taking.

Access controlled-none allowed

22247 Lester, Walter J. and Eunice E. (Brainerd)
Right of Way
Option expires February 10, 1955

0.03 acre, lump sum	$ 25.00	
Amount to be paid owners-chrg to Right of Way		$ 25.00

Access controlled-none allowed

22181 Clark, Clarence W. and Mary H. (Landon)
Right of Way
Option expires February 9, 1955

7045 sq. ft. at $0.015+	$ 111.07	
Severance damage	100.00	
Amount to be paid owners-chrg to Right of Way		$ 211.07

Grantor to move trailer house by September 1, 1954.

Access controlled-none allowed except to frontage road

22144 Nelson, George and Agnes (Brainerd)
Right of Way
Option expires February 8, 1955

34.62 acres at $10	$ 346.20	
Amount to be paid owners-chrg to Right of Way		$ 346.20

State to fence R/W and maintain same.

Access controlled-none allowed

EXHIBIT "A" (cont)

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22143 Billups, Harry and Wilma V. CORRECTION REPORT (Brainerd)
Right of Way
Option expires February 8, 1955

0.22 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access controlled-none allowed
Previously approved 8-9-54 0.39 acre for $25.00
State to fence and maintain same Access controlled-none allowed

22142 Ennis, P. H. (Landon)
Right of Way
Option expires March 9, 1955

4.56 acres at $10+ $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Grantor reserves all oil and gas rights.

Access controlled-none allowed

FOREST BOUNDARY-MEADOW BROOK SECTION-HILGARD-UKIAH HIGHWAY

21402 Tsiatsos, Gust and Matilda (Gemmell)
Right of Way
Option expires March 10, 1955

0.90 acre $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Fence right of way

Access not controlled-

EXHIBIT "A" (cont)

FOREST BOUNDARY-MEADOW BROOK SECTION-HILGARD-UKIAH HIGHWAY (cont)

21397 Plunkett, Jesse (Gemmell)
Right of Way
Option expires March 9, 1955

3.68 acres at $50	$	184.00
Well		500.00
Amount to be paid owner-chrg to Right of Way	$	684.00

THINGS TO BE DONE BY THE STATE

Reconstruct fence on parcel 1. Paint cattle guards at either end of parcel 2 and reset cross fencing. Take care in keeping stock in adjacent fields during construction.

Access not controlled-

21401 Waite, Leo (Gemmell)
Right of Way
Option expires February 27, 1955

0.28 acre at $50	$	14.00
Amount to be paid owners-chrg to Right of Way	$	14.00

Access not controlled-

21399 Waite, Leo (Gemmell)
Right of Way
Option expires February 27, 1955

9.57 acres at $50	$	478.50
60 rods cross fencing at $3		180.00
Amount to be paid owner-chrg to Right of Way	$	658.50

THINGS TO BE DONE BY THE STATE

Construct cattle guard across highway at grantors Northeasterly boundary. Cattle guard to be painted and cross fence attached. Construct approaches at Sta. 137+00 on East and West sides and Sta. 135+00 on East side.

Access not controlled-

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY

21952 Jamieson, William D. and Lela M. (Smith)
Right of Way
Option expires March 12, 1955

0.125 acre at $1,500	$ 189.00	
17 rods fence at $4	68.00	
Amount to be paid owners-chrg to Right of Way		$ 257.00
State to assume 1954-55 taxes. Estimate		3.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 260.00

Access not controlled-

22245 Linde, Bruno C. et al (Grant)
Right of Way Easement
Option expires February 28, 1955

800 sq. ft.	$ 100.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access not controlled-

SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

4098 Newell, Pearl (Black)
Right of Way and Slope Easement
Option expires March 9, 1955

3,412 sq. ft. at $0.10	$ 341.20	
Easement--Gratis		
Amount to be paid owner-chrg to Right of Way		$ 341.20

Access not controlled-

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY

22170 Idaho Power Company (Landon)
Right of Way
Option expires March 8, 1955

4.25 acres in exchange for
3.66 acres

EXHIBIT "A" (cont)

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22170 Idaho Power Company (cont)

Allowance to move power $28,719.00
poles etc.

Amount to be paid owners-chrg to Right of Way $28,719.00

THINGS TO BE DONE BY THE STATE

State shall give permit to erect power poles on West 50 feet from Sta. 1156+50 to 1166+50, with a right of ingress and egress at the South end. Construct road approach on each side of hwy. where Thayer Road crosses hwy. at Sta. 1173+50. Approaches to be barricaded as State may elect and when used Grantor shall replace barricade. Grantor shall use approaches only in crossing the hwy. under a special permit issued by SHC for moving overweight and/or oversize equipment across hwy. Provide a removable panel, 100 feet in length, in the R/W fence on East side of hwy. near intersection of fence with North R/W line of Thayer Road.

Convey to the optionors above that 3.66 acres lying in Sections 28 and 33, Township 17 South, Range 47 East, W.M., as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required or useful for highway purposes, and that the value of the property to be acquired is not less than the value of the property to be conveyed.

Access controlled-

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY

19818 Spokane, Portland & Seattle Railway Co. (Johnson)
Right of Way
No option-Railway Co. to prepare deed

66.38 acres at $75.00 $ 4,978.50

Amount to be paid owners-chrg to Right of Way $ 4,978.50

State to assume 1954-55 taxes. Estimate 60.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 5,038.50

Access not controlled-

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY

21953 Jamieson, Nellie H. (Smith)
Right of Way
Option expires March 14, 1954

0.195 acre at $1,500	$ 292.50	
26 rods fence at $4	104.00	
Amount to be paid owners-chrg to Right of Way		$ 396.50

THINGS TO BE DONE BY THE STATE

Construct blacktop approach at Sta. 78+40 on South side. State to assume 1954-55 taxes. Estimate	$ 5.00
GRAND TOTAL (Estimate) chrg to Right of Way	$ 401.50

Access not controlled-

21955 Miller, George E. and Katherine (Smith)
Right of Way
Option expires March 15, 1955

0.04 acre (includes timber, damages etc.)	$ 300.00	
Amount to be paid owners-chrg to Right of Way		$ 300.00

Access not controlled-

ROCKY POINT-TARHEEL CREEK SECTION-CAPE ARAGO SECONDARY HIGHWAY

22312 Newell, John M. et al (Holt)
Right of Way
Option expires March 12, 1955

0.05 acre, lump sum	$ 200.00	
Amount to be paid owners-chrg to Right of Way		$ 200.00

Access not controlled-

EXHIBIT "A" (cont)

FOREST BOUNDARY-MEADOW BROOK SECTION-HILGARD-UKIAH HIGHWAY (cont)

21398 Grande Ronde Reservoir Co. (Gemmell)
Right of Way
Option expires March 9, 1955

8.83 acres at $50	$ 441.50	
20 sq. ft. ---gratis		
Amount to be paid owners-chrg to Right of Way		$ 441.50

Grantor may use 72" pipe at Sta. 100+00 for stock purposes.

THINGS TO BE DONE BY THE STATE

Fence right of way. Install metal gate on either side at Sta. 117+00.

Access not controlled-

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

22256 Adams, Fred W. and Mable E. et al (Reeder)
Right of Way
Option expires February 9, 1955

15246 sq. ft. at $0.03+	$ 500.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00
State to assume 1954-55 taxes. Estimate		5.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 505.00

Access controlled-none allowed except to frontage road

BEAR CREEK SECTION-SIUSLAW HIGHWAY

22267 Haas, R. M. et al (Reeder)
Right of Way
Option expires March 13, 1955

0.38 acre at $230+	$ 88.00	
28 rods fence at $4	112.00	
Amount to be paid owners-chrg to Right of Way		$ 200.00

EXHIBIT "A" (cont)

BEAR CREEK SECTION-SIUSLAW HIGHWAY (cont)

22267 Haas, R. M. et al (cont)

Grantors will not construct buildings within 75' of hwy. center line.

THINGS TO BE DONE BY THE STATE

Extend 18' road approach West at Sta. 578+45 on North side. Reconstruct 20' approach at Sta. 850+55 on North side and construct 20' approach at Sta. 560+00 on North side.

Access controlled-

22268 Kelse, Gordon F. et al (Reeder)
Right of Way
Option expires March 9, 1955

0.12 acre at $200	$ 24.00	
8 rods fence at $4	32.00	
Amount to be paid owners-chrg to Right of Way		$ 56.00

Access controlled-none allowed

22271 Hulstrem, Earl C. and Murl M. (Reeder)
Right of Way
Option expires March 8, 1955

6.48 acres at $200	$1,296.00	
172 rods fence at $4	688.00	
4 gates at $20	80.00	
Amount to be paid owners-chrg to Right of Way		$ 2,064.00

THINGS TO BE DONE BY THE STATE

Construct 20' road approaches at Stas. 524+00 and 536+50 on North and South sides for farm and residential use.

Access controlled-

EXHIBIT "A" (cont)

BEAR CREEK SECTION-SIUSLAW HIGHWAY (cont)

22269 Kelse, Gordon F. et al (Reeder)
Right of Way
Option expires March 9, 1955

0.6 acres at $200	$ 120.00	
18 rods fence at $4	72.00	
1 gate	25.00	
Encroachment Damage	127.00	
Amount to be paid owners-chrg to Right of Way		$ 344.00

THINGS TO BE DONE BY THE STATE

Construct 20' road approach on North side at Sta. 554+50 and on South side at Stas. 553+50 and 551+00 for farm and residential purposes.

Access controlled-

22270 Pfeiffer, Herman K. and Margaret (Reeder)
Right of Way
Option expires March 14, 1955

4.90 acres at $200	$ 980.00	
0.85 acre at $100	85.00	
Amount to be paid owners-chrg to Right of Way		$ 1,065.00

THINGS TO BE DONE BY THE STATE

Construct 20' road approach at Sta. 549+75 on South side for farm and residential use.

Access controlled-

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BLVD.-PORTLAND-SALEM EXPRESSWAY

22332 Columbia Basin Plastics Co. (Johnson)
Right of Way
Option expires March 16, 1955

15,800 sq. ft. at $0.56+	$ 9,000.00	
Office bldg: 2608 sq. ft. at $3.64+	9,500.00	
Amount to be paid owners- chrg to Right of Way		$18,500.00

Access controlled-none allowed

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19708 Fong, Harold W. et al (Black)
Right of Way
Option expires March 7, 1955

3.842 acres at $800	$ 3,073.60
Septic tank and drain field, lump sum	400.00
Lawn trees and shrubs: lump sum	126.40
Proximity damage	4,900.00
Amount to be paid owners-chrg to Right of Way	$ 8,500.00

THINGS TO BE DONE BY THE STATE

Reconnect present driveway at Sta. 356+35. Unrestricted access at Stas. 353+00, 356+35 and 359+00 on Southeast side 25' in width.

Access controlled

WALLOWA LAKE LODGE-POWER SUBSTATION SECTION-JOSEPH-WALLOWA LAKE HIGHWAY

22381 Hobson, Francis and Eleanor (Brainerd)
Right of Way
Option expires March 13, 1955

0.03 acre, lump sum	$ 50.00
Amount to be paid owners-chrg to Right of Way	$ 50.00

Access not controlled-

22081 Dickenson, Claud and Charlotte (Brainerd)
Right of Way
Option expires October 13, 1954

0.10 acre	$ 500.00
Cabin: 624 sq. ft. at $6	3,744.00
Fuel tank: 265 gal and frame	100.00
Trees, lawn and Misc. shrubs	156.00
Damage due to reduction of area	250.00
Amount to be paid owners-chrg to Right of Way	$ 4,750.00

Access not controlled-

EXHIBIT "A" (cont)

WALLOWA LAKE LODGE-POWER SUBSTATION SECTION-JOSEPH - WALLOWA LAKE HIGHWAY (cont)

22078 Hamilton, H. W. and Agnes (Brainerd)
Right of Way
Option expires March 12, 1955

0.22 acre, lump sum	$ 350.00	
Amount to be paid owners-chrg to Right of Way		$ 350.00

THINGS TO BE DONE BY THE STATE

Trees cut from R/W to be placed on Grantors property.
Protect water pipe line where line crosses road.

Access not controlled-

22076 Williamson, T. H. and Helena (Brainerd)
Right of Way
Option expires March 14, 1955

0.73 acre, lump sum	$ 1,000.00	
36 rods fence at $3	108.00	
Amount to be paid owners-chrg to Right of Way		$ 1,108.00

THINGS TO BE DONE BY THE STATE

Protect water pipe crossings during construction.

Access not controlled-

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21775 Milias, Rachel L. et al (Reeder)
Right of Way
Option expires February 2, 1955

15.23 acres at $656.60-	$10,000.00	
Amount to be paid owners-chrg to Right of Way		$10,000.00
State to assume 1954-55 taxes. Estimate		100.00
GRAND TOTAL (Estimate) chrg to Right of Way		$10,100.00

Access controlled-none allowed except to frontage road

EXHIBIT "A" (cont)

OLDS FERRY-ONTARIO SECTION-OLD OREGON TRAIL HIGHWAY

22134 Estate of William N. Grace et al (Brainerd)
Right of Way
Option expires March 15, 1955

6.9 acres, lump sum $ 250.00

Amount to be paid owners-chrg to Right of Way $ 250.00

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence. Access on South side at Sta. 199+00 for livestock and mining activity. Install stock guard at Sta. 199+00.
(Est. cost of stock guard. $400.00)

Access controlled-

22139 Bezates, Gus and Suterea (Brainerd)
Right of Way
Option expires March 3, 1955

5.6 acres at $10 $ 56.00

Amount to be paid owners-chrg to Right of Way $ 56.00

THINGS TO BE DONE BY THE STATE

Fence R/W and maintain said fence using woven wire between Stas. 435+00 and 540+00. Construct underpass at Sta. 498+00 and install gate at one entrance.
(Estimated cost. $6000.00)

Access controlled -none allowed

BARBUR BLVD.-WHITE SCHOOL SECTION-WEST PORTLAND-HUBBARD HIGHWAY

22383 Guyton, Dale S. and Marian W. (Grant)
Quarry Site
Option expires March 19, 1955

6.89 acre at $350+ $ 2,450.00

Amount to be paid owners-chrg to Quarry Site $ 2,450.00

EXHIBIT "A" (cont)

BARBUR BLVD.-WHITE SCHOOL SECTION-WEST PORTLAND-HUBBARD HIGHWAY (cont

22383 Guyton, Dale S. and Marian W. (cont)

Grantor to pay all taxes up to and including taxes for the 1954-55 tax year.

THINGS TO BE DONE BY THE STATE

Purchase and pay costs of title insurance.
The gravel shall be removed in a manner as to not endanger the 30 foot roadway and power line on the Grantors property or any of his property lines.

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19740 Fulton, Louise (Johnson)
Right of Way
Option expires November 4, 1954

1 acre, includes landscaping	$ 1,750.00
1.85 acres at $350	647.50
Allowance to move house: 1388 sq. ft. at $4	5,352.00
Well	750.00
Damages due to angle of taking	1,450.00
Amount to be paid owners-chrg to Right of Way	$ 9,949.50

Grantor to move house and improvements from R/W 60 days after notice of acceptance.

THINGS TO BE DONE BY THE STATE

Construct approaches at Stas. 463+00, 466+00 and 469+00, on West side, 15' wide for unrestricted use. Restore present driveway if disturbed by State.

Access controlled-

KIGER ISLAND SECTION-PACIFIC HIGHWAY WEST

22278 Swearingen, Marshall and Mary Katherine (Black)
Gravel Site
Option expires February 24, 1955

EXHIBIT "A" (cont)

KIGER ISLAND SECTION-PACIFIC HIGHWAY WEST (cont)

22278 Swearingen, Marshall and Mary Katherine (cont)

1.08 acres at $150 $ 162.00

Amount to be paid owners-chrg to Gravel Site $ 162.00

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21511 Emmans, Merlon G. et al (Stuntz)
Right of Way
Option expires March 21, 1955

0.10 acre, lump sum	$ 5,000.00
Garage and shop	500.00
2 storehouses	200.00
Allowance to rearrange electric service, water line, etc.	550.00

Amount to be paid owners-chrg to Right of Way $ 6,250.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway as necessary to give as good access as at present.

Access not controlled-

21890 Lloyd Corporation, Ltd. (Porter)
Right of Way
Option expires March 27, 1955

8[illegible].67 acres, lump sum $22,000.00

Amount to be paid owners-chrg to Right of Way $22,000.00

Rights of access granted at following stations, not to exceed 25 feet in width:

Access at Sta. 1084+00, Easterly side and Stations 1150+00, 1172+00 and 1191+25, Westerly side for private, residential, farm and timber use.

Access controlled-

EXHIBIT "A" (cont)

BLACKWELL HILL-SEVEN OAKS SECTION-PACIFIC HIGHWAY

20802 McCall, E. B. and Edna (Holt)
Right of Way
Option expires March 20, 1955

1.45 acres and buildings, lump sum $4,000.00

Amount to be paid owners-chrg to Right of Way $4,000.00

Grantors to vacate 60 days after date of acceptance.

State to assume 1954-55 taxes. Estimate 40.00

GRAND TOTAL (Estimate) chrg to Right of Way $4,040.00

Takes all-

23957

EXHIBIT "B"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3648, with R. A. Heintz Construction Co. for grading and structures on the Boones Ferry Road-Willamette River Unit, Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Washington and Clackamas Counties, completed May 28, 1954.

"Contract No. 3680, with Roy L. Houck & Son for grading on the Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East in Marion County, completed August 10, 1954.

"Contract No. 3817, with Carl M. Halvorson, Inc. for construction of the Bullards Ferry Bridge over Coquille River in Coos County, completed September 15, 1954.

"Contract No. 3820, with R & M Construction Co. for construction of The Elkton-Sutherlin Highway Overcrossing and Deady Interchange on the Pacific Highway in Douglas County, completed July 23, 1954.

"Contract No. 3836, with Roy L. Houck & Son for grading and paving on the White School Junction Unit, Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Marion County, completed July 22, 1954.

"Contract No. 3839, with Inter City Sand & Gravel Co. for grading and paving on the Springfield Section of the McKenzie Highway in Lane County, completed July 30, 1954.

"Contract No. 3844, with Barney B. Helser for furnishing crushed material in stockpiles on the Weston-Summerville Section of the Weston-Elgin Highway in Umatilla and Union Counties completed October 28, 1953.

"Contract No. 3851, with United Builders, Inc., for construction of the 92nd Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County, completed September 15, 1954.

"Contract No. 3878, with Carl M. Halvorson, Inc. for construction of the Ceregnino Overcrossing on the T. H. Banfield Expressway in Multnomah County, completed August 20, 1954.

"Contract No. 3882, with Fred H. Slate Co., Oreg. Ltd. & E. C.

EXHIBIT "B" (cont)

Hall Co., for grading on the Brush Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County, completed August 16, 1954.

"Contract No. 3883, with Hannon Bros. Co. for construction of two structures on the Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section on the Pacific Highway in Douglas County, completed July 27, 1954.

"Contract No. 3884, with Goodfellow Bros., Inc., for grading and paving on the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County, completed June 15, 1954.

"Contract No. 3905, with Glenn Snook for construction of four structures on the Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section on the Pacific Highway in Douglas County, completed August 24, 1954.

"Contract No. 3922, with Todd Building Co. for construction of the Yoncalla Overcrossing on the Pacific Highway in Douglas County, completed July 27, 1954.

"Contract No. 3959, with Keith Bros. Construction for grading and oil mat surfacing on the China Camp Marsh Section of the Oregon Coast Highway in Coos County, completed September 7, 1954.

"Contract No. 3965, with H. G. Palmberg for replacement of Nehalem River Draw Bridge Approach on the Oregon Coast Highway in Tillamook County, completed August 10, 1954.

"Contract No. 3981, with Babler Bros., Inc. for construction of three reinforced concrete bridges on the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County, completed July 23, 1954.

"Contract No. 4004, with Grimstad & Vanderveldt for grading on the Summit Section of the Hemlock-Sand Lake Road in Tillamook County, completed July 31, 1954.

"Contract No. 4008, with Gilbert Roberts for reconstruction of Columbia River Bridge Approach on the Interstate Bridge County Road in Hood River County, completed August 17, 1954.

"Contract No. 4015, with Rogers Construction, Inc., for oil mat surfacing on the Juniper Canyon Road in Umatilla County, completed May 19, 1954.

"Contract No. 4031, with Harbert Bros. for grading and oil mat surfacing on the Linn County Line-Coburg Section of the Eugene-Harrisburg County Road in Lane County, completed August 24, 1954.

EXHIBIT "B" (cont)

"Contract No. 4046, with E. A. Shannon for construction of an addition to Roseburg Office Building in Douglas County, completed September 2, 1954.

"Contract No. 4048, with F. O. Laws for grading on the Interstate Bridge Approach Unit, Hood River-Mosier Section of the Columbia River Highway in Hood River County, completed August 27, 1954.

"Contract No. 4052, with J. W. Briggs for grading and paving on The South Unit, Bend-Lapine Section of the The Dalles-California Highway in Deschutes County, completed August 25, 1954.

"Contract No. 4068, with Steeck Electric Co. for installation of traffic signals in the city of Central Point on the Pacific Highway in Jackson County, completed July 31, 1954.

"Contract No. 4077, with Newport Construction Co. for grading and oiling on the Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway in Baker County, completed August 25, 1954.

"Contract No. 4082, with Grimstad & Vanderveldt for grading and pavement widening on the Astoria Airport (Climbing Lanes) Section of the Oregon Coast Highway in Clatsop County, completed August 12, 1954.

"Contract No. 4093, with R & M Construction Co. for installation of guard rail on the Niagara-Detroit Section of the North Santiam Highway in Marion County, completed September 2, 1954.

"Contract No. 4095, with Logan, Taylor & Co. for grading and paving on the Sylvan (Humphrey Boulevard Connection) Section of the Sunset Highway in Multnomah County, completed August 16, 1954.

"Contract No. 4120, with K. C. Dack Construction Co. for grading on the Rush Creek-Granite Creek Section of the Ritter County Road in Grant County, completed August 14, 1954.

"Contract No. 4125, with Steeck Electric Co. for traffic signal installation in the city of Medford on the Pacific and Medford-Provolt Highways in Jackson County, completed August 6, 1954.

"Contract No. 4132, with Warren Northwest Inc. for grading and pavement widening on the Yew Creek-Alsea Mountain Section of the Alsea Highway in Benton County, completed July 30, 1954.

EXHIBIT "B" (cont)

"Contract No. 4134, with Runnels Paint Co. for painting the McCullough Bridge on the Oregon Coast Highway in Coos County, completed September 15, 1954.

"Contract No. 4135, with Martin Kincheloe for grading and topping on the Warner Station Section of the Powers Highway in Coos County, completed July 27, 1954.

"Contract No. 4136, with Hampton C. Platt for construction of a Caretaker's Cottage at Harris Beach State Park in Curry County, completed July 30, 1954.

"Contract No. 4137, with Hampton C. Platt for construction of an employees' house at Pistol River in Curry County, completed July 31,1954.

"Contract No. 4141, with Modern Materials Co. for construction of the Salem Maintenance Building in Marion County, completed August 13, 1954.

"Contract No. 4147, with N. A. Toole Construction Co. for paving on the Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County, completed August 10, 1954.

"Contract No. 4151, with W. G. Wright for grading and paving on the Lafayette (Madison St.) City Street Section in Yamhill County, completed August 27, 1954.

"Contract No. 4158, with Hamilton & Thoms for construction of the Wolf Creek Bridge on the Pacific Highway in Josephine County, completed August 30, 1954.

"Contract No. 4188,with O. C. Yocom Co. for grading and paving on the Amity (6th & Stanley Sts.) City Street Section in Yamhill County, completed August 6, 1954.

"Contract No. 4193, with Orlando C. Bennard for construction of the One Horse Slough Bridge on the Lebanon-Crabtree County Road in Linn County, completed September 3, 1954.

"Contract No. 4194, with Russell Olson Construction Co., Inc. for oiling on the West Unit, Alicel Junction-Cove Section of the Lower Cove County Road in Union County, completed August 12, 1954.

"Contract No. 4202, with K. F. Jacobsen & Co., Inc. for paving on the Brookings (Pacific & Hillside Avenues) City Street Section in Curry County, completed August 23, 1954.

"Contract No. 4205, with J. C. Compton Co. for oiling on the Mill

EXHIBIT "B" (cont)

Gulch-Salisbury Section of the Baker-Unity Highway in Baker County, completed September 4, 1954.

"Contract No. 4208, with T. C. Wildish for paving on the Oakridge (First Street) City Street Section in Lane County, completed September 13, 1954.

"Contract No. 4217, with R. & W. Construction Co. for construction of guard rail on the Divisions 3 and 4 Guard Rail Project on the Warm Springs and West Diamond Lake Highways in Klamath, Lane, Jefferson and Jackson Counties, completed September 15, 1954.

"Contract No. 4228, with Babler Bros. Inc. for oil mat surfacing on the Powell Butte Junction-Deschutes County Line Section of the Powell Butte County Road in Crook County, completed August 9, 1954.

"Contract No. 4229, with Central Paving Co. for oil mat surfacing on the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry County Road in Benton County, completed August 13, 1954.

"Contract No. 4231 with Morrison & Lamping for grading and paving on the Weston (Depot Street) City Street Section in Umatilla County, completed August 20, 1954.

"Contract No. 4234, with Babler Bros. Inc., for oiling on the Forest Boundary-Bend Section of the Tumalo Falls-Bend County Road in Deschutes County, completed August 27, 1954."

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 36 shall be entered in the minutes and records of the Commission as of the 23rd day of September, 1954.

September 23, 1954

EXHIBIT "C"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Funds accrued during second half of 1953 and distributed for expenditure during first half of 1954:

Amity	$2,362.80
Dayton	2,528.06
Gates	1,483.78
Merrill	2,935.92

Funds accrued during first half of 1954 and distributed for expenditure during second half of 1954:

Bay City	$2,166.93
Corvallis	46,149.13
Falls City	2,428.90
Mount Vernon	1,284.21

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of

EXHIBIT "C" (cont)

the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 23rd day of September, 1954.

EXHIBIT "D-1"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land along and adjacent to the Northeast Portland Highway described as follows:

A parcel of land lying in Lot 1, Block 2, Zwahlen Home Sites, in Section 18, Township 1 North, Range 2 East, Willamette Meridian, Multnomah County, Oregon.

The said parcel being described as follows: Beginning at the Southwest corner of said Lot 1, Block 2, Zwahlen Home Sites; thence South 89° 41' East along the South line of Lot 1, a distance of 134.5 feet to the Southeast corner of Lot 1; thence North 128.26 feet along the East line of Lot 1, to a line parallel to and 80 feet Southerly from the center line of the North East Portland Highway; thence North 76° 37' West, 135.05 feet along said parallel line to the West line of said Lot 1; thence South 1° 07' 30" West 158.83 feet along said West line to the point of beginning containing 19,100 sq. ft.

The above described property to be sold with one residential access to the North East Portland Highway.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 116 be entered in the minutes and records of the Commission as of the 23rd day of September, 1954.

23965

EXHIBIT "D-2"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Douglas County, Oregon, described as follows:

A parcel of land lying in Sections 30 and 31, Township 25 South, Range 5 West, Willamette Meridian, Douglas County, Oregon. The said parcel being that portion of said property lying Westerly of the right of way of the relocated Pacific Highway, which right of way is of variable widths, as hereinafter designated, on the Westerly side of the relocated center line of said highway, which center line is described as follows:

Beginning at Engineer's center line Station 1848+55.34, said Station being 1806.07 feet North and 1358.18 feet West of a 2 inch iron pipe marking the Southeast corner of the J. Holman Donation Land Claim #37 of Township 25 South, Range 5 West, Willamette Meridian; thence on an 11,459.16 foot radius curve right (the long chord of which bears South 17° 13' East) 4,880 feet; thence on a spiral curve right (the long chord of which bears South 4° 36' East) 250 feet; thence South 4° 23'30" East 918.19 feet; thence on a spiral curve right (the long chord of which bears South 3° 03'30" East) 400 feet; thence on a 2,864.79 foot radius curve right (the long chord of which bears South 4° 39'45" West) 505.42 feet; thence on a spiral curve right (the long chord of which bears South 12° 23'West) 400 feet; thence South 13° 43' West 672.35 feet to Engineer's Station 1928+81.3, said center line crossing the South line of Block 5, Plat "H" of the Sutherlin Land and Water Company approximately at station 1886+00 and crossing the easterly extension of the Southerly line of the parcel herein conveyed approximately at Engineer's station 1926+90

The widths of the right of way above referred to are as follows:

Station	to	Station	Width on Westerly side of center line
1873+00		1876+75	135 feet
1876+75		1899+50	400 feet
1899+50		1905+00	125 feet
1905+00		1928+81.3	250 feet

The said parcel otherwise described as being the Southeast

EXHIBIT "D-2" (cont)

quarter of the Southwest quarter ($SE\frac{1}{4}SW\frac{1}{4}$) of Section 30, and that part of the East half ($E\frac{1}{2}$) of Section 30 and the East half ($E\frac{1}{2}$) of Section 31 lying West of the above described right of way line and also lying West of the Easterly line of said Lot 5, Plat "H" of the Sutherlin Land and Water Company, bounded on the North by a line which is parallel to and 602.2 feet South of the North line of said Lot 5, Plat "H" (being the North line of property described in Book 211, Page 283) and bounded on the South by a line approximately parallel to and 1246 feet North of the South line of the North half of the Southeast quarter ($N\frac{1}{2}SE\frac{1}{4}$) of Section 31 (being the South line of property described in Book 211, Page 283).

The parcel of land to which this description applies contains 259 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of Thirty Eight Hundred And No/100 Dollars ($3800.00), and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 118 be entered into the minutes and records of the Commission as of the 23rd day of September, 1954.

23967

EXHIBIT "E-1"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY

Highway number 1 Route number US 99

Location of Termini				Established Speed
M.P. 321.70	(300 feet north of the Southern Pacific railroad underpass)	to M.P. 321.98	(north city limits of Ashland)	40 M.P.H.
M.P. 312.76	(end of existing 45 mile per hour speed zone)	to M.P. 315.23	(north city limits of Phoenix)	45 M.P.H.

EXHIBIT "E-1" (cont)

EXCEPT THAT BETWEEN

M.P. 315.14 and M.P. 315.23 the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as provided in Subsection 1.a. of ORS 483.105.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 164 be entered in the minutes and records of the Commission as of the 23rd day of September, 1954.

23969

EXHIBIT "E-2"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: CULVER SECONDARY HIGHWAY

Highway number 361 Route number none assigned

Location of Termini			Established Speed
M.P. 8.82 (north city limits of Culver)	to M.P. 9.31 (south city limits of Culver)		40 M.P.H.

(on the east side of the highway center line only as that portion of the highway lying to the west of the center line is within the City of Culver. The city limit coincides with the center line of the highway.)

EXHIBIT "E-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 165 be entered in the minutes and records of the Commission as of the 23rd day of September, 1954.

23971

EXHIBIT "E-3"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: THE DALLES-CALIFORNIA

Highway number 4 Route number US 97

Location of Termini			Established Speed
M.P. 122.02 (0.20 mile north of Conlon Road)	to M.P.	122.32 (north city limits of Redmond, 0.10 mile south of Conlon Road; also, north end of presently designated 35 M.P.H. speed zone)	45 M.P.H.

EXHIBIT "E-3" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 168 be entered in the minutes and records of the Commission as of the 23rd day of September, 1954.

23973

EXHIBIT "E-4"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and or certain sections of state highways more particularly and completely described and set forth hereinfafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway East COUNTY: Marion

Highway number 1E Route number US 99E

Location of Termini			Established Speed
M.P. 33.90 (north city limits of Woodburn	to M.P.	34.43 (0.14 mile north of Young Street)	40 M.P.H.
M.P. 33.76 (0.14 mile north of the north city limits of Woodburn)	to M.P.	33.90 (north city limits of Woodburn)	40 M.P.H.
M.P. 34.67 (south city limits of Woodburn)	to M.P.	34.83 (0.16 mile south of the south city limits of Woodburn)	40 M.P.H.

EXHIBIT "E-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that Speed Zone Resolutions No. 39 adopted by the Commission on July 11, 1950, designating a 35 mile per hour speed zone between M. P. 33.90 (north city limits of Woodburn) and M. P. 34.67 (south city limits of Woodburn), which is in conflict with the provisions of this order, hereby is rescinded, vacated, and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 166 be entered in the minutes and records of the Commission as of the 23rd day of September, 1954.

23975

EXHIBIT "E-5"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY WEST COUNTY (Washington)

Highway number 1W Route number US99W

Location of Termini			Established Speed
M.P. 15.89 (0.15 mile north of the Six Corners intersection)	to M.P. 16.19 (0.15 mile south of the Six Corners intersection)		40 M.P.H.
M.P. 9.48 (250 feet north of Lacey Avenue in the Community of Tigard	to M.P. 10.78 (250 feet south of Park Av.)		40 M.P.H.
M.P. 10.78	to M.P. 11.28 (50 feet south of Gaarde Av.)		50 M.P.H.

EXHIBIT "E-5" (cont)

EXCEPT THAT BETWEEN

M.P. 9.68 (500 feet north of Main Street) and M.P. 9.89 (500 feet south of Main Street) and between M.P. 10.22 (150 feet south of Fanno Creek) and M.P. 10.43 (200 feet south of McKenzie Avenue) the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of Subsection 1.a. of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that Resolution No. 1A, adopted by the Highway Commission on November 17, 1941, establishing a 35 mile per hour speed zone between M. P. 9.477 and M. P. 9.875 and between M.P. 10.170 and M.P. 10.78, so far as it conflicts with the provisions of this order, hereby is rescinded, vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 167 be entered in the minutes and records of the Commission as of the 23rd day of September, 1954.

23977

EXHIBIT "E-6"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highways: Corvallis-Newport Highway No. 33, (Route No. U.S. 20) Alsea Highway No. 27, (Route No. ORE 34)

Location of Termini	Established Speed
On Corvallis-Newport Highway from M.P. 50.91 (450 ft. west of Alsea Highway Junction) to M.P. 51.38 (west city limits of Philomath)	45 miles per hour
On Alsea Highway from M.P. 58.95 (250 ft west of Marys River) to M.P. 59.11 (Corvallis-Newport Highway junction).	45 miles per hour

EXHIBIT "E-6" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speeds on said state highways.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 169 be entered in the minutes and records of the Commission as of the 23rd day of September, 1954.

23979

EXHIBIT "F"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the Corvallis-Newport Highway, otherwise known as a part of U.S. Route No. 20, and the Alsea Highway, otherwise known as ORE 34, are major state primary highways and likewise Federal highways, which highways throughout their entire length carry a large volume of traffic; and

WHEREAS, it appears that a hazardous condition is created and sight distance impaired by the parking of vehicles on the highway shoulders of the said Corvallis-Newport and Alsea Highways and in the island formed at the junction of said highways; and

WHEREAS, in the opinion of this Commission in order to provide for safer and more efficient movement of traffic, to retain the highway shoulders for emergency use, and to provide a maximum sight distance at the aforementioned junction, the parking of vehicles should be prohibited along the shoulders of said highways and in the island formed at the junction of said highways.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigations, reports, and recommendation by members of its staff, that the parking of vehicles shall be prohibited as follows:

(a) On the shoulders of the Corvallis-Newport Highway between the west leg of the Alsea Highway junction (M.P. 50.96), (Engineer's Station 255+93), and the west city limits of Philomath (M.P. 51.38),(Engineer's Station 278+64),

(b) On the shoulders of the Alsea Highway between Marys River Bridge (M.P. 59.02), (Engineer's Station 1644+21), and the junction of the Corvallis-Newport Highway (M.P. 59.11), (Engineer's Station 1648+88).

(c) In the island formed by the intersection of the Corvallis-Newport and the Alsea Highways.

2. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, the signs to bear in plain, legible letters the words, "NO PARKING ON HIGHWAY

EXHIBIT "F" (cont)

SHOULDERS", except within the island formed by the intersection of said highways, the signs shall bear the words, "NO PARKING AT ANY TIME".

3. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 23rd day of September, 1954, as "No Parking Resolution No. 120".

EXHIBIT "G"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 366.345, has acquired roadside rest areas adjacent to, along or in close proximity to state highways for the convenience of the public and to contribute to the general welfare and pleasure of the motoring public; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission is authorized to make regulations and provisions for the use and administration of said areas in a manner that will best afford the motoring public the necessary conveniences and accomodations; and

WHEREAS, such roadside rest areas are planned and operated to promote highway safety and to provide convenient off-the-highway parking accommodations for short intervals for rest, relaxation, recuperation, et cetera, but are not provided with facilities for a prolonged or protracted stay; and

WHEREAS, members of the motoring public have used these areas for overnight parking, overnight camping and overnight stays; that this use is contrary to the purpose for which the areas are planned and operated; that the facilities are inadequate to accommodate such prolonged and protracted stays; and further that such prolonged and protracted stays create conditions which are undesirable and not to the best interests of the public;

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, IT IS HEREBY ORDERED that no person or individual shall occupy, stay or camp in a roadside rest area for more than four hours during the period between sunset and sunrise.

IT IS FURTHER ORDERED, that no person or individual shall park or allow a motor vehicle to remain in a roadside rest area for more than four hours during the peiod between sunset and sunrise.

IT IS FURTHER ORDERED, that appropriate signs prohibiting the violation of the above orders be erected immediately at all roadside rest areas and that said orders shall become and remain effective upon the erection of such signs.

IT IS FURTHER ORDERED, that the prohibitions contained in this resolution shall be and are regulations adopted under authority of ORS 366.350 and violations of the same shall be punishable as provided in ORS 366.990.

IT IS FURTHER ORDERED, that a duly certified copy of this resolu-

EXHIBIT "G" (cont)

ution be filed with the Secretary of State.

IT IS FURTHER ORDERED, that this Resolution be entered as Miscellaneous Resolution No. 117, in the minutes and records of the Oregon State Highway Commission as of the 23rd day of September, 1954.

EXHIBIT "H-1"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County and in connection therewith to prepare a map showing the route and location of said section and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members thereof being present and voting affirmatively as follows:

1. That the survey of the Tillamook-Donaldson Creek Section of the Wilson River Highway beginning at Highway Engineer's Station 0+00 at its intersection with the Oregon Coast Highway in the city of Tillamook and extending in an easterly direction to Highway Engineer's Station 232+49.13 at a connection to the existing Wilson River Highway, approximately one-half mile east of Donaldson Creek, together with the map, which for identification purposes bears Map File No. 1R-5-592 and the date of September, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "H-1" (cont)

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Wilson River Highway from the city of Tillamook to a point east of Donaldson Creek has been designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and for the reasons stated therein, the above-named section of said highway should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of September, 1954, as Resolution Adopting Survey No. 107.

EXHIBIT "H-2"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County, and in connection therewith to prepare a map showing the route and location of said section and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members thereof being present and voting affirmatively, as follows:

1. That the survey of the Weston Weston Mountain Section of the Weston-Elgin Highway, beginning at Highway Engineer's Station 0+00 at the northerly edge of the city of Weston and extending in an easterly direction to Highway Engineer's Station 235+00, a distance of approximately four and one-half miles easterly from the city of Weston, together with the map which for identification purposes bears Map File No. 1K-5-595 and the date of September 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of September, 1954, as Resolution Adopting Survey No. 108.

September 23, 1954

EXHIBIT "I-1"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, on May 18, 1939, the Highway Commission, by resolution, selected and designated as a secondary highway certain county roads in Harney and Malheur Counties then under the jurisdiction of the County Courts of the respective Counties, which roads described as:

> Beginning at a point on the Diamond Valley Secondary Highway approximately one mile north of Princeton; thence in a southeasterly direction via Market Road No. 1 of Harney County, or a relocation thereof, to the Harney-Malheur County Line, at a point on the Township line between Section 36, Township 28 South, Range 36 East, and Section 31, Township 28 South, Range 37 East, W.M., north of Follyfarm, a distance of approximately 23.90 miles,

and

> Beginning at a point near the center of Section 18, Township 32 South, Range 40 East, W.M., at a junction point with the I.O.N. Secondary Highway; thence in a northwesterly direction following the route surveyed by the State Highway Department to a point on the Township line, between Section 36, Township 28 South, Range 36 East, and Section 31, Township 28 South, Range 37 East, W.M., north of Follyfarm, a distance of approximately 30.0 miles,

were selected and designated on the records of the Highway Commission as the Rome-Princeton Secondary Highway No. 442; and

WHEREAS, on February 5, 1932, the Highway Commission, by resolution, selected and designated as a Secondary Highway certain county roads in Harney County then under the jurisdiction of the County Court of said County, and on July 30, 1936, the Highway Commission, by resolution, eliminated a section of the said highway and replaced it with another section so that the description of the Secondary Highway is as follows:

> Beginning on the State Highway at or near Crane and extending in a southerly direction to a point one mile north of Princeton; thence in a southwesterly direction over Market Road No. 5 to a junction with the road to Happy Valley; thence via Happy Valley and Kiger Valley to a point at or near the present Post Office at Diamond in Diamond Valley, a distance of approximately 35 miles,

which said county roads upon their selection and disignation as secondary

EXHIBIT "I-1" (cont)

highway were thereafter identified on the records of the Highway Commission as the Diamond Valley Secondary Highway No. 441; and

WHEREAS, the Highway Commission deems it necessary and in the best interests of the travelling public that the names and termini of the Rome-Princeton Secondary Highway and the Diamond Valley Secondary Highway be altered.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission:

1. That the present Rome-Princeton Secondary Highway No. 442 shall be combined with a portion of the Diamond Valley Secondary Highway No. 441, extending from its junction with the Rome-Princeton Highway northerly to its northern terminus at the junction with the Burns-Crane Primary Highway at or near Crane; that this combination of highways shall retain the classification of a secondary highway and shall hereafter be designated the Crane-Scotts Butte Secondary Highway No. 442, with a route and termini as follows:

> Beginning at a junction with the Burns-Crane Primary Highway at or near Crane; thence south and southeasterly over Oregon State Route 78 to a junction with U. S. Highway No. 95 at a place southerly from Scotts Butte in Township 32 South, Range 40 East, W. M. and being about thirteen miles southwesterly from Rome, Oregon.

2. That the present Diamond Valley Secondary Highway No. 441 shall be shortened and retain the classification of a secondary highway, hereafter being designated as the Diamond Secondary Highway No. 441, with its route and termini as follows:

> Beginning in the Town of Diamond and extending thence northerly via Kiger Valley and Happy Valley to a junction with the Crane-Scotts Butte Secondary Highway No. 442 at a place about two miles north of Princeton, Oregon.

3. That this resolution be entered in the minutes and records of the Highway Commission this 23 day of September, 1954, as Secondary Highway Designation Resolution, File No. 28.

EXHIBIT "I-2"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, on February 19, 1936, the Highway Commission selected and designated as a secondary highway a county road in Yamhill County then under the jurisdiction of the County Court of said County known as the Amity-Dayton Road and described as follows:

> Beginning at a point on the West Side Pacific Highway at a point approximately one mile south of Whiteson, thence in a northeasterly direction to a junction with the Three-Mile Lane Secondary Highway No. 152, a distance of approximately seven miles,

which said county road upon its selection and designation as a secondary highway was thereafter identified on the records of the Highway Commission as the Amity-Dayton Secondary Highway No. 155; and

WHEREAS, on November 13, 1931, the Highway Commission selected and designated as a secondary highway a county road in Yamhill County then under the jurisdiction of the County Court of said County known as Three-Mile Lane and described as follows:

> Beginning at Third and Baker Streets in the City of McMinnville, Oregon, and proceeding easterly to a junction with the Amity-Dayton Secondary Highway No. 155; thence northeasterly via Dayton to a junction with the Pacific Highway West between Dundee and Lafayette,

which said county road upon its selection and designation as a secondary highway was thereafter identified on the records of the Highway Commission as the Three-Mile Lane Secondary Highway No. 152; and

WHEREAS, the Highway Commission deems it necessary and in the best interests of the travelling public that the termini of the Three-Mile Lane Secondary Highway No. 152 and the Amity-Dayton Secondary Highway No. 155 be altered,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission:

1. That the present Amity-Dayton Secondary Highway No. 155 shall include a portion of the Three-Mile Lane Secondary Highway No. 152, said portion commencing at a place where the two secondary highways join, thence northeasterly via Dayton to a junction with Pacific Highway West (U.S. Route 99W) at Mile Post 30.79 between Dundee and Lafayette. Said Amity-Dayton Secondary Highway No. 155 shall retain its present designation

EXHIBIT "I-2" (cont)

and its classification as a secondary highway, its termini being hereafter identified and described as follows:

> Beginning at a place on Pacific Highway West (U.S. Route 99W) about one mile south of Whiteson; thence in a northeasterly direction to a junction with Three-Mile Lane Secondary Highway No. 152 at or near Mile Post 4.65 of said highway; thence northeasterly via Dayton to a junction with Pacific Highway West (U. S. Route 99W) at or near Mile Post 30.79 of said highway between Dundee and Lafayette.

2. That the present Three-Mile Lane Secondary Highway No. 152 retain its present designation and its classification as a secondary highway, and its termini shall hereafter be identified and described as follows:

> Extending from its termini at Third and Baker Streets in McMinnville easterly to a junction with the Amity-Dayton Secondary Highway No. 155 at Mile Post 7.03 of said highway.

3. That this resolution be entered in the minutes and records of the Highway Commission this 23 day of September, 1954, as Secondary Highway Designation Resolution, File No. 29.

EXHIBIT "J-1"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 11th day of May, 1954, by resolution declared the necessity for the acquisition of certain real property owned by Alameda Snyder, File No. R-21904, situated in Section 25, Township 1 South, Range 1 East, W.M., Clackamas County, Oregon, in conjunction with the improvement of the Portland-Milwaukie Section of the Pacific Highway East by the construction of Ochoco Avenue and O.L.C.C. frontage road and the provision for the interchange of traffic between said frontage road and the Pacific Highway East, for right of way purposes for the establishment, construction and maintenance of a connecting road to connect Ochoco Avenue with Road A in the City of Milwaukie, Oregon; and

WHEREAS, it is the judgment of the Commission that the highway facility for which the said parcel of real property is required will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage if the description of the real property to be taken is revised to reduce the area.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. That certain resolution duly made and entered in full in the minutes and records of the Commission on the 11th day of May, 1954, pertaining to that property owned by Alameda Snyder, be and the same hereby is amended by substituting the following description of the real property to be taken for that set forth in the aforementioned resolution:

A parcel of land lying in Lot 63, Sellwood Gardens, also in the Northwest quarter (NW$\frac{1}{4}$) of Section 25, Township 1 South, Range 1 East, W.M., Clackamas County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Lot No. 63; thence North along the West line of said Lot No. 63 a distance of 156.5 feet to the South line of Ochoco Avenue; thence North 89° 35' East along the South line of said Ochoco Avenue, 50 feet to the East line of said Lot No. 63; thence South 18° 26' West, 15.81 feet; thence South on a line 5 feet West of and parallel to the East line of said Lot No. 63 a distance of 126.2 feet; thence South 18° 26' East, 15.81 feet to the Southeast corner of said Lot No. 63; thence South 89° 15'

EXHIBIT "J-1" (cont)

West 50 feet to the place of beginning.

The parcel of land to which this description applies contains 7,100 square feet, more or less.

2. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 531.

EXHIBIT "J-2"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission by resolution dated September 24, 1953, declared the necessity of the acquisition of two parcels of real property, therein designated as Parcel No. 1 and Parcel No. 2, owned by J. C. Owre, et ux, File No. L-2060 (R-20650), Parcel No. 1 being situated in the Joseph Churchill Donation Land Claim No. 56, also lying in the Northeast quarter (NE$\frac{1}{4}$) of Section 31, Township 4 South, Range 1 West, W.M., Marion County, Oregon, and Parcel No. 2 also being situated in the Joseph Churchill Donation Land Claim No. 56, also lying in the Northeast quarter (NE$\frac{1}{4}$) of Section 31, Township 4 South, Range 1 West, W. M., Marion County, Oregon, for right of way purposes, for the establishment, construction and maintenance of the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway, and for right of way of the Portland-Salem Expressway and Broad Acres Road, also known as Marion County Market Road No. 8; and

WHEREAS, the said State Highway Commission after further investigation has found that the computation of the area in Parcel No. 1 lying within the existing right of way in the amount of 0.21 acres and that area lying outside of the existing right of way in the amount of 11.86 acres is incorrect; and

WHEREAS, the said State Highway Commission after further investigation has found that the computation of the area in Parcel No. 2 lying within the existing right of way in the amount of 0.46 acres and that area lying outside of the existing right of way in the amount of 0.64 is incorrect; and

WHEREAS, the said State Highway Commission after further investigation has found that it is to the best interests of the State and the public to change the descriptions of the areas lying inside and outside of the existing right of way in Parcels No. 1 and No. 2 so that said descriptions will reflect the true facts; and

WHEREAS, the resolution of September 24, 1953, does not properly describe the area lying within and without the existing right of way adjacent to Parcels No. 1 and No. 2 and should, therefore, be amended to properly describe same;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. That that certain resolution duly made and entered in full in the minutes and records of the Commission on the 24th day of September, 1953, pertaining to the property owned by J. C. Owre, et ux, File No. L-2060

EXHIBIT "J-2" (cont)

(R-20650), be and the same hereby is amended to properly describe Parcel No. 1 and Parcel No. 2 as follows:

Parcel No. 1:

A parcel of land lying in the Joseph Churchill Donation Land Claim No. 56, also lying in the Northeast quarter (NE¼) of Section 31, Township 4 South, Range 1 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to J. C. Owre and Sophie Owre , recorded in Book 181, Page 356, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land 274 feet in width, 100 feet Easterly and 174 feet Westerly of the center line of the Portland-Salem Expressway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1020+91, said Station being 15.77 feet North and 69.61 feet West of the Southeast corner of the Gideon Seneschal Donation Land Claim No. 59, Township 4 South, Range 1 West, W.M.; thence South 37° 26' West 637.94 feet to Equation Station L4ef1027+28.94 back equals L4e 1026+69.77 ahead; at which point there is also an equation in bearings South 37° 26' West back equals South 37° 28' West ahead; thence South 37° 28' West 1630.23 feet to Engineer's center line Station 1043+00.

Said center line crosses the Easterly and Southerly lines of said property approximately at Engineer's center line Stations 1041+52 and 1040+23, respectively.

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 12.07 acres, of which 0.16 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 11.91 acres lie outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the Joseph Churchill Donation Land Claim No. 56, also lying in the Northeast quarter (NE¼) of Section 31, Township 4 South, Range 1 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to J. C. Owre and Sophie Owre, recorded in Book 181, Page 356, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Hubbard-Broadacres County Road as said County Road has been relocated, which center line is described as follows:

EXHIBIT "J-2" (cont)

Beginning at Engineer's center line Station W4+14.76, said Station being 76.04 feet South and 139.93 feet West of the southeast corner of the Gideon Seneschal Donation Land Claim No. 59, Township 4 South, Range 1 West, W.M.; thence South 88° 15' 55" West 200.21 feet; thence on a spiral curve right (the long chord of which bears North 89° 04' 05" West) 200 feet; thence on a 716.20 foot radius curve right (the long chord of which bears North 82° 58' 50" West) 18.85 feet; thence on a spiral curve right (the long chord of which bears North 76° 53' 35" West) 200 feet; thence North 74° 13' 35" West 266.18 feet to Engineer's center line Station W13+00.

The Southerly line of said strip of land crossing the Northerly line of said property approximately opposite Engineers center line Station W12+50.

Except that portion of said strip of land which lies within parcel No. 1 above.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
W5+00	W10+33.82	To the North line of property	50 feet
W10+33.82	W13+00	To the North line of property	30 feet

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 1.33 acres, of which 0.43 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.90 acre lies outside of the existing right of way.

2. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 532.

23995

EXHIBIT "J-3"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-3" (cont)

2. That the widening, improvement and maintenance of the said Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 520.

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*FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 520, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-4"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Tualatin River-Middleton Section of the Pacific Highway West; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record or reputed owner, and the Commission's respective file number and said Exhibit "A", is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Tualatin River-Middleton Section of the Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 521

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 521, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

23999

EXHIBIT "J-5"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Euchre Creek-Wedderburn Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Euchre Creek-Wedderburn Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain real property. The said real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to the said real property on the said attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Euchre Creek-Wedderburn Section of the Oregon Coast Highway and the highway facilities for which the said real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolu-

tion No. 522 .

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 522, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein..

EXHIBIT "J-6"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire a haul road to provide access to and from a material site to be used in connection with the acquisition of roadbuilding materials, and for such purpose the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title, or any right or interest, to said real property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "J-6" (cont.)

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954.

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*FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 523, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-7"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Rocky Point-Tarheel Section of the Cape Arago Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment, and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Rocky Point-Tarheel Section of the Cape Arago Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be required, are more particularly described in the attached list, marked EXHIBIT "A", under the name of the record owner or reputed owners, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the relocation, construction, improvement and maintenance of the said Rocky Point-Tarheel Section of the Cape Arago Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "J-7" (cont.)

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 524.

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*FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 524, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-8"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, denotation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention or hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Bear Creek Section of the Suislaw Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Bear Creek Section of the Siuslaw Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Siuslaw Highway and all of the contigu-

EXHIBIT "J-8" (cont.)

ous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Bear Creek Section of the Siuslaw Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 525.

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* FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 525, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-9"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Salem By-Pass - Jefferson Junction Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-9" (cont.)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Salem By-Pass - Jefferson Junction Section of the Pacific Highway East as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said Salem By-Pass - Jefferson Junction Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "J-9" (cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 526.

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* FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 526, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-10"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Clackamas Overcrossing Section of the said Clackamas Secondary Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Clackamas Overcrossing Section of the Clackamas Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Clackamas Overcrossing Section of

EXHIBIT "J-10"

the said Clackamas Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the Clackamas Overcrossing Section of the Clackamas Secondary Highway, and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 527.

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* FOOTNOTE: The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 527, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-11"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 21st day of January, 1954, by resolution declared the necessity for the acquisition of certain real property owned by S. H. Frank & Company, File No. R-20483, situated in Sections 31 and 32, Township 34 South, Range 14 West, W.M., Curry County, Oregon, for right of way purposes for the relocation, construction, improvement and maintenance of the Euchre Creek-Wedderburn Section of the Oregon Coast Highway as a throughway; and

WHEREAS, the said resolution declared the necessity that there shall be no rights of access between the right of way of the said relocated Oregon Coast Highway and the remaining land of S. H. Frank & Company except for two rights of access to the said relocated highway; and

WHEREAS, the said Highway Commission after further investigating the necessity for the control of access from the said remaining land to the relocated Oregon Coast Highway, has found that it will be in the best interests of the State and the owner of the said remaining land to change the access control language in the said resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

That the access control language in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 21st day of January, 1954, pertaining to that property owned by S. H. Frank & Company be, and the same is, amended to read as follows:

1. It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owner remaining after the sale or appropriation of the real property hereinabove described as Parcel No. 1; provided, however, that there shall be reserved unto the owner, its successors and assigns, for the service of the said remaining land the following:

A right of access to the relocated Oregon Coast Highway of a width not to exceed 25 feet, on the West side of the said highway, opposite Highway Engineer's center line Station 721+50, for the production and transportation to market of farm products and for the development, harvesting and transportation to market of forest products from the owner's remaining land, and for private residential purposes.

A right of access to the relocated Oregon Coast Highway of a width not to exceed 40 feet, on the West side of the said highway, opposite High-

way Engineer's center line Station 709+25, for the production and transportation to market of farm products and for the development, harvesting and transportation to market of forest products from the owner's remaining land, for private residential purposes, and for any and all purposes reasonably necessary to the promotion, development, construction or operation of shipping, fishing or other commercial interests of a maritime port, but such purpose shall not include any commercial institution or activity which caters to or solicits from the traveling public.

The reserved rights of access from the said abutting property shall not be used for any purpose not hereinabove authorized. If, after written notice to desist, the owner, or any person holding under it, shall use any of said rights of access for any purpose not hereinabove authorized for that specific location, or shall permit or suffer any other person to do so, then the reserved right of access at the place where the unauthorized use occurred shall automatically be suspended. The State shall thereupon have the full right and privilege, which right and privilege is hereby expressly granted, to close such place of access for all purposes. The suspension shall cease and the owner, or those holding under it, shall again have the right to use said right of access for the purpose or purposes hereinabove authorized when assurance has been furnished the State that the unauthorized use will not be resumed; provided, however, that the State may first require the furnishing of a bond, with good and sufficient sureties and in a satisfactory amount, conditioned upon the faithful observance and compliance with the terms and purposes hereinabove set forth for the use of said reserved right of access.

The State shall, however, have the right at its option to build at any future time, at its sole cost, within the boundaries of any present or hereafter acquired right of way, an underpass and a traffic interchange; thereupon, the rights of access herein reserved to and from the aforesaid highway which are connected to any such underpass or interchange shall cease, but the owner, its successors and assigns, shall have access to the relocated Oregon Coast Highway via such underpass and traffic interchange. Said traffic interchange shall be connected to the relocated Oregon Coast Highway in such manner and at such places as will afford reasonable and safe connections, and the said underpass shall not be less than 20 feet in width, and the State will, at its sole cost, connect the existing road at Station 709+25 with the said underpass and traffic interchange.

2. That this resolution shall be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 547.

EXHIBIT "J-12"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 24th day of February, 1954, by resolution declared the necessity for the acquisition of certain real property owned by Round Prairie Lumber Co., et al. File No. R-21567 and No. R-21568, situated in Section 35, Township 28 South, Range 6 West, W.M., Douglas County, Oregon, and also situated in Section 2, Township 29 South, Range 6 West, W.M., Douglas County, Oregon, for the purpose of the relocation, construction, improvement and maintenance of the Shady Point-Booth Ranch Section of the relocated Pacific Highway as a throughway; and

WHEREAS, the Highway Commission after further investigation has found that it is in the best interests of the State and the public to acquire an easement in connection with the proper relocation, improvement, construction and maintenance of the Shady Point-Booth Ranch Section of the relocated Pacific Highway; and

WHEREAS, the said resolution of February 24, 1954, includes an easement of greater extent than that needed for the above-mentioned right of way and should therefore be amended to properly describe the needed easement;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. That that certain resolution duly made and entered in full in the minutes and records of the Commission on the 24th day of February, 1954, pertaining to the property owned by Round Prairie Lumber Company, et al., File No. R-21567 and No. R-21568 be and the same hereby is amended to read as follows pertaining to Parcel 3 of the aforesaid resolution:

It is necessary to acquire an easement across the following described real property for the purpose of constructing and maintaining footings of a retaining wall which will provide lateral support for a portion of the real property described as Parcel No. 1. The Highway Commission does not seek to acquire fee simple title to the land to be used for easement nor to prevent the owner, its successors and assigns from the full use and domain thereover, provided however, that such use shall not be permitted to damage or destroy lateral support to the said highway. The real property across which this easement is required is described as follows, to wit:

Parcel No. 3

A strip of land 4.5 feet in width lying westerly of and adjacent to the westerly line of parcel No. 1, being the face of the retaining

EXHIBIT "J-12" (cont.)

wall to be constructed between Stations 3074+22.61 and 3074+97.32 containing 0.01 acre.

2. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 548.

EXHIBIT "J-13"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry site; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

and the State are best served, even though said entire tracts is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded,and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment, and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Goshen-Divide Section of the relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, lo ated, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 594.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 594, under heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-14"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Santiam Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Santiam Highway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Santiam Highway and all

of the contiguous real property of the owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted to the parcel on the said attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Santiam Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 631, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-15"

Minutes of September 23 and 24, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to improve and maintain the Sunset Highway; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said highway shall be improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled;

EXHIBIT "J-15" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the improvement and maintenance of the said Sunset Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owner should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner and the Commission's respective file number, and said "Exhibit A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Sunset Highway and all of the contiguous real property of the owner remaining after the appropriation of the said real property; except that there shall be reserved unto the owner, its successors and assigns, for service of its remaining land such access reservations as are noted as to each parcel on the attached list marked "Exhibit A". *

3. That the improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of September, 1954, as Condemnation Resolution No. 632.

*See next page for footnote.

EXHIBIT "J-15" (Cont)

*FOOTNOTE:

The name of the property owner and the detailed description of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 632, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Salem, Oregon
October 11, 1954

The State Highway Commission met in special telephonic session at 2:30 P.M. on Monday, October 11, 1954. Present were:

Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, Deputy State Highway Engineer

In the absence of Chairman Ben R. Chandler, Commissioner Charles H. Reynolds acted as Chairman and called the meeting to order.

The Deputy State Highway Engineer explained that by inadvertence a bid had been received from Wulfert Company, Inc., on the advertised proposal for the construction of the Big Eddy-Dillon Guard Rail Project, that the bid was opened and considered with other bids at the Commission meeting dated September 23, 1954, and being the lowest bid Contract No. 4287 was awarded to the bidder Wulfert Company, Inc. It was then discovered that Wulfert Company, Inc., a corporation, had never qualified to bid on public contracts estimated in excess of $10,000 as required under the provisions of ORS 279.010 et seq., although Wulfert Company, a co-partnership, had so qualified.

The Deputy State Highway Engineer further informed the Commission of the Chief Counsel's advice that the afore-mentioned statutes set forth the mode whereby public contracts shall be let and that such mode, and no other, must be pursued to create a valid contract. It was recommended that all steps heretofore taken in awarding Contract No. 4287 to Wulfert Company, Inc., be rescinded, all other bids rejected, and the project readvertised for bids to be opened October 28, 1954.

The Commission being advised of the facts and the law, approved the recommendation and authorized the recission of Contract No. 4287 heretofore awarded to Wulfert Company, Inc., rejection of all other bids, and readvertising of the project for letting October 28, 1954.

There being no further business, the meeting adjourned.

Charles H Reynolds
Commissioner

W C Williams
Deputy State Highway Engineer

M K McIver
Commissioner

October 11, 1954

Portland, Oregon
October 28, 1954

The State Highway Commission met in regular session in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner Reynolds announced that only a few jobs are being considered by the Commission at this letting due principally to the fact that bond money authorized by the Legislature for highway construction is nearly all obligated. He called attention to the highway program proposed by President Eisenhower and advised if this Federal Program materializes, Oregon will continue construction at relatively the same rate that it has proceeded during the last two years.

Bids as follows for highway construction were then opened and read aloud by the Secretary who announced that the Commission would award contracts at 4:00 p.m. in the same room.

CURRY COUNTY
GREGGS CREEK-WEDDERBURN FENCING PROJECT

Wold Brothers, Bandon *	$ 27,426.00
Den Herder & Strobel, Medford	29,085.00
Mark Smith & Company, Klamath Falls	34,522.00
Colorado Fuel & Iron Corporation, Pacific Coast Division, Portland	34,739.92

*Bidder will accept award of only one project.

DOUGLAS COUNTY
GRADING AND OILING WEST UNIT, REEDSPORT-DEAN CREEK SECTION

Coos Bay Dredging Company, Coos Bay	$290,929.00
John A. Logan, Portland	338,762.50
Fred H. Slate Company, Oregon Ltd., & E. C. Hall Co., Portland	346,360.00
Funderburk Construction Company, Sutherlin	358,404.00
Natt McDougall Company, Portland	394,754.00

West Unit, Reedsport-Dean Creek Section (cont)

Peter Kiewit Sons' Company, Longview, Washington	$515,774.00

DOUGLAS COUNTY
WINCHESTER MAINTENANCE BUILDING

Morris R. Holst, Oakridge	$ 15,587.68
Jackson & Ray and Walt M. Young, Hermiston	16,512.40
Mann Construction Company, Redmond	17,320.00
Hampton C. Platt, Salem	17,390.00
Starr Builders, Lebanon	17,391.00
Robert C. Wilson, Corvallis	17,622.00
Donald W. Thompson, North Bend *	18,884.00
Wm. Pemberton, Roseburg	19,061.00
S. Ferche', Roseburg	19,075.00
Todd Building Company, Roseburg	20,772.00
Tomlinson & Buckmaster, Portland	21,128.00

*Bidder will not accept projects totaling more than $19,000.00

JEFFERSON COUNTY
GRADING AND PAVING WASCO COUNTY LINE-WARM SPRINGS AGENCY

Rogers Construction, Inc., Portland	$268,466.00
Babler Brothers, Inc., Portland	288,052.00
Warren Northwest, Inc., Portland	312,592.50
The Central Heating Company, Oreg. Ltd., Eugene	326,320.50
Acme Construction Company, Eugene	328,458.00
E. C. Hall Company, Portland	329,795.00
J. M. Arenz, Portland	337,810.00
J. N. Conley, Portland *	342,916.00
J. W. Briggs, Bend	343,580.50
Fred Rouse, Henry H. Miller and F. H. McEwen, Salem	343,630.00
Porter W. Yett, Portland	363,778.00
A. H. Saxton & Son, Corvallis	364,405.00
F. L. Somers, Medford	373,763.00
Peter Kiewit Sons Company, Longview, Washington	380,471.00

*Bidder will accept award of only two projects.

LANE COUNTY
HONEYMAN PARK CAMP EXPANSION

Den Herder & Strobel, Medford	$ 16,972.00
Enoch I. Maerz, Salem	17,437.20
Stanton W. Payne, Eugene	18,510.00
Coastal Equipment & Repair, Empire	19,271.00
Truitt Woodworth, Florence	19,324.35
Fodge & Collins, Waldport	20,372.21
Tomlinson & Buckmaster, Portland	20,908.00

Honeyman Park Camp Expansion (cont)

Fred Rouse & Henry H. Miller, Salem	$ 22,625.50
Lee-Buildt Homes, Springfield	24,992.70

LINCOLN COUNTY
GRADING, PAVING, AND BRIDGE CONSTRUCTION ON SILETZ BAY-DEPOE BAY UNIT, SILETZ BAY-MINER CREEK SECTION

J. C. Compton Company, McMinnville	$624,787.50
Fred H. Slate Company, Oreg. Ltd., & E. C. Hall Company, Portland	634,212.00
Coos Bay Dredging Company, Inc., Coos Bay	681,193.90
Acme Construction Company, Eugene	688,613.50
J. N. Conley, Portland	694,848.00
Babler Brothers, Inc., Portland	712,437.50
C. J. Montag & Sons, Portland	734,192.50
C. J. Eldon, Portland	819,982.00

MARION COUNTY
FOUR STRUCTURES ON GERVAIS-HAYESVILLE UNIT, GROUP II

Hamilton & Thoms, Eugene	$178,280.00
Tom Lillebo, Reedsport	184,459.00
Lee Hoffman, Beaverton	187,115.00
Natt McDougall, Portland	193,352.00
C. J. Montag & Sons, Portland	195,376.00
C. B. Tuttle, Los Alamitos, California	196,497.00
Valley Construction Company, Portland	197,271.00
Glenn Snook, Eugene	199,740.00
Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland	205,564.00
Cherveny Construction Company, Portland	226,251.00

UMATILLA COUNTY
PAVING; ALSO FURNISHING CRUSHED MATERIAL IN STOCKPILE ON EMIGRANT HILL SECTION OF THE OLD OREGON TRAIL

Rogers Construction Company, Portland	$432,215.00
Central Paving Company, Independence	491,845.00
Warren Northwest, Inc., Portland	498,370.00
E. C. Hall Company & J. C. Compton Company, Portland	520,310.00
Pacific Sand & Gravel Company, Centralia, Washington	520,216.00
Acme Construction Company, Eugene	532,830.00
Max J. Kuney Company, Inc., Spokane, Washington	540,967.00
Morrison-Knudsen Company, Inc., Boise, Idaho	541,690.00
F. R. Hewett Company & McAtee & Heathe, Inc., Spokane, Washington	544,870.00
J. N. Conley, Portland *	553,672.00
Parker-Schram Company, Portland	614,465.10

Emigrant Hill Section (cont)

Porter W. Yett, Portland	$622,624.00

*Bidder will accept award of only two projects

WASCO COUNTY
BIG EDDY-DILLON GUARD RAIL PROJECT ON COLUMBIA RIVER HIGHWAY

Hutton-Kalkhoven, Portland	$ 37,440.00
R & W Construction Company, Auburn, Washington	39,240.00
Snitily Brothers Construction Company, Wenatchee, Washington	41,580.00
Wulfert Company, San Leandro, California	41,580.00
Carl Anderson, Walla Walla, Washington	46,350.00
Morrison & Lamping, Walla Walla, Washington	50,220.00
Roy M. King & Roger R. Tyler & Joe E. Tyler, Moses Lake, Washington	57,780.00
Wold Brothers, Bandon *	63,000.00
C. P. Tallon, Roseburg	70,200.00

*Bidder will accept award of only one project.

WASCO AND SHERMAN COUNTIES
BIG EDDY-RUFUS FENCING PROJECT

Albert C. Bubak, Woodburn	$ 10,487.64
San Jose Steel Company, Portland	11,175.00
J. H. Kelly Construction, Hood River	11,490.00
Colorado Fuel & Iron Corporation, Pacific Coast Division, Portland	12,589.30
Mark Smith & Company, Klamath Falls	14,700.00
Morrison & Lamping, Walla Walla, Washington	14,770.00
Vernie Jarl, Gresham	17,932.50
Anderson & Toretta, Walla Walla, Washington	27,270.43

WASHINGTON COUNTY
GRADING, PAVING AND FURNISHING CRUSHED MATERIAL IN STOCKPILE ON GLENWOOD-NORTH PLAINS SECTION

Rogers Construction Company, Portland	$505,292.00
Acme Construction Company, Eugene	633,078.80
J. N. Conley, Portland *	660,996.00
E. C. Hall Company & J. C. Compton Company, Portland	676,695.00
Peter Kiewit Sons' Company, Longview, Washington	701,019.50
Newport Construction Company, Portland	704,087.50

*Bidder will accept award of only two projects.

WASHINGTON COUNTY
GRADING, PAVING; ALSO CONSTRUCTION OF BRIDGE ON TUALATIN RIVER-MIDDLETON UNIT, TIGARD-NEWBERG SECTION

Rogers Construction, Inc., Portland	$501,931.50
Fred H. Slate Company, Oreg. Ltd. & E. C. Hall Company, Portland	553,104.00
J. C. Compton Company, McMinnville	577,984.50
Porter W. Yett, Portland	580,045.00
J. W. Briggs, Bend	596,428.50
J. N. Conley, Portland	605,091.00

The Commission approved the minutes of the meeting held on May 11 and 12 and on June 23 and 24, 1954.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Renewal of a lease with the U. S. Bureau of Land Management for use of 51.51 acres of Government owned land at Loon Lake in Lots 17 & 18, Sec. 1, T 23S, R 10 W. W.M., Douglas County: The Parks Superintendent reported that a previous 20 year lease on the property has expired, and that the State's application for renewal has been approved by the Federal authorities on condition that the land will be used for recreational purposes only and that the State will pay a yearly rental of $6.44. He recommended renewal of the lease on a 20 year basis. The recommendation was adopted by the Commission.

2. Request of the State Board of Forestry for an easement to use an existing logging road across Short Sand Beach State Park: The State Parks Superintendent recalled that several years ago a permit had been issued to the St. Helens Pulp & Paper Company for a road crossing in the park. The State Board of Forestry now wishes to use this same road for the convenience of its contractors and the Board in the removal of timber, reforestration, fire control and maintenance. As the road is already constructed and the use of it will be to the public benefit, he recommended issuance of an easement to the State Board of Forestry. The Commission accepted the recommendation.

3. Report on adaptability of the Baker area at Dorena Reservoir for state park purposes: The Parks Superintendent recalled that some time ago the Commission authorized a study of the area at request of Lane County interests, and he advised that the study has been completed in considerable detail. He presented a written report on the subject in which he points out that the Dorena Reservoir is situate on the Row River about 11 miles east of Cottage Grove, and is reached by a county road. He recommended against development of the area by the State at this time because there are other lake and reservoir

areas in Lane County that have a higher priority, and will please more people, particularly (1) Leaburg Damsite area on the McKenzie River, (2) Triangle Lake on the Siuslaw Highway, and (3) the reservoir at Dexter on the Willamette River adjoining the Willamette Highway. The recommendation was accepted by the Commission. (For details see copy of Park Superintendent s written report dated October 25, 1954, in General Files.)

4. Report on possible lakeside developments throughout the State: The Parks Superintendent recalled that at the meeting in August he was instructed to prepare a report on recreational developments around lakes and reservoirs as to priority of development. This report, he stated, goes into considerable detail in considering the accessibility, practicability and need for development on practically all of the lakes and reservoirs adjoining state highways. The Commission accepted the report, but took no action on it. (For details see copy of the Parks Superintendent's letter of October 25, 1954, and Mr. Dunlap's letter to the Parks Superintendent dated October 26, 1954 in the General Files.)

5. Proposed access road to the Methodist Camp Ground adjacent to Wallowa Lake State Park: The Parks Superintendent explained that closure of two existing roads through the park is required to accommodate overnight camping facilities in areas traversed by them. A petition, he stated, has been submitted by people who have summer cottages on the Methodist Camp Ground area immediately south of the Park, requesting that a road be provided them near the Wallowa River on the east edge of the park. He pointed out that the existing roads had been used for perhaps 40 years without protest from the original owners of the property, and in all probability the petitioners have certain legal rights established by such use. The road proposed by the petitioners, he stated, is approximately 1,000 feet long and extends from a connection with the Joseph-Wallowa Lake Highway southerly along the west side of the Wallowa River to a connection with an existing road at the south park boundary. He estimated the cost to construct a road of about equal quality as the existing road at $1,000, and he recommended that it be constructed when it becomes necessary to close the present roads through the park. The recommendation was approved by the Commission.

6. Parks Budget for the year 1955: The Parks Superintendent presented a proposed budget totaling $1,194,000 and explained items therein as requested by the Commission. After careful consideration, the Commission adopted the budget as submitted. (For details see copy of the budget in the Secretary's files.)

7. Proposed state park at Maxwell Point near Oceanside in Tillamook County. The State Parks Superintendent reported that he had received a request from the Oceanside Community Club for development of a state park at this point. The Commission ordered an investigation and a report on the matter.

Mr. Arden X. Pangborn, Editor of the Oregon Journal and member of the Travel Advisory Committee, appeared before the Commission in company with Mr. Carl Jordan, Director of the Travel Information Department, concerning the budget of that department for the year 1955. Mr. Pangborn explained that the budget as presented follows the pattern of previous budgets. He pointed out, however, that advertising costs have increased and more money may be needed later to do the same job as was done during 1954. After due consideration, the Commission approved the budget for $275,000. The Advisory Committee was commended by the Commission for the fine work that it has done in guiding the activities of the travel information division.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for various state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the options as presented, the Right of Way Engineer inquired whether or not he should negotiate acquisition of right of way needed for the West Portland-Harbor Drive Section of the Portland-Salem Expressway across property owned by the Barbur Boulevard Drive-In Theater. He anticipated that the property would cost about $125,000. Commissioner McIver gave as his feeling that the right of way should be acquired now because people are being damaged by the uncertainties and it will cost much more later on. Commissioner Reynolds suggested completion and adoption of the survey as rapidly as is possible. The Engineer stated that in his opinion right of way should be acquired from those who are willing to sell at a reasonable figure. He also said that the survey is sufficiently advanced and the location well enough known so many of the properties could be acquired and construction of the project expedited with the least possible delay when the Commission is ready to proceed with the improvement. The matter was discussed briefly, but action was deferred until later in the session. (On the following day, the Right of Way Engineer again brought the matter before the Commission. He was authorized at that time to negotiate an option for right of way across the Drive-In Theater property.)

In the discussion of the above-mentioned Drive-In Theater property, the question arose as to the status of surveys that have been authorized for contemplated improvements. The Engineer was instructed to submit a report on the subject at the next meeting showing surveys completed and those under way, mileage involved, and the estimated cost of the work that is covered by the surveys.

A report on Miscellaneous Sales of miscellaneous properties sold since the last Commission meeting was submitted by the Right of Way Enginner and accepted by the Commission. (For list of properties sold, see a copy of the report prepared by C. W. Parker, Property Manager, dated October 28 and 29, 1954, filed in the Secretary's office under the heading

"Miscellaneous Sales.)

The matter of reimbursing Mr. Bert Howard for expenditures made by him in constructing curbing on the Mt. Vernon-John Day Section of the John Day Highway in Grant County was discussed. The Right of Way Engineer stated that Mr. Howard had been forced to install additional curbing due to a change in grade of the highway. He recommended that he be paid the sum of $75 for this additional work. The Commission approved the payment.

The Right of Way Engineer presented a number of changes in access points on various properties. He explained that in each instance no additional access is being granted and that only a change in the existing access is involved. He recommended changes as follows:

1. Lindberg property on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County-File No. 20336.

2. Newhouse property on the Frankport-Euchre Creek Section of the Oregon Coast Highway in Curry County, File No. 21085.

3. Davis property on the Seven Oaks-Medford Section of the Pacific Highway in Jackson County, File No. 20973.

4. Hinsdale property on the Reedsport-Luder Creek Section of the Umpqua Highway in Douglas County, File No. 15092.

5. Woodley property on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County, File No. 17627.

6. Hinsdale property on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County, File No. 20605.

The Commission approved the changes as recommended.

Attention was given by the Commission to a form of agreement with the Salt Lake Pipe Line Company whereby the State is given permission to construct and maintain the Olds Ferry-Ontario Section of the Old Oregon Trail Highway over and across the Company's pipe line in Malheur County. The Right of Way Engineer stated that the provisions of the agreement have been carefully checked and that the rights of the State are safeguarded. He recommended that the agreement be approved. The Commission approved the recommendation.

Deeding of 0.19 acre of land to Douglas County for a consideration of $1 was discussed. The Right of Way Engineer explained that the State owns a stockpile site on the old route of the Elkton-Sutherlin Secondary Highway at milepost 24.75 which is outside the normal right of way and no longer is of value for state highway purposes but can be used to advantage by the County. He recommended that it be deeded to the County at the price mentioned. The Commission accepted the recommendation.

Authority to sell 3,331 sq. ft. of excess property in Lot 1, Patterson's Addition to Eugene was requested by the Right of Way Engineer who stated that the property is not needed in highway operations and who recommended that it be sold at public sale for not less than $1,000 with complete restriction of access to the Pacific Highway. The Commission granted the request by adoption of the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to the matter of leasing to Swift and Company, a parcel of land situate north of the S.P. & S. Railroad and east of 14th Street in Astoria. The Right of Way Engineer explained that this is a triangular tract near the ferry slip in Astoria which can be leased to Swift and Company for three years beginning July 1, 1954, at a rental rate of $50 per month plus payment of taxes; moreover the Company has agreed to maintain the platforms and warehouse located upon the property. He recommended that the lease be approved. The Commission accepted the recommendation.

Payment of $1,667 to Doty & Doerner, Landscape Contractors, Portland, for operational damages due to the closing of a temporary farm crossing at Stafford Road on the Barbur Boulevard-Marion County Line Section of the Portland-Salem Expressway was considered by the Commission. The Right of Way Engineer stated that, in his opinion, damages in the amount requested have been suffered by Doty & Doerner, and he recommended that they be paid such amount. The Commission approved the payment.

The Right of Way Engineer recommended and the Commission approved sale of 0.04 acre of excess property on the Salem Bypass Section of the Pacific Highway to Ivan J. and Betty C. Fellows for the sum of $105 with complete restriction of access to the bypass.

Consideration was given to the matter of compensating the State Land Board at the rate of $0.10 per cubic yard for road materials to be taken from the Umpqua River by the U. S. Bureau of Public Road's contractor for use in constructing the Hinsdale Slough-Luder Creek Section of the Umpqua Highway. The Right of Way Engineer explained that in connection with Forest Highway projects the State is obligated to furnish necessary rights of way and sources of material for construction. In this instance, he said, the material source is the Umpqua River so it will be necessary to pay the State Land Board the customary charge of $0.10 per cubic yard for the material taken. He estimated the total cost involved at $25,000. The Commission approved payment of the charge.

The matter of exchanging property with Mr. Howard Hinsdale in Reedsport was discussed. The Right of Way Engineer explained that it is proposed to convey to Mr. Hinsdale 1.25 acres of state-owned land adjacent to the existing maintenance headquarters near Hawthorne and 12th Streets in Reedsport, in exchange for which Mr. Hinsdale will convey to the State 3.2 acres on the easterly side of the highway on Bolon Island.

In the discussion of this matter, it was pointed out that the existing maintenance station interferes with the Reedsport School, and a new site must be acquired. Mr. W. W. Stiffler, Assistant Highway Engineer, stated that the Bolon Island site is the best location for the maintenance headquarters; also, that under the terms of the proposed exchange, Mr. Hinsdale will fill the Bolon Island area to an elevation of 9.6 feet before shrinkage. The Right of Way Engineer stated that he believed the properties are of equal value, each being worth about $25,000, and he recommended approval of the exchange. The Commission approved the recommendation.

The Right of Way Engineer presented a request from a Mr. Brelage to lease approximately 0.65 acre of excess right of way near the northerly end of McCullough Bridge at Coos Bay for motel purposes. He pointed out that the right of way at this point is very wide, and that Mr. Brelage will be allowed only one point of access, and will pay the sum of $600 per year for use of the land; moreover, he will be required to construct at his own expense curbs and an island to confine his access to only one place. He recommended approval of a revocable lease. Mr. Williams, Deputy State Highway Engineer, concurred therein and added that should unforeseen complications arise, the lease can be cancelled on six months notice. The Commission approved the lease.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951.

Tigard-Newberg Section of the Pacific Highway West

R 19694- Chester D. Pape
Right of Way (Washington)
140 square feet

R 19701- John M. Burge
Right of Way (Washington)
0.028 acre

R 19716- John M. Burge
Right of Way (Washington)
600 square feet

R 19723- Agnes M. Hite
Right of Way (Washington)
Parcel No. 1: 2.89 acres
Parcel No. 2: 0.19 acre

R 19735- G. L. Wesling
Right of Way (Washington)
0.308 acre

Tigard-Newberg Section of the Pacific Highway West (cont)

R 21593-J. M. Burge
Right of Way (Washington)
0.555 acre

Salem By-Pass-Jefferson Junction Section of the Pacific Highway East

R 22109-Asel C. Eoff
Right of Way (Marion)
Parcel No. 1: 0.22 acre
Parcel No. 2: 4.48 acres
Parcel No. 3: 2.41 acres

Reedsport-Hinsdale Slough Section of the Umpqua Highway

R 22447-Umpqua Corporation
Right of Way (Douglas)
0.11 acre

Sylvan Section of the Sunset Highway

R 20652-Claire E. Helmcke
Right of Way (Multnomah)
10,900 square feet

Myrtle Creek-Umpqua Bend Section of the Pacific Highway

R 21026-Gilbert N. Weaver
Right of Way (Douglas)
18.21 acres

Siletz Bay-Miner Creek Section of the Oregon Coast Highway

R 4051- Emily Sijota
Right of Way (Lincoln)
5.6 acres

R 4069- Nina I. Belt Lindsey
(Lincoln)
Parcel No. 1: for Right of Way Purposes
Parcel No. 2: for Park Purposes
Parcel No. 3: for Park Purposes
Parcel No. 4: for Park Purposes

R 22251-George Kirkpatrick
Right of Way (Lincoln)
6.27 acres

Siuslaw Junction-Smithfield Section of the Territorial Highway

R 21667-Ray A. Sweet

October 28, 1954

Siuslaw Junction-Smithfield Section of the Territorial Highway (cont)

R 21667- Ray A. Sweet (cont)
Right of Way (Lane)
0.16 acre

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

L 2324- Paul H. Connet, et al.
New resolution required for change of access provisions

L 2168- Charles K. Buffington, et al.
New resolution required for change of description

Washburn-North Plains Section of the Wilson River Highway

L 2047- James Lawrence Chapman, et al.
New resolution required for change of description

Goshen-Divide Section of the Pacific Highway

L 2213- Alsea Hawley, et al.
New resolution required for change of description

The Commission approved the request by adopting the attached resolutions relative thereto marked EXHIBITS "L-1" through "L- 7 ", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried in court by his office since the September meeting of the Commission as follows:

1. State vs. Floyd H. Barrett, et al., File No. L 1760 (R 17395) for right of way for the Big Creek Section of the Columbia River Highway. The State offered to pay $80 for this property. The defendants rejected the offer and demanded the sum of $5,000. The jury returned a verdict in the amount of $300 plus attorneys fees in the sum of $350.

2. State vs. W. J. McCready Lumber Company, File No. L 2070 (R 20624) for right of way for Unit No. 4 of the T. H. Banfield Expressway: An offer in the amount of $5,700 was made which the defendants rejected and demanded the sum of $25,000. The jury returned a verdict in the amount of $8,400 plus attorneys fees of $1,050.

3. State vs. Lauren E. Stettler, et ux., File No. L 2142 (R 21060) for right of way for the Willamette River-Hayesville Section of the Portland-Salem Expressway: The State offered to pay $9,720 which offer was rejected by the defendants who demanded the sum of $21,800,

later reduced to $15,000. The jury awarded the sum of $12,500 plus attorneys fees in the amount of $1,000.

4. State vs. William A. Wysock, et ux, File No. L 2208 (R 21371) for right of way for the Goble-St. Helens Section of the Columbia River Highway: An offer was made for this property in the amount of $239. The defendants rejected the offer and demanded $2,000, later increased to $7,000. The jury returned a verdict in the amount of $600 plus attorneys fees of $300.

5. State vs. Wilbur C. Moore, et al., File No. 2167 (R 21087) for right of way for the Euchre Creek-Wedderburn Section of the Oregon Coast Highway: The State offered to pay $9,100 for this property which offer was rejected by the defendants whose lowest demand was $40,000 plus construction of an underpass. The jury allowed $11,400 plus attorneys fees in the amount of $750.

6. C. J. Eldon, et al. vs. Ben R. Chandler, et al., L 1740 A. The purpose of this suit was to force a revision of the final estimate of the State Highway Engineer with respect to the final payment due and owing the plaintiff for work performed under Highway Contract No. 2997 for improvement of the Yellow Creek-Calapooya Creek Section of the Elkton-Sutherlin Secondary Highway in Douglas County. A final estimate in the amount of $14,971.54 was submitted to the plaintiffs. The estimate was later revised to the sum of $16,949.98. The defendants objected to this final estimate claiming a total of $19,236.56. The plaintiffs were awarded the sum of $18,680.61 in the lower court which amount did not provide for interest. The plaintiff appealed to the Supreme Court claiming interest in the amount of 6o/o on the amount of award from September 30, 1949, the date on which the job was accepted by the Commission. The Supreme Court decreed that the plaintiffs are entitled to interest on the sum awarded by the trial court and affirmed the judgment of the trial court in all other respects.

In discussing the Eldon case, Chairman Chandler inquired if the State has any obligation to withhold payments to contractors because of claims which may be filed against the contract. The Chief Counsel replied that there is no legal obligation to withhold such payments, and he recommended that they be not held up except perhaps for short periods of time. The Engineer commented that as a result of the court ruling the State will have to pay 6 o/o interest on payments due contractors after their jobs have been accepted by the Commission notwithstanding that the contractors may refuse the amount offered by the State. It was his feeling that all monies due a contractor should be released to him as soon as is possible and that the amount so paid should be the amount that the State determines is the correct amount. The Chief Counsel advised that the interest charge will not start on withheld amounts until the contract has been formally accepted by the Commission. The Secretary commented that it had been standard procedure for many years to withhold final payment to a contractor until satisfactory evidence has been received that outstanding claims against his contract

have been satisfied. The Chief Counsel pointed out that on the final payment voucher, the contractor certifies that all bills have been paid. He recommended again that the State release to the contractor as soon as possible such funds as are determined by the State to be due the contractor. The Commission approved the recommendation, and referred the matter to the Engineer, Chief Counsel, Auditor and Secretary to work up necessary procedure.

7. Robert C. Bishop, et al., vs. State Highway Commission, File No. L 2177, (R 21756): The complaint demanded the sum of $70,000 as damages due to change in grade on Center Street in the City of Salem due to construction of the Center Street Bridge. The jury returned a verdict in the amount of $20,250. It was the Chief Counsel's recommendation that the case be not appealed. The Commission concurred in this recommendation.

8. State vs. Raymond M. McKeown, et ux., L 1893 (R 18208) for right of way for the Forest Boundary-Hauser Section of the Oregon Coast Highway: An offer was made for this property in the sum of $1,600 which offer was refused by the defendants. The jury returned a verdict in the sum of $3,050 plus interest from December 15, 1952, plus attorneys fees in the amount of $450.

9. Abe L. Steinbock, et ux., vs. State File No. L 2173: The complaint demanded $12,500 as damages by reason of a change in grade on Center Street in connection with construction of the Center Street Bridge in Salem. The jury returned a verdict in the amount of $4,000.

(For details see copy of the Chief Counsel's letters on "Report of Cases Tried" dated October 22, 26 and 27, 1954 in the General Files.)

The Commission also considered and accepted the Chief Counsel's report on court cases which have been settled since the Commission meeting held on September 23 and 24, 1954 as follows:

1. P. N. Shown vs. State of Oregon, by and through its State Highway Commission, L 2144 (R 17623, R 17624, R 21287): The complainant alleged that construction on the Ochoco Highway had altered the channel of Bridge Creek in the town of Mitchell, damaging the plaintiff's property in the amount of $20,000. A demurrer was filed on September 17, 1954, but before a ruling was obtained, the plaintiff moved for a voluntary nonsuit and the case was dismissed September 21, 1954.

2. State vs. Ruth DeLong, et al., L 2210 (R 21468): The State offered $3,523 for this property, which offer was rejected by the defendants who demanded $5,500 plus $550 attorney's fees. Subsequent negotiations effected a settlement in the amount of $4,500.

3. State vs. William T. Morris, et al., L 2211 (R 21466): An of-

fer in the amount of $2,300 was made for the property, which offer was rejected. Subsequent negotiations resulted in a settlement of $3,000.

4. State vs. Herman W. Koblenzar, et al., L 2166 (R 21081): An offer in the amount of $32,000 was made for this property, which offer was rejected by the defendants who demanded the sum of $70,000 plus $7,500 attorney's fees. Further negotiations resulted in a settlement in the amount of $38,000 with one access allowed on the easterly side of the highway for residential, farm and timber products use.

5. State vs. W. C. Schilling, et al., L 2217 (R 21220): An offer in the amount of $3,000 was made for the property. The defendants rejected the offer and demanded the sum of $6,160 plus $2,000 attorney's fees. Subsequent negotiations resulted in a settlement in the sum of $3,850 with the defendants to convey a severed 3.8 acre parcel to the State as well as 8.7 acres acquired for right of way.

6. State vs. Walter H. Hines, et ux., L 2310 (R 21766): The State offered to pay $3,000 for this property, which offer the defendants rejected. Further negotiations resulted in a settlement in the sum of $3,500.

7. State vs. Paul Koger Lowe, L 2287: In this case the State sought to collect the sum of $1,524 for damages to traffic control signals destroyed in a motor vehicle accident at the intersection of Pacific Highway East and "A" Street near Milwaukie, Oregon. Further investigation revealed that the claim may have been excessive as the amount was based upon the installation of new equipment, whereas the equipment destroyed was worn and in need of extensive repair. Settlement has been reached for the sum of $762 which the defendant is to pay at the rate of $20 per month until the judgment and the interest thereon is paid in full.

8. State vs. Vera M. White, L 2209 (R 21370): An offer in the amount of $239 was made for this property which was rejected by the defendant who demanded the sum of $2,000 plus $250 attorney's fees. A settlement in the amount of $600 was effected based on the verdict of the court in allowing $600 for a piece of nearly identical property owned by William A. Wysock.

9. State vs. Frank Trachsel, et al., L 2231 (R 21315): An offer was made for this property in the amount of $1,500. The offer was refused and the defendants demanded the sum of $6,000, later reduced to $5,000. Subsequent negotiations effected a settlement in the sum of $3,000.

10. State vs. George E. Finnerty, et al., L 2220 (R 21227): The State offered to pay $4,836 for 8.06 acres needed for right of way. Subsequent negotiations resulted in a settlement in the amount of $15,400, whereby the State acquired the entire ownership of 44.24

acres with the exception of 1.76 acres.

11. State vs. Maude Scott, et al., L 2323 (R 21510): The State offered to pay $13,000 for this property. Settlement has been effected for the sum of $14,000.

12. R. H. Corbett, et ux., vs. State of Oregon, L 2152, (R 21730): This action was brought for alleged damages to the plaintiff's property by reason of a change in grade caused by construction of the Marion Street Bridge in the city of Salem. They sought to collect the sum of $15,000. Settlement has been reached in the amount of $3,000.

13. State vs. Yaquina Bay Dock and Dredge Company, L 1878: Complaint was filed for the collection of damages in the sum of $7,283.50 caused to bridge dolphins adjacent to the Yaquina Bay Bridge when the ship, "Joseph Aspdin" collided with the dolphins April 11, 1948. Settlement of the case has been effected for the sum of $3,000 due to the fact that the dolphins which were damaged had served approximately 50 per cent of their expected life.

(For details, see copy of the Chief Counsel's letters regarding cases settled dated October 22, 25, 26 and 27, 1954, in the General Files.)

In conformity with the resolution adopted by the Commission on December 20, 1951, the Chief Counsel recommended and the Commission confirmed offers for the acquisition of real property which are to be tendered to the owners prior to the institution of condemnation proceedings as follows

Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway:

R-21954-Owner: N. Cromwell Norene, et ux. 0.14 acre for right of way. Offer of $900 approved by Mr. Chandler on October 19, 1954.

R-21914-Owner: Gladys Sussman. 0.1605 acre for right of way. Offer of $[illegible],039 approved by Chairman Chandler on October 19, 1954.

R-21937-Owner: Bruno Dumbrowski, et ux. 0.076 acre for right of way. Offer of $5,000 approved by Chairman Chandler on October 19, 1954.

R-21939-Owner: James Oules, et ux. 0.146 acre for right of way. Offer of $[illegible],025 approved by Chairman Chandler on October 19, 1954.

R-21950-Owner: Harry M. Baker, et ux. 0.077 acre for right of way. Offer of $1,500 approved by Chairman Chandler on October 19, 1954.

Salem By-Pass-Jefferson Junction Section of the Pacific Highway East:

Salem By-Pass-Jefferson Junction Section of the Pacific Highway East (cont)

R-22098-Owner: Roy M. Smith, et al. 2.83 acres for right of way. Offer of $2,934 approved by Chairman Chandler on October 19, 1954.

R-22099-Owner: W. F. Severin, et ux. 1.36 acres for right of way. Offer of $3,700 approved by Chairman Chandler on October 19, 1954.

Tualatin River-Middleton Section of the Pacific Highway West:

R-19704-Owner: Clark L. Johnston, et ux. 0.19 acre for right of way. Offer of $975 approved by Chairman Chandler on October 19, 1954.

R-19728-Owner: Parker R. Crossway, et ux. 0.17 acre for right of way. Offer of $4,650 approved by Chairman Chandler on October 19, 1954.

Rocky Point-Tarheel Creek Section of the Cape Arago Highway:

R-22310-Owner: Richard O. Hone, et al. 0.19 acre for right of way. Offer of $300 approved by Chairman Chandler on October 19, 1954.

Bear Creek Section of the Siuslaw Highway:

R-22266-Owner: J. C. Hise, et ux. 0.26 acre for right of way. Offer of $545 approved by Chairman Chandler on October 19, 1954.

The Commission considered and approved the following offers in condemnation cases heretofore authorized for acquisition of real property required for various highway purposes, as recommended by the Chief Counsel:

		Recommended Offer
Salem By-Pass-Jefferson Junction Section of the Pacific Highway East		
R-20059-	Ed Byrkit (Marion) Parcel No. 1: 4.42 acres for widening and improvement, including use for frontage road and interchange. Parcel No. 2: 1.14 acres for widening, construction and maintenance of County Road No. 843	$2,100.00
Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway		
R-21940-	Raymond D. Grondahl Right of Way (Washington) 0.069 acre	$7,634.00

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The Chief Counsel reported that an order has been made by the Public Utilities Commissioner relieving log trucks from the necessity of coming to a complete stop before crossing the Southern Pacific Railroad tracks on the Corvallis-Newport Highway approximately one-half mile west of Philomath. The Railroad Company, he stated, did not protest the order, neither was protest filed on behalf of the Highway Commission. He pointed out that the crossing will be unique in that it is the only one in the state where provisions of the statute are not applicable. The Commission accepted the report.

The matter of designating portions of the Tualatin River-Middleton Section of the Pacific Highway West a "Throughway" was discussed by the Commission. The Chief Counsel pointed out that on January 21, 1953, the Commission adopted a survey for the route and location of this section of highway but the resolution contained no specific direction that the highway be constructed under the "Throughway "law. It was his thought that a special resolution should be adopted by the Commission now designating the portions to be built as a "throughway" and also showing those particular portions to be excepted from the "Throughway" law by reason of more than ten commercial business establishments, and he so recommended. The Commission accepted the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "I-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A proposed revision in access control provisions in condemnation proceedings, options and deeds was presented by Chief Counsel. He explained that since June, 1951, language had been inserted providing that access used for any purpose other than that authorized would cause the access right to be forfeited and closed for all purposes, which means that if a violation occurs the owner loses all legal right to the access forever, and has no right to a return of the right of access for the previous authorized use. He pointed out that property appraisers, when advised of this meaning, stated that their appraisals for property to be acquired by the State will be increased from 25 o/o to 50 o/o by virtue of this restriction. It was his thought that it would be advisable and desirable to modify the access language by eliminating the present provision which effects a perpetual forfeiture right of access in the event of violation, and to substitute a provision that will effect a mere suspension of the use of the access for all purposes until such time as the offending use has been eliminated. He recommended that the Commission approve in substance the following language to be contained in all future options, deeds, and condemnation proceedings:

> "The reserved rights of access from the said abutting property shall not be used for any purpose not hereinabove authorized. If, after written notice to desist, the grantors, or any person holding under them, shall use any of said rights of access for any purpose not hereinabove authorized for that specific location, or shall permit or suffer any other person to do so, then the reserved right of access at the place where the unauthorized use occurred shall automatically be suspended. The grantee shall thereupon have the full right and privi-

lege, which right and privilege is hereby expressly granted, to close such place of access for all purposes. The suspension shall cease and the grantors, or those holding under them, shall again have the right to use said right of access for the purpose or purposes hereinabove authorized when assurance has been furnished the grantee that the unauthorized use will not be resumed; provided, however, that the grantee may first require the furnishing of a bond, with good and sufficient sureties and in a satisfactory amount, conditioned upon the faithful observance and compliance with the terms and purposes hereinabove set forth for the use of said reserved right of access."

In connection with this matter the Chief Counsel also recommended that the Commission adopt a resolution authorizing him to make amendments in pending cases so as to substitute the above language for the access termination provisions now set forth in the complaints in such cases. The Commission accepted both recommendations and thereupon adopted the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel read aloud an order from the Clackamas County Court, signed by Judge Wallace R. Telford and Commissioner Bob Jones, consenting to the closure of two railroad grade crossings that are involved in the construction of the proposed Clackamas Overcrossing Project on the Clackamas Secondary Highway. He recommended, in view of this communication, that the overcrossing project be reopened before the Public Utilities Commissioner. The Commission approved the recommendation, and so ordered.

Travel authorization for Mr. Frank Towle, Investigator, to go to Yakima, Washington, and vicinity, at State expense to locate a witness in the case of McDougall vs. State of Oregon was requested by the Chief Counsel. He explained that it is essential to locate a Mr. James D. Barrickman, who bored test holes on the Low Pass Section of the Siuslaw Highway which was later contracted to the McDougall Company. Mr. Barrickman, he said, possesses information which is essential to the proper defense of the case, and it is believed that he is living in the Yakima area. He estimated the cost involved at $60. The Commission approved the request.

The Chief Counsel requested authority to take such action as is necessary to eliminate a violation of an access restriction that is being practiced by a Mr. Parrish, in the town of Terrebonne, on The Dalles-California Highway. Mr. Parrish, he stated, has been asked to discontinue the unauthorized use of the access but so far has refused. The Commission authorized the barricading of the access and, if necessary, litigation to enforce compliance with the requirements.

Consideration was given to payment of a claim submitted by a Mr. Darrell Porter for repairs to his motor vehicle which was damaged on May 19, 1954, when a bridge that was being repaired by a State Highway

Maintenance crew collapsed under the weight of Mr. Porter's truck. The Chief Counsel explained that the bridge in question is located at Poodle Creek on the Richardson-Eugene Secondary Highway approximately one mile west of Noti, and that it was being supported by jacks which gave way when Mr. Porter was allowed to drive his truck upon it, causing damage to the truck in the amount of $604.36, which amount Mr. Porter is now claiming. He pointed out that the Commission is limited by law to payment of $500 in cases of this kind, and he recommended that $500 be paid in settlement of Mr. Porter's claim provided a full release of all liability resulting from the accident can be obtained from Mr. Porter and his surety, the Oregon Automobile Insurance Company. The Commission accepted the recommendation.

Abandonment of a damage claim against Clarence G. Larson was requested by the Chief Counsel He explained that the claim is for $81.11 and represents the cost to repair a highway department car that was damaged in a collision with one owned by Mr. Larson. Mr. Larson's insurance company he said,denied the claim on the grounds that negligence of the state driver contributed substantially to the accident; also; that further investigation revealed that the state driver may have been negligent. He recommended that the claim be abandoned. The Commission accepted his recommendation.

Settlement of a claim against Pacific Title Insurance Company concerning property acquired from Multnomah County was considered. The property in question, the Chief Counsel stated, was acquired as right of way for the Troutdale Section of the T. H. Banfield Expressway. Due to an error in description of the property, a Mr. Ralph Hannan, abutting property owner, claimed title to a 50-foot strip containing 0.43 acre, and was awarded a settlement in the sum of $650 in 1951 for such disputed tract. Due to the fact that the Title Company insured title to the property that was acquired from Multnomah County, claim was made against the Company for the amount of the settlement. It now appears, he said, that the error in the original description was made by the Highway Department, so the Title Company has some grounds for denying the claim as the description of the property is stated to be a portion of property conveyed by specified deeds, and an examination of the deeds reveals that the 50-foot strip is not included therein. In view of these circumstances, he recommended settlement with the Pacific Title Insurance Company for $200. The Commission approved his recommendation.

The Chief Counsel presented a report concerning a suit filed by Edward B. Hodges, et ux., against Stoen-Funderburk Construction Company, contractor, and a suit filed by P. J. Kaptur also against Stoen-Funderburk Construction Company, in both of which, the State Highway Commission has been named as a co-defendant. The Chief Counsel explained that the claims allege damage to the properties of the plaintiffs caused by the contractor's operations in connection with State Highway Contract No. 3805 on the Depoe Bay-Miner Creek Unit of the Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County. The Attorney General, he stated, has ruled in this instance that it is permissible for members of the Department of Justice to appear in the case, and has authorized him to

undertake defense of the action insofar as the Oregon State Highway Commission is concerned. He also said that motion has been filed to quash service in both cases, but no action has been taken as yet with respect to either motion of the State. The Commission accepted the report.

Renewal of the Highway Department's Depositor's Forgery Bond in the amount of $100,000, which expires November 2, 1954, was considered by the Commission. The Chief Counsel pointed out that there is no legal authority for this bond but it has been in effect since 1921. The State Highway Engineer recommended that the bond be continued. In the discussion it was pointed out that the premium paid for the present 3-year bond amounted to a total of only $356.25. The Commission approved renewal of the bond and referred the matter to Commissioner Reynolds with full power to act for the Commission.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Consideration was given by the Commission to a request from Mr. Robert M. Knox, Wedderburn, Oregon, for access to the Oregon Coast Highway from his property located near the Rogue River Bridge at Wedderburn in Curry County. The Engineer recalled at a hearing held in Gold Beach sometime ago the local people were given to understand that access to the new highway would be granted at all points where the new highway crosses the county road. The new highway at Mr. Knox's location, he said, does cross the old county road for a short distance so that Mr. Knox has grounds for requesting access. He suggested in lieu of an access, that a 24-foot by 15-foot underpass be constructed under the highway for the benefit of Mr. Knox, at an additional cost of approximately $10,000 with an interchange costing approximately $15,000. He suggested, if the Commission approves such change, that renegotiation be carried on with Mr. Knox for the acquisition of his property since previous negotiations were on a different basis. In the discussion on this matter, Chairman Chandler stated that he did not wish to jeopardize the throughway plan but felt that the matter should be reinvestigated. The Chief Counsel pointed out that if the features mentioned by the Engineer are installed, it will reduce the amount of actual damages to Mr. Knox's property. Commissioner Reynolds commented tha t it appears that the property could be acquired for a lesser amount if the larger underpass were installed. After further discussion, the Commission instructed the Engineer and the Right of Way Engineer to review the entire matter, and report at the next meeting whether or not Mr. Knox is entitled to a connection and if an interchange will be needed in the future,

The Engineer reported that under authority granted by law and pursuant to instructions from the Commission, he has awarded to successful bidders contracts, as follows, which were referred to him by the Commission for award as soon as certain conditions had been met. The Commission accepted the report.

1. Construction of structures on Coast Fork Willamette River-Divide Unit of Pacific Highway, Lane County. Bids received September 23, 1954. Conditions of award satisfied September 30, 1954. Tom Lillebo, Reedsport, contractor.

2. Grading and oiling on Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of Pacific Highway, Douglas County. Bids received September 23, 1954. Conditions of award satisfied October 5, 1954. Kuckenberg Construction Company, Portland, contractor.

3. Construction of a reinforced concrete bridge over North Fork of Yachats River in Lincoln County. Bids received September 23, 1954. Conditions of award satisfied October 13, 1954. Orlando C. Bennard, Portland, contractor.

4. Grading and topping Forest Boundary-Meadow Brook Section of Ukiah-Hilgard Highway, Union County. Bids received September 23, 1954. Conditions of award satisfied October 18, 1954. Vernie Jarl, Gresham, contractor.

The Engineer presented a report on the request of the Walton Lumber Company, Parkdale, for a permit to truck-haul logs over the Wapinitia and Mt. Hood Highways from Bear Springs on the Wapinitia Highway to Parkdale. He stated that a test run of a loaded logging truck was made in August, the truck being furnished by Mr. Walton, the overall length of the equipment and load being 30 feet, 10 inches. It was ascertained that on the section from Warm Springs Highway Junction to Hood River Meadows, a distance of nine miles, the truck could not operate with a load without encroaching on the opposing traffic lane, in view of which the Engineer recommended that no permit be granted on such section. Between Hood River Meadows and Cooper Spur, a distance of 12 miles, the Engineer recommended the granting of a permit for hauling of logs on condition that the speed of empty and/or loaded trucks be limited to 15 miles per hour and that each loaded truck be preceded by a pilot car. On the section from Cooper Spur to Parkdale, a distance of eight miles, he recommended that there be no restriction for the hauling of legal length loads of logs, poles and/or piling. The Commission accepted the recommendations.

The Engineer reported that in accordance with authority previously granted him, he has reclassified a section of the Powers Secondary Highway from the status of Group II Highway to that of a Group I Highway. A recent improvement by contract of the Warner Station Section of this highway, he explained, removed two of three bad places while the third was bettered with maintenance forces sufficiently so that, according to test runs, the highway between M.P. 0.00 and M.P. 6.00 now will safely accommodate 60-foot equipment. The Commission accepted his report.

The Commission accepted a report from the Engineer consisting of a tabulation of statistics taken from the weighmaster records during the

three-month period from July through September for the years 1950 to 1954, inclusive. In his report the Engineer pointed out that since 1952 there has been a small percentage of increase in weight violations by log haulers, whereas the violations of haulers of commodities other than logs, poles and piling has shown a downward trend. (For details, see the Engineer's letter of October 25, 1954, in the General Files.)

Attention was given by the Commission to the matter of leasing to a Mr. Jack Macy a parcel of state highway right of way situate in the northwest quadrant of the intersection of Ordnance Secondary Highway with the Old Oregon Trail in Umatilla County. The Engineer explained that Mr. Macy operates a service station using Phillips Petroleum Company products and during negotiations for the sale of his property to the Company, it was discovered that Mr. Macy's station is located upon state highway right of way. Mr. Macy, he said, has been under the impression that the property belonged to the Northern Pacific Railway Company which leased the land to him and to whom he has been paying the sum of $50 annually as rental. As Mr. Macy has occupied this portion of the right of way during the past seven years in good faith and without any knowledge of the encroachment, the Engineer suggested that he be allowed to continue use of the land at the rate of $50 per year until a survey can be completed and the estimated cost to acquire access control over all of the abutting property between Boardman and Pendleton has been determined. The Commission authorized negotiations for a revocable lease.

The Commission gave attention to the following items of unfinished business as they appear on the Secretary's summary dated September 24, 1954:

1. Report concerning possible lakeside development throughout the State: The Parks Superintendent submitted a report on this subject earlier in the day. The Commission ordered the item deleted from the list of unfinished business.

2. Request for development of a state park in the Baker Bay area on Dorena Reservoir: A report on this subject also was submitted by the Parks Superintendent during the morning session and the Commission ordered the item deleted from the list of unfinished business.

3. Adoption of survey for the Adams Street Section of the one-way couplet proposed for the Pacific Highway West through McMinnville: The Engineer recommended adoption of the survey and acquisition of the necessary right of way now with construction to be undertaken within the next two or three years. He also recommended immediate construction of a portion of the Dayton-Amity By-pass for which, he said, money is available. Commissioner McIver stated that in his opinion, right of way for the Adams Street Section should be acquired now with construction to follow later. Commissioner Reynolds moved that the survey be adopted for the Adams Street Section and that right of way be acquired for it as soon as possible. Commissioner McIver seconded the motion and it was declared unanimous by Chairman

Chandler. The Commission thereupon adopted the attached resolution relative thereto, marked EXHIBIT "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

4. Proposed closure of a section of the Oregon Coast Highway (old route) between Miroco Beach and Otter Rock: The Engineer recalled that at a previous Commission meeting abandonment of this section of highway was considered. Further investigation, however, has indicated that the old section of highway should be barricaded when the new highway is open to traffic, except that portion which crosses the Badley property, and he recommended that such action be taken at this time. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The item is to be removed from the list of unfinished business.

5. Request for improvement of the Alsea Highway over Alsea Mountain: As previously instructed the Engineer reported that a reconnaissance study reveals that it will require construction of 4.63 miles of new highway to eliminate the existing crooked section. Such construction, he said, will realize a saving of 2.14 miles in distance, and will result in an annual benefit quotient of 1.865 for each dollar expended. He estimated construction cost at $2,700,000. As the project has a rather low benefit quotient in comparison with other projects he recommended that the improvement be deferred. The Commission accepted the recommendation, and ordered the item deleted from the list of unfinished business.

6. The Engineer presented a report on a request from the city of Ashland for a one-way street routing of the Pacific Highway through the city. He recalled that the Commission at its August meeting instructed him to conduct an investigation and this has been done. The routing proposed by the city, he stated, is feasible and will provide a very good one-way couplet. He exhibited a map of the plan and explained various features. The total cost he estimated at $463,000 consisting of $248,000 for construction and $215,500 for right of way. He felt that construction of the one-way couplet will defer for several years construction of a by-pass route, which eventually will have to be provided around Ashland as well as the city of Medford. Studies indicate, however, that even if the by-pass route is constructed, about 65 per cent of the traffic will go into the cities. The City, he added, has indicated that it can contribute about $50,000 for acquisition of right of way. After some discussion, Commissioner Reynolds moved that the one-way couplet plan be adopted without commitment as to time of construction, and that negotiations be conducted with the city to iron out details for an agreement concerning the project. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Chandler.

7. Proposed purchase of right of way from Stokes and Le Crone on the Hillsboro-Forest Grove Section of the Tualatin Valley Highway:

The Engineer recalled that this matter was discussed at the September meeting of the Commission when it was referred to him for investigation. It was the feeling at that time, he said, that if the property could be acquired at nominal cost, the purchase would be desirable. Since then, he added, it has been determined that the property cannot be purchased at reasonable price. He recommended, in view thereof, that the matter be dropped. The Commission accepted his recommendation, and ordered that the item be deleted from the list of Unfinished Business.

8. Adoption of a new route for the Oregon Coast Highway between Seaside and Astoria: The Engineer stated that he will report on this matter at the December meeting. The Commission ordered the item retained on the list of Unfinished Business.

9. Mr. Ralph A. Petersen and Mr. Robert Maclay, Lane County Commissioners, came before the Commission to discuss the proposed "Q" Street route between Eugene and Springfield. Mr. Maclay stated that they would be glad to answer any questions the Commission might have in this matter. The Engineer reviewed previous discussion of this matter at the September meeting when the Commission had tentatively agreed to assume responsibility for acquiring the right of way from Eugene to Mill Street in Springfield. He estimated the cost of construction and right of way on a proposed extension from Mill Street to 19th Street at $761,300 and he recommended that the State assume responsibility for acquisition of the right of way between these points, estimated to cost $191,000, without any commitment as to when construction might be undertaken, provided that Lane County will establish the location from 19th Street to a junction with the McKenzie Highway, and will acquire the right of way for that section. He exhibited a map showing the proposed location. Commissioner Maclay stated that the County would be glad to make survey from 19th Street to a connection with the McKenzie Highway, and will acquire right of way along that section insofar as it is able to do so, in fact, the County will acquire it if the cost does not exceed $1,000 per acre. The Engineer suggested that an agreement between the State and the County be prepared outlining the responsibilities of each party. Chairman Chandler pointed out that the Commission has not yet adopted the "Q" Street route, and wants to discuss the matter further before making a decision. After further discussion, the Commission instructed the Engineer to prepare the agreement with the County covering the entire project and submit same to the Commission at a future meeting.

10. Request of D. C. Burkes that the State purchase his property for park purposes immediately north of Boiler Bay on the Oregon Coast Highway in Lincoln County: The Parks Superintendent stated that his report on this matter is not yet complete. The Commission ordered the item retained on the list of Unfinished Business.

11. Progress in establishing a 40-hour week for maintenance employees: The Engineer stated that a bill has been prepared by the

Chief Counsel and will be given to the Highway Interim Committee to introduce in the 1955 legislative session. The bill, he said, provides among other things for the transfer of $200,000 from "Capital Outlays" to "Operation and Maintenance" so funds will be available for employment of additional personnel if and when the 40-hour week becomes effective. He expressed the hope that the legislature would make the bill effective as of January 1, 1955. The Commission accepted the report and ordered the item deleted from the list of unfinished business.

(For details see copy of the Chief Counsel's letter to the Commission dated September 29, 1954, in the General Files.)

Mr. R. N. Kellogg, Highway Engineer, and his Assistant, Mr. W.A. Wood, Bureau of Public Roads, were present and discussed with the Commission and the Engineer a proposed program for 1956 Forest Highway Funds, and the re-allocation of $625,000 Forest Highway Funds heretofore tentatively approved for grading, paving and bridge construction on the Willamette River-Oak Ridge Section of the Willamette Highway. The State Highway Engineer explained that it now appears that sufficient funds already have been programmed for completion of the Willamette Highway to Oak Ridge so the $625,000 is available for other work. As a result of discussion it was tentatively decided to substitute the following projects for the $625,000 item, with final action to be taken at the regular meeting to be held either in December or in January: Umpqua Highway--$250,000; Starkey-Ukiah Highway--$100,000; Laurel Hill Section of the Mt. Hood Highway--$275,000. A conference among the Commission, representatives of the Bureau of Public Roads and representatives of the U. S. Forest Service will be held at the same meeting to select projects for the total program, amounting to approximately $3,085,000.

The Engineer presented requests from a number of counties for additions to the Federal-aid Secondary County Road System. He explained that in each of these counties, except Curry County, the Federal-aid Secondary routes will have been improved to satisfactory standards upon completion of projects currently programmed or under contemplation for programming and that the additional mileage is necessary to permit use of Federal-aid secondary funds available during the next two-year period. In each instance, he said, the county wishes to program 1956 and 1957 Federal-aid secondary funds for sections involved in the additions to the system. He recommended that additions to the FAS system be approved as follows:

1. Benton and Lane Counties FAS 578: 9.5 miles in Benton County and 2.7 miles in Lane County extending from the Pacific Highway West near Bruce southeasterly to the Pacific Highway East at Lancaster.

2. Crook County FAS 651: 11.3 miles extending from a junction with the Ochoco Highway west of Prineville westerly to a junction with the Ochoco Highway a short distance west of Powell Butte.

3. Crook County FAS 652: 8.8 miles extending from a junction with FAS Secondary Highway 401 immediately north of Prineville and

extending in a northerly direction to a junction with FAS Highway 385 north of Lytle Creek.

4. Crook County FAS 653: 1.9 miles extending from a junction with FAS Highway 385 near the City of Prineville Railway westerly and southerly to a junction with FAS Highway 320 north and west of Prineville.

5. Curry County FAS 597: 4.6 miles extending from a junction with the Oregon Coast Highway a short distance south of Elk River southwesterly to Elk River.

6. Gilliam County FAS 440: Extension of 9 miles from Mikkalo westerly.

7. Jackson County FAS 593: 4.5 miles from the Pacific Highway at Tangent easterly and southerly to the Pacific Highway immediately north of Ashland.

8. Lake County FAS 407: Extension of 6.2 miles southerly along the west side of Goose Lake to a county road junction near the California state line.

9. Linn County FAS 214: Extension of 6.8 miles from Berlin southerly and westerly to a junction with the Santiam Highway near Waterloo.

10. Linn County FAS 595: 6.2 miles from a junction with FAS 216 approximately 4 miles south of Albany southerly and westerly to a county road junction near Oakville.

11. Linn County FAS 596: 7.7 miles from a junction with FAS 570 near Kingston southeasterly to the Albany-Lyons Secondary Highway near Jordan.

12. Marion County FAS 590: 10.5 miles from the North Santiam Secondary Highway near Salem southeasterly via Turner to the North Santiam Secondary Highway at Aumsville.

13. Marion County FAS 591: 3.6 miles extending from the Mt. Angel-Scotts Mills County Market Road approximately 4 miles west of Scotts Mills southwesterly to the Cascade Secondary Highway near Silverton.

14. Marion County FAS 592: 9.5 miles extending from FAS 159 at Keizer north of Salem, westerly northerly and southeasterly to FAS 159 north of Keizer.

15. Morrow County: FAS 598, 8.2 miles; FAS 599, 1.6 miles; FAS 600, 1.2 miles; comprising a road now serving the irrigated farm area immediately south of the Columbia River Highway near Boardman.

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16. Multnomah County FAS 654: 4 miles, extending from Halsey Street in the eastern suburbs of Portland southerly to Foster Road (FAS 639).

The Commission approved the additions as recommended.

Consideration was given by the Commission to approval of additional 1956 and 1957 Federal-aid Secondary County Road Projects totaling $1,998,000. The Engineer presented a list of the proposed additions and explained that they have all been requested by the counties and are desirable projects; also, that if the projects are approved there still will remain the sum of $3,054,000 of 1955, 1956 and 1957 funds to program later. Upon his favorable recommendation the Commission approved the following County Federal-aid Secondary Projects:

County	FAS Hwy No.	Section and Description	Programmed Amount	FAS Fund
Benton	578	Bruce Junction-Martins Lake, 2.5 miles. Grade and surface.	$ 55,000	'56
Curry	259	Brookings-Morse Ranch, 2 miles. Grade and surface.	$ 35,000	'55 & '56
	597	Elk River Junction-Forest Boundary, 4.6 miles. Grade and surface.	$ 67,000	'57
		Subtotal Curry County	$102,000	
Gilliam	440	Hay Creek-Potter School, 4 miles. Grading	$ 81,000	'55 & '56
Harney	458	East Unit, Van-Drewsey, 6.7 miles. Partial cost- additional funds for 1955 project already approved.	$ 5,000	'56
Jackson	273	Hilton Bridge over Bear Creek. Partial cost-additional funds for 1955 project already approved.	$ 13,000	'56
	287	Quartz Creek Structure.	5,000	'56
	287	McNeil Creek Structure.	12,000	'56
	559	Little Applegate River Bridge	20,000	'56
	559	Star Gulch Structure	10,000	'56
	593	Wagner Creek Structure	5,000	'56
	593	Bear Creek Bridge (Talent).	45,000	'56
	593	Bear Creek Bridge (Ashland).	45,000	'56
		Subtotal Jackson County	$155,000	

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Klamath	583	Lost River Bridge (Merrill). Partial cost-additional funds for 1955 project already approved.	$ 4,000	'56
	431	Lost River Bridge (Olene).	20,000	'56
	430	Lost River Bridge (Bonanza).	50,000	'56
	432	Keno-Worden, 7.7 miles. Surface and oil.	104,000	'57
		Subtotal Klamath County	$178,000	
Lake	407	Drews Creek Bridge. Structure only.	$ 20,000	'56
	407	West Side-Dry Creek, 6.2 miles. Surface and oil.	98,000	'57
		Subtotal Lake County	$118,000	
Linn	214	McDowell Creek Bridge	$ 20,000	'55
	214	Waterloo-S. Santiam River, 3 miles. Oil mat	$ 25,000	'55
	575	Knox Butte Section, 1.6 miles. Oil mat.	12,000	'55 & '56
	576	Albany Junction-Cox Creek, 6 miles. Oil mat	50,000	'56
	595	Muddy Creek Bridge	40,000	'56
	595	Orleans Junction-Tangent Junction, 3 miles. Oil mat.	25,000	'56
		Subtotal Linn County	$172,000	
Marion	590	Pen Annex Bridge Section. Grade and bridge	$ 35,000	'55 & '56
	590	Turner-Aumsville, 3.2 miles. Grade, pave, and two bridges.	100,000	'56
	591	Abiqua Creek Bridge	30,000	'56
	159	Fairfield Junction-Hopmere, 4.7 miles. Grade and pave.	100,000	'57
	592	Clear Lake Bridge Section, Grade and bridge	65,000	'57
		Subtotal Marion County	$330,000	
Morrow	598	Peters-Messner Junction, 8.2 miles. Surface and oil.	$ 42,000	'56
	599	Peters Road Section, 1.6 miles. Surface and oil.	8,000	'56
	600	Smith Road Section, 1.2 miles. Surface and oil.	6,000	'55
		Subtotal Morrow County	$ 56,000	

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Wheeler	318	Middle Unit, Spray-Waterman. Partial cost-additional funds for 1955 project already approved.	$ 5,000	'56
	318	North Unit, Spray-Waterman, 8 miles. Grade and surface.	65,000	'57
		Subtotal Wheeler County	$ 70,000	
Clack-amas	131	Bakers Bridge over Clackamas River	$ 70,000	'56
	119	Milwaukie-Gladstone, 4.5 miles Grade and pave	129,000	'56
		Subtotal Clackamas County	$199,000	
Clatsop	608	Heckard Slough Section, 1 mile. Grade, surface, and oil.	$ 55,000	'56
	571	Cook Slough Section, 0.04 mile. Grade, surface, and oil.	5,000	'56
		Subtotal Clatsop County	$ 60,000	
Crook	651	Huston Lake-Powell Butte, 2.8 miles. Grade, surface and oil.	$ 51,000	'56
Des-chutes	655	Indian Ford Creek-Cloverdale Junction, 4.6 miles. Oil mat.	$ 28,000	'55 & '56
	656	Plainview Section, 3.6 miles. Oil mat.	14,000	'56
	657	Atkinson & Euston Road Section, 1.8 miles. Oil mat.	8,000	'56
	658	Terrebonne Junction-Franks Road, 6.3 miles. Oil mat.	24,000	'56
		Subtotal Deschutes County	$ 74,000	
Polk	560	Luckiamute River Section, 0.2 mile. Grade; surface; structure	$ 70,000	'55 & '56
Union	478	Iowa School-La Grande, 6.4 miles. Surface and oil.	$100,000	'57
Wallowa	497	Hurricane Creek Bridge.	$ 10,000	'55
	491	Werst Corner-Wallowa, 3.7 miles. Grade and surface.	70,000	'55 & '56
	497	Scotch Creek-Joseph, 3 miles. Pave	42,000	'56
		Subtotal Wallowa County	$122,000	
TOTAL			$1,998,000	

October 28, 1954

The Commission approved an increase of $60,000 in the project authorization for construction of the Boones Ferry Road-Willamette River Section of the Portland-Salem Expressway under Contract No. 3648. The Engineer explained that the overrun was caused principally by construction of approaches to the Boeckman Road Overcrossing, $36,000, and a change in the plans for the base surfacing, the original plan being to place pit-run material whereas a great number of large boulders were found when the source was developed necessitating crushing at an additional cost of about $30,000.

The Commission also approved an increase of $50,000 in the project authorization for Contract No. 3807, grading the 92nd Avenue-Fairview Unit of the T. H. Banfield Expressway in Multnomah County. The Engineer explained that the major cause of the overrun was due to unsuitable materials found in excavation areas that were to be used for embankment, which material it was necessary to waste. Other costs were caused by an overrun in gravel base materials, the installation of perforated drain pipe and payment to the Rockwood and Hazelwood Water Districts.

The Engineer requested and the Commission approved an increase of $9,500 in the project authorization for grading and paving the Sylvan Project on the Sunset Highway in Multnomah County, Contract No. 4095. The Engineer explained that the overrun was caused by extra excavation required to obtain satisfactory slopes.

Attention was given to a proposed agreement with the city of Coos Bay concerning an extension of the city's storm drainage outfall sewers beyond the limits of the original highway construction and continuing over and across private property. The Engineer explained that during construction of the Oregon Coast Highway between North Bend and Coos Bay, arrangements were made with the city to construct outfall sewers for storm drainage from the highway to the edge of the Bay at two points--Station 251+80 and Station 255+00. During construction, the sewers were not built but the drainage was carried in open trenches. The Central Dock Company has now requested that the anticipated work be performed because it is developing property in that area. In a conference with city officials, it was found that the city has an outfall storm sewer functioning in an open trench at Station 256+55, and under the terms of the new agreement the State is relieved from piping the highway storm drainage to the Bay at Station 255+00, but in lieu thereof the State is to pipe this drainage southerly along the highway and discharge the same into the city's storm sewer at Station 256+55, which will relieve the State from future maintenance of the outfall sewer to the Bay. He recommended that the agreement be approved. The Commission accepted the recommendation.

The Commission discussed a proposed agreement with the Bureau of Public Roads concerning reestablishment of a power transmission pole line belonging to the Lane County Electric Cooperative on the Duvall Creek-Middle Fork Willamette River Section of the Willamette Highway. The Engineer explained that the poles are on private right of way and that it is necessary to move them to accommodate construction of a Forest Highway

section. It is customary, he said, for the State to pay the moving costs in the first instance, with reimbursement to be made later by the Bureau of Public Roads. He estimated the cost at $1,000 and recommended that the agreement be approved. The recommendation was accepted by the Commission.

A request from Mrs. W. J. Weisser, Portland, for signalization of the intersection of Northeast Sandy Boulevard and Northeast 85th Avenue was discussed. The Engineer advised that the request has been investigated by the Traffic Engineer who found that the conditions prevailing at this point do not meet standard warrant requirements. Accordingly, he recommended that the request be denied. The Commission approved the recommendation.

The Commission also gave attention to a request from George G. Fourier, Manager, Tualatin Valley Buses, Inc., for signalization of the intersection of S. W. Barbur Boulevard (US99W) and S. W. 30th Avenue, in Portland. The Engineer reported that this intersection has been investigated a number of times in the past and that in each instance signalization had been denied. A recent investigation, he said, still reveals no warrant for the signals for which reason he recommended that the request be denied. The Commission accepted the recommendation.

The Engineer requested authority to transfer $12,000 from the amount set up in the 1954 Budget for construction of maintenance headquarters at Detroit, to finance installation and repair of dolphins at the ferry landing in Astoria. He explained that a permit has been granted by the U. S. Army Engineers for construction of two 35-pile dolphins located 30 feet riverward from the pierhead line, and he gave as his feeling that while these dolphins are being constructed, it would also be well to reinforce the intermediate dolphins to prevent damage to the dock owned by the Arrow Tug and Barge Company which lies adjacent and downstream from the ship's berth, all of which will cost about $12,000. The Commission approved the transfer as requested.

A request submitted by Mr. Gene Blackwell, Mayor of the city of Long Creek, for installation of a flashing beacon at the intersection of the Pendleton-John Day Highway and Main Street in Long Creek was considered by the Commission. The Engineer advised that an investigation revealed that the conditions prevailing at the intersection do not warrant signalization and that it is his recommendation that the request be denied. The Commission adopted the recommendation.

The Commission considered a request from the city of Pendleton for cooperation in conducting an arterial highway study in the city of Pendleton. The Engineer stated that the city has offered to pay one-half of the total cost of the survey which is estimated at $7,600. He recommended approval of the request. The recommendation was adopted by the Commission.

The Engineer reported completion of relocation surveys, as follows:

1. Crow-Gillespie Corner Section of the Territorial Secondary Highway in Lane County

2. Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

3. Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County.

The Engineer explained details with respect to each survey and recommended approval of the same The Commission approved the surveys by adopting the attached resolutions relative thereto marked EXHIBITS "H-2" to "H-3" inclusive, which resolutions are made a part hereof with like effect as though extended in full herein.

The Engineer reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the last half of 1953 and the first half of 1954:

From revenues accruing during the second half of 1953

Umatilla

From revenues accrued during the first half of 1954

Banks	Huntington
Boardman	Lonerock
Bonanza	Lostine
Butte Falls	Malin
Clatskanie	Nehalem
Cove	Paisley
Culver	Prairie City
Delake	Prescott
Eagle Point	Talent
Glendale	Waterloo
Hubbard	Wheeler

Yamhill

He stated that the plans for the improvements to be financed with the funds under discussion have been examined and found satisfactory, and he recommended approval of the plans The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein

The Commission considered and by unanimous vote granted requests for extensions of time within which to complete highway contracts as follows, the Commission's action in each instance being in conformity with the Engineer's recommendation, as shown

1. Parker-Schram Company, Contract No. 4230, for paving on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, requested an extension of time from September 15, 1954 to September 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

2. Rogers Construction Company, Contract No. 4096, for rock production on the Umatilla-Stanfield, Hermiston, Stanfield-Pendleton, and Lexington-Echo Highways in Umatilla County, requested an extension of time from August 31, 1954 to November 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

3. General Construction Company, Contract No. 3696 for construction of the Hood River Bridge on the Columbia River Highway in Hood River County, requested an additional extension of time from December 15, 1953 to November 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

4. M. C. Lininger and Sons, Contract No. 4166, for slide correction and rock production on the Siskiyou Section of the Pacific Highway in Jackson County, requested an extension of time from September 15, 1954 to October 15, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

5. Erick Enquist, Contract No. 3934, for construction of the Winchester Road Undercrossing on the Pacific Highway in Douglas County, requested an extension of time from February 28, 1954 to October 15, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

6. LeRoy C. Weideman, Contract No. 3940, for construction of camp facilities in Harris Beach State Park in Curry County, requested a third extension of time from May 15, 1954 to July 3, 1954 within which to complete this work. The Engineer recommended that the additional extension of time as requested be granted without penalty.

7. Trowbridge & Flynn Electric Company, Contract No. 4167, for installation of traffic signals on the Pacific Highway in Ashland, Jackson County, requested an extension of time from August 31, 1954 to September 20, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

8. Brookings Red-E-Mix Concrete Company, Contract No. 4107, for rock production on the Lone Ranch Creek-California State Line Sec-

tion of the Oregon Coast Highway, Curry County, requested an additional extension of time from August 31, 1954 to November 1, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

9. Rogers Construction Company, Contract No. 4094, for the Lexington Rock Production Project on the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties, requested an extension of time from August 31, 1954 to November 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

10. Coast Blacktop Paving Company, Contract No. 4196, for grading and paving the Condon Highway and City Street Project in Gilliam County, requested an extension of time from August 31, 1954 to September 20, 1954, within which to complete this work. The Engineer recommended that the extension of time be granted without penalty up to and including September 17, 1954, being the date on which the job was actually completed.

11. C. E. Leseberg, Contract No. 4170, for rock production on the Buchanan-Vale Section of the Central Oregon and Vale-West Highways in Malheur County, requested an extension of time from September 30, 1954 to December 1, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

12. J. C. Compton Company, Contract No. 4149, for paving the Burns (Foley Drive) City Street in Harney County, requested an extension of time from September 30, 1954 to October 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

13. Tom Lillebo, Contract No. 3923, for construction of Lone Rock Bridge over the North Umpqua River on the North Umpqua Highway in Douglas County, requested an extension of time from June 30, 1954 to June 30, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

14. C. J. Eldon, Contract No. 4071, for construction of the North Santiam Highway Overcrossing and the Mill Creek Bridge on the North Santiam Highway in Marion County, requested an extension of time from September 30, 1954 to October 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

15. George E. Berry, Contract No. 4054, for construction of the Moro Undercrossing on the Sherman Highway in Sherman County, re-

quested an extension of time from July 31, 1954 to August 31, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

16. Parker-Schram Company, Contract No. 4184, for grading and paving the St. Helens-McNulty Creek Section of a county road in Columbia County, requested an extension of time from August 31, 1954 to July 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

17. F. O. Laws, Contract No. 4201, for slope grading on the Modoc Point-Barklay Springs Section of The Dalles-California Highway in Klamath County, requested an extension of time from July 31, 1954 to November 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

18. K. F. Jacobsen & Company, Inc., Contract No. 4192, for grading and paving the Ochoco Avenue & O. L. C. C. Frontage Road on the Pacific Highway East, in Clackamas County, requested an extension of time from September 30, 1954 to October 31, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

19. White Brothers, Contract No. 3749, for grading and paving the Oakland Junction-Deady Section of the Pacific Highway in Douglas County, requested an extension of time from July 31, 1954 to August 31, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

20. J. C. Compton Company, Contract No. 4148, for grading and paving and construction of a bridge on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County, requested an extension of time from September 30, 1954 to July 30, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

21. George L. Rochat & Son, Contract No. 4251, for construction of an illumination project on the Salem By-Pass Section of the Pacific Highway East in Marion County, requested an extension of time from October 31, 1954 to January 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

22. George L. Rochat & Son, Contract No. 4237, for illumination installation on the Barbur Boulevard-White School Section of the Portland-Salem Expressway in Clackamas, Marion, Multnomah and Wash-

ington Counties, requested an extension of time from October 31, 1954 to November 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

23. Tom Lillebo, Contract No. 3892, for construction of the Wilbur Overcrossing on the Pacific Highway in Douglas County, requested an additional extension of time from December 30, 1953 to August 24, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

24. Young & Smith Construction Company, Contract No. 4066, for reconstruction of the Halsey Street Undercrossing on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from September 30, 1954 to December 1, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

25. Acme Construction Company, Contract No. 4178, for paving the Kirk Road-Spring Creek Hill Section of The Dalles-California Highway in Klamath County, requested an extension of time from September 30, 1954 to July 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

26. Coos Bay Dredging Company, Inc., Contract No. 3931, for grading and paving South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County, requested an extension of time from August 31, 1954 to August 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

27. The Colorado Fuel and Iron Corporation, Contract No. 4206, for the Oakland Junction-Boomer Hill Road Fencing Project on the Pacific Highway in Douglas County, requested an extension of time from October 31, 1954 to December 31, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

28. J. R. Taggart, Contract No. 4025, for grading and paving the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, requested an extension of time from September 30, 1954 to June 30, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

29. Rogers Construction Company, Contract No. 4232, for oil mat

mat surfacing on the Jordan-Keck Canyon Road Section of the Rhea Creek County Road in Morrow County, requested an extension of time from September 15, 1954 to June 30, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

30. Porter W. Yett, Contract No. 4213, for paving Main Street in the town of Drain, Douglas County, requested an extension of time from September 30, 1954 to October 7, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

31. Parker-Johnson Company, Contract No. 3879, for construction of a bridge on the 122nd Avenue-Arata Road section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from July 31, 1954 to October 29, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

32. Berke Brothers, Contract No. 3997, for grading and paving the North Corvallis Section of the Pacific Highway West in Benton County, requested an extension of time from August 31, 1954 to September 23, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

33. J. M. Arenz, Contract No. 3985, for grading and paving the Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County, requested an extension of time from July 31, 1954 to September 16, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

34. J. M. Arenz, Contract No. 3986, for grading and paving the Mt. Vernon-John Day Section of the John Day Highway in Grant County requested an extension of time from July 31, 1954 to September 16, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

35. Coast Construction & Excavating Company and Jeske Brothers Construction Company, Contract No. 4180, for grading and surfacing the Paris Section of the Alsea-Deadwood Secondary Highway in Lane County, requested an extension of time from October 31, 1954 to November 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

(For further details regarding the extensions of time listed above, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.) *

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*FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract Nos. 3301, 3696, 3793, 3856, 3892, 3934, 3940, 3985, 3986, 3997, 4054, 4078, 4081, 4098, 4111, 4115, 4122, 4129, 4131, 4145, 4150, 4159, 4163, 4196, 4210, 4213, 4220, 4226, 4230, 4257 and 4258 for construction of state highway projects have been completed according to requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. The Commission, after due consideration, accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In construction of the Multnomah County Line-Beaverton Section of the Beaverton-Hillsdale Highway, the Engineer reported, it will be necessary to reestablish the water facilities of the West Slope Water District. To actually move the existing water line, he said, is not feasible because the water would have to be shut off for a long period, so it will be necessary to build a new line which is estimated to cost $53,100 including all new pipe. He further stated th t the Water District will assume all costs of the new line over and above $27,000 which is the estimated cost to move the existing line. He recommended that the District be paid $27,000 if it will agree to pay all costs in excess of such sum, and will perform the work. The recommendation was approved by the Commission.

The Engineer called attention to a betterment project heretofore approved by the Commission to relieve congestion at the west end of the Sellwood Bridge in Portland where the bridge approach intersects the Oswego Highway. He recalled that the Commission previously authorized an expenditure of $5,200 for the purpose on the condition that the city of Portland would contribute a like sum, however, a final check of the plans reveals that a reasonable cost estimate of the proposed work is $15,000, an increase of $4,600. He recommended, in view of the circumstances, that the State's share of the cost be increased from $5,200 to $7,500 maximum. The Commission accepted the recommendation.

The Engineer also brought up for discussion a billing presented by the Bonneville Power Company for damage to its transmission pole line on the Judkins Point-Goshen Section of the Pacific Highway. In January of

1953, he stated, a slide occurred on this highway section which endangered the Bonneville Power lines, in fact, one of the power poles actually started to fall over. The Bonneville Power Company, he stated, had an emergency crew relocate about 1,500 feet of power line at a cost of $10,058.87, and has asked the State for reimbursement in such amount. He gave as his opinion that the State is liable and he recommended that the Commission authorize payment of the bill subject to audit of the Power Company's books by the accounting division. The recommendation was approved by the Commission.

The designation of a one-way traffic system and the installation and adjustment of traffic signals on the route of the Albany-Corvallis Highway in the city of Albany was discussed. The Engineer explained that the city desires to proceed with a portion of the plan recommended in his "Traffic Survey Report, City of Albany" insofar as it pertains to the establishment of one-way streets. That portion of the plan which affects the State Highway Commission, he said, has to do with the routing of the Albany-Corvallis Highway which presently is routed on Elsworth Street between 9th Avenue and the Willamette River. It is now proposed to establish one-way southbound traffic on Elsworth Street between First Avenue and 9th Avenue and one-way northbound traffic on Lyon Street between 9th Avenue and First Avenue, and the city has passed the necessary ordinances establishing Second Avenue as a one-way eastbound city street between Calapooya Street and Main Street, and First Avenue as a one-way westbound street between Main Street and Calapooya Street. He pointed out that the plan provides for installation of traffic signals at the intersections of First Avenue and Second Avenue with Lyon Street, and at the intersection of Second Avenue and Elsworth Street, and adjustment of the existing signals at First Avenue and Elsworth Street. He estimated the cost involved at $12,000, and advised that the expense would be divided equally between the city and the State. The cost of signing the one-way couplet and other adjustments, estimated to cost $1,000, he added, would be borne by the Highway Department. He recommended approval of the project, details of which are to be covered by agreement with the city. The Commission approved the recommendation.

The Commission discussed with the Engineer and the Chief Counsel a letter received from the Washington Toll Bridge Authority regarding payment of fees of bond attorneys in connection with the issuance of bonds to finance the proposed Vancouver-Portland Toll Bridge. The Engineer recommended payment of the fees as outlined in the Toll Bridge Authority letter, and as provided for in the cooperative agreement covering the construction of this bridge. The Commission approved the payment of fees as recommended.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Greggs Creek-Wedderburn Fencing Project on the Oregon Coast Highway

northerly from Gold Beach in Curry County: The Commission awarded the contract to the low bidder, Wold Brothers, Bandon, at their bid price of $27,426.

"Grading and oiling on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway easterly from Reedsport in Douglas County: The Commission elects to accept the bid of Coos Bay Dredging Company, Coos Bay, in the sum of $290,929, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Winchester Maintenance Building in Douglas County: The Commission awarded the contract to the low bidder, Morris R. Holst, Oakridge, at his bid price of $15,587.68.

"Grading and paving on the Wasco County Line-Warm Springs Agency Section of the Warm Springs Highway about [illegible] miles northwest of Madras in Jefferson County: The Commission awarded the contract to the low bidder, Rogers Construction, Inc., Portland, at their bid price of $268,466.

"Honeyman Park Camp Expansion south of Florence in Lane County: The Commission awarded the contract to the low bidder, Den Herder & Strobel, Medford, at their bid price of $16,972.

"Grading, paving, and construction of two bridges on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County: The Commission elects to accept the bid of J. C. Compton Company, McMinnville, in the sum of $624,787.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of four structures on Gervais-Hayesville Unit, Group II, on the Portland-Salem Expressway in Marion County: The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at their bid price of $178,280.

"Paving, and furnishing crushed material in stockpile on the Emigrant Hill Section of the Old Oregon Trail east of Pendleton in Umatilla County: The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at their bid price of $432,215.

"Big Eddy-Dillon Guard Rail Project on the Columbia River Highway about five miles east of The Dalles in Wasco County: The Commission awarded the contract to the low bidder, Hutton-Kalkhoven, Portland, at their bid price of $37,440.

"Big Eddy-Rufus Fencing Project on the Columbia River Highway in Wasco and Sherman Counties: The Commission awarded the contract to the low bidder, Albert C. Bubak, Woodburn, at his bid price of $10,487.64.

"Grading, paving, and furnishing crushed material in stockpile on the Glenwood- North Plains Section of the Wilson River Highway in Washington County: The Commission awarded the contract to the low bidder, Rogers Construction, Portland, at their bid price of $505,292.

"Grading, paving, and construction of one concrete bridge on the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific Highway West in Washington County: The Commission elects to accept the bid of Rogers Construction, Inc., Portland, in the sum of $501,931.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received."

Consideration was given to a request submitted by A. A. Garrett, Albany, concerning hazards on the Pacific Highway East near the East Albany Junction caused by large trucks parking on the shoulders of the highway; also to a verbal request from the City Manager of Albany for extension of the existing 45-mile per hour speed zone on US99E from its present terminus north of the Cox Creek Bridge to a point north of the East Albany Junction. The Engineer advised that an investigation was made of the conditions at this point and the facts disclosed there is justification for the requests. He recommended that the existing 45-mile per hour speed zone on the Pacific Highway East between M.P. 73.94 and M.P. 74.16 be rescinded and that a 45-mile per hour speed zone be established from M.P. 73.39 north of the Albany Airport Highway junction to M.P. 74.16 (north city limits of Albany). The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also recommended that shoulder parking be prohibited on both sides of the Pacific Highway East between a point 250 feet north of the Albany Airport Highway at M.P. 73.39, and a point 300 feet south of the road to East Albany at M.P. 73.55, and that "No Parking on Highway Shoulders" signs be installed. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F ", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from the Umpqua Valley Grange, Scottsburg, for a reduced speed zone on the Umpqua Highway through the community of Scottsburg. A careful investigation was made in this case, the Engineer reported, and the facts assembled disclosed that such speed zone should be established. He recommended that a 35-mile per hour speed zone be designated on the Umpqua Highway from a point 0.2 mile east of the east end of the Umpqua Bridge, M.P. 16.60, to a point 0.53 mile east of the east end of the Umpqua Bridge, M.P. 16.93, except that between M.P. 16.72 and M.P. 16.84, the indicated speed shall be 20-miles per

hour during the hours of school crossings. The Commission approved the Engineer's recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that as a part of the overall speed zone investigation on the Pacific Highway an investigation was conducted in the community of Goshen. The investigation disclosed, he said, that in the northerly portion of Goshen there is a semi-business district 0.23 mile in length where the 1953 average daily traffic volume was 7,100 vehicles, and in the southerly portion 0.24 mile in length the culture consists of one motel, six houses and one service station. The 1953 average daily traffic volume here was 7,154 vehicles. The investigation also disclosed a relatively high accident rate. For reasons stated and for other facts disclosed by the investigation, he recommended that a 30-mile per hour speed zone be established from a point 0.12 mile north of the old Willamette Highway (M.P. 129.81) to a point 0.11 mile south of the old Willamette Highway (M.P. 130.51), and that a 45-mile per hour speed zone be established from M.P. 130.51 to a point 500 feet south of "C" Street (M.P. 130.75). The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition was considered from Floyd Hester, et al., Goble, requesting that a speed zone be established on the Columbia River Highway through the community of Goble. An investigation was made, the Engineer reported, which disclosed facts that a speed zone is warranted. He recommended that a 40-mile per hour speed zone be established between a point 0.18 mile south of Nicolai Road (M.P. 40.77) and a point 200 feet north of Nicolai Road (M.P. 40.99). The recommendation was approved by the Commission by adoption of the attached resolution relative thereto marked EXHIBIT "G-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported receipt of a request from Mrs. O. W. Olson, Albany, for a reduced speed zone on the Albany-Corvallis Highway between Albany and Scenic Drive, and for a sign installation cautioning the traveling public to look out for school children. A careful traffic engineering investigation was conducted, he stated, and in view of the reasonable prevailing speeds, the lack of dense roadway culture and the favorable accident record there appears to be no warrant for the speed zone at this time. He recommended that the request for a speed zone be denied. In lieu of speed zoning, he said that measures are being taken to change the signing and to do a certain amount of tree trimming to open up sight distance on the reverse curve at the westerly end of the section investigated. The recommendation was approved by the Commission.

Attention was given to a request submitted by Mrs. Averyl W. Jackson, Clerk of Siuslaw School District 97J, Florence, Oregon, for a reduced speed zone or other corrective treatment on the Oregon Coast

Highway in the vicinity of Glenada south of Florence. This request, the Engineer stated, was investigated and it was found that there now exists a 25-mile per hour speed zone in the northerly portion of the section investigated, and south of this section there is a 45-mile per hour speed zone; however, between the two existing speed zones there is an unzoned section 0.53 mile long. From the facts disclosed by the investigation, he said, a 45-mile per hour speed zone is warranted along this intervening section, particularly between a point 0.10 mile south of the Siuslaw River Bridge (M.P. 204.52) and M.P. 205.05. As a further safeguard to traffic he said that arrangements are being made to have the brush cleared at certain intersections to improve sight distance along the highway. The Commission approved the Engineer's recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave consideration to a claim in amount $150 submitted by Mr. Arne Petersen of Cathlamet, Washington, to cover the cost of repainting his 1953 Oldsmobile coupe which was damaged by a highway maintenance crew. The Engineer explained that on August 9 one of the electrical maintenance crews was engaged in removing some temporary traffic lights and signals at Rowena. A flagman, after stopping Mr. Petersen, signaled him to proceed, which Mr. Petersen did; however, upon reaching the level of the old highway he suddenly stopped. The electrician who had not expected Mr. Petersen to stop, cut a wire which fell on Mr. Petersen's coupe and severely damaged the paint on the top, body and fenders of one side. He further stated that the amount of $150 appears excessive and that as a result of negotiation Mr. Petersen has agreed to accept full settlement in the amount of $100. He recommended that Mr. Petersen be paid this amount. The Commission approved the recommendation.

The Engineer brought up the matter of designating the Umpqua Highway a "Throughway". He explained that although the Umpqua Highway is not being constructed as a fully access controlled facility, an attempt is being made to control access insofar as it is economically feasible to do so. In this respect difficulties will be encountered in the closing of streets not now existent in Reedsport as well as possible subdivisions elsewhere. It was his thought that this matter could be simplified if the highway were designated a "Throughway", and he so recommended. He also recommended that if the Commission approves such designation that the Commission also approve a form of agreement to be executed by the State, Douglas County and the City of Reedsport concerning closure of certain streets on the section at Reedsport on which bids were received at this meeting. The Commission approved both recommendations and thereupon adopted the attached resolution designating the Umpqua Highway a "Throughway", marked EXHIBIT "I-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission accepted the Secretary's report on papers signed by him in behalf of the Commission during the period of September 21 to October 25, 1954.

The Commission discussed and approved with a few changes a draft of its Biennial Report to Governor Paul L. Patterson covering highway activities during the fiscal years 1953-54.

The Engineer reported that the new section of the Pacific Highway in Douglas County, known as the Canyonville Section, has been completed and opened to traffic and that the old highway section is no further of value for highway purposes. He, therefore, recommended that the old section be abandoned to Douglas County and to the city of Canyonville as stipulated by the terms of an agreement dated April 30, 1954. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer problems to be presented by delegations on the following day but took no action on them at this time.

The Engineer requested that Mr. George C. Hester, Jr. be authorized to attend a meeting of State Administrative Officials in Los Angeles November 20, 1954. He explained that the meeting has been called by the Western Inter-State Committee on Policy Problems for the purpose of drafting legislation on reciprocity to be sponsored by the eleven Western States. The cost of attending the meeting he estimated at $120. The Commission approved the request.

The Engineer reported on smoke and dust damage caused residences in Simpson Heights, North Bend, by operations of a state paving plant which was set up on a stockpile site in the south end of Simpson State Park. Claims, he stated, have been submitted as follows: Dr. Melvin E. Johnson, $500; Mr. John Miller, $500--later reduced to $400; Mr. Ron Rowan-$370. Concerning the claim of Dr. Johnson, the Engineer stated that State forces have repainted a portion of the house exterior, the interior of the kitchen, utility room, and bedrooms at a total cost of $602.62. In addition to this, the Johnsons had certain painting and cleaning operations performed for which they had paid $527.02. He recommended that Dr Johnson be paid $500 in settlement of his claim. Concerning the claim of John Miller, the Engineer stated that his claim for cleaning the exterior and interior of the house had been presented in the amount of $500, including $50 damage to lawn, flowers, shrubs, and hedges. This claim, he said, was not supported by receipts, and the damage as nearly as can be estimated was not nearly as much as the damage to Dr. Johnson's house. Mr. Miller, he added, has agreed to accept the sum of $400 as settlement in full. He recommended that he be paid such amount. Concerning the claim of Mr. Ron Rowan in amount $491.75, the Engineer stated that it is principally a claim for repainting, and that an inspection of the Rowan residence failed to disclose that it was damaged as much as Mr Rowan alleges. He recommended that Mr. Rowan be paid the sum of $172.60 as settlement in full for his loss. The Commission approved the Engineer's recommendations for payment of the Johnson and Miller claims, and ordered further negotiations with Mr. Rowan.

A request from Robert Larson, a contractor for the U. S. Army Engineers, to use rock from the State's quarry situate in Lot 4, Sec. 32, T. 3 N. 11 E., Hood River County, near Koberg Beach was presented by the Engineer who explained that the contractor has offered to pay $0.35 a cubic yard for rock that is already blasted, and $0.05 per cubic yard for solid rock in place. The Engineer recommended approval of the request on the basis of the amounts offered. The Commission approved the recommendation.

The Engineer brought up for discussion the matter of acquiring Patterson Bar near the "Q" Street route between Eugene and Springfield. The material in this bar, he stated, can be used to very good advantage in future highway construction in this vicinity and he suggested that it be acquired if the owner will sell at a reasonable figure. He mentioned that the Lane County Court has indicated that it will contribute $50,000 toward the purchase price in order to forestall sale of the property to the Eugene Sand & Gravel Company which also wants it, and according to reliable sources, has offered $105,000 for it on a deferred payment basis. He recommended that the right of way department be authorized to negotiate an option to purchase the property. The Commission adopted the recommendation and so ordered.

The Commission discussed with the Engineer details of the proposed Work Budget for the calendar year 1955. The Engineer explained items as requested by the Commission. He recommended that the total budget in the amount of $67,764,000 be accepted. As a result of discussion, Commissioner McIver moved that the budget be adopted as presented by the Engineer. Commissioner Reynolds seconded the motion and it was declared by Chairman Chandler to have received the unanimous vote of the Commission.

(For details concerning the budget see the complete budget filed in the Secretary's office.)

The colors to be used in painting center line stripes on highway pavements was discussed. The Engineer reported that the American Association of State Highway Officials has adopted as standard a dashed white line for the center line stripe with either a yellow or a white solid line to designate "no passing" zones. Experiments, he said, indicate that a white center line is the best under most conditions. He advised that the neighboring states of Washington to the north, and California to the south, use white center lines with yellow for "no passing" sections. In view of the results determined by research and the program of the adjoining states, he recommended that as soon as possible center lines on state highways in Oregon be painted dashed white, and that full white lines be used to indicate "no passing" sections. The Commission adopted the recommendation and so ordered.

The meeting adjourned at 5:00 p.m. to reconvene in the same room at 9:00 a.m. on the following day.

October 28, 1954

Portland, Oregon
October 29, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. The following persons were present and participating.

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The Commission discussed a date for its next regular meeting and decided to hold such meeting in the Green Room of the Imperial Hotel, Portland, on December 7 and 8, 1954. The Commission also set January 18 and 19, 1955 as a tentative date for its next following meeting. The Secretary was instructed to arrange for the use of the Green Room for the December meeting, and for the use of the Crystal Room in the Benson Hotel for the January meeting, the Green Room being not available.

At the request of Chairman Chandler, the Engineer reviewed the status of projects on which bids are to be received at the December meeting. The Right of Way Engineer reported that all necessary right of way will be acquired in time for the letting.

Chairman Chandler reported receipt of a letter from Mr. Burt Brown Barker, President of the Herbert Hoover Foundation, requesting that the section of the Pacific Highway West from the southwesterly end of Barbur Boulevard, Portland, to the city of Newberg be named the Herbert Hoover Highway, in honor of Ex President Hoover who spent the formative period of his life in Newberg. The Engineer recommended that the highway be so named. The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request submitted by Mr. Glenn Stanton, Portland, that the bust of Dr. John McLoughlin which stands on the right of way of the Pacific Highway East overlooking the Willamette Falls in Oregon City, be moved northward a short distance to the parking area where people stop to view the Willamette Falls. Mr. Stanton also

requests that the State purchase, if possible, certain property situate between the highway and the river just below the falls, on which is located an old house that obstructs the view of the falls from the highway. It was his thought that this location might be a better location for the statue of Dr. McLoughlin than the parking area on the hill. The Commission instructed the Engineer to investigate the matter carefully and report his findings.

Commissioner Reynolds inquired as to the status of plans for a grade separation structure on Emigrant Street in the city of Pendleton. The Engineer advised that a study is now being conducted to determine whether the structure should be an underpass or an overpass. The original plan, he recalled, contemplated two-lane construction, but a four-lane structure is now being considered, and it appears that the overpass may be the best solution.

Chairman Chandler inquired concerning construction requested at a previous meeting for a foot bridge over the T. H. Banfield Expressway at 53rd Street. The Engineer stated that the foot bridge at 53rd Street can be built for about $4,000. He pointed out, however, that two others may be requested--one at 74th Street, and the other at 42nd Street, which would cost an additional $8,000. It was his opinion that the one at 74th Street is not needed, but the one at 53rd Street should be built. The Commission confirmed construction of the foot bridge at 53rd Street, but deferred action on the other two.

Chairman Chandler commented on the fact that no penalties were assessed against contractors in connection with 35 extensions of time which were granted at this meeting. The Engineer stated that penalties were not recommended because the delays were not entirely the fault of the contractors. He also pointed out that a very rigid time limit control used in contracting some of the toll highways in other states caused much higher unit prices than are being received in Oregon.

Commissioner Reynolds called attention to the fact that there had been a number of accidents on the Central Oregon Highway between Vale and Burns because of cattle on the right of way. The Engineer stated that fencing is being done on all new construction, but it will take a long time to fence all of the right of way.

The State Parks Superintendent stated that he had talked with the Rotary Club at Gold Beach about acquiring an area north of Gold Beach for park purposes. He informed them, he stated, that the property is owned by the Lloyd Corporation and at his suggestion the Club is going to contact representatives of the Corporation with the prospect of acquiring the area as a gift for park purposes.

Chairman Chandler mentioned a letter from State Treasurer Sig Unander to Governor Patterson stating that the State is in position to issue more highway bonds, if considered advisable. The Engineer commented that this condition is true because of increased property valuation in the

state and retirement of old bonds, but he added, the issuance of the additional highway bonds will require legislative action. In the discussion on this matter, the Engineer pointed out that if the enlarged federal highway program is approved by Congress, the State will need additional highway money to match the Government funds. Commissioner Reynolds suggested that a definite statement should be made in favor of an additional two-cent gas tax and that the Commission should continue its efforts to secure the added gas tax money and legislative authority to issue more bonds as are necessary. The Commission adopted the suggestion.

The Engineer reported that under authority granted by law and pursuant to instructions given him by the Commission, he today awarded to the successful bidders the following contracts which were referred to him by the Commission for award as soon as certain conditions had been satisfied:

1. Grading the Tarheel Section on the Cape Arago Highway in Coos County. Bids received September 24, 1954. Conditions satisfied October 29, 1954. Coos Bay Dredging Company, Inc., Coos Bay, contractor.

2. Grading and paving the Bear Creek Section on the Siuslaw Highway in Lane County. Bids received September 23, 1954. Conditions of award satisfied October 29, 1954. Lebanon and Harrisburg Sand and Gravel Company, Lebanon, contractor.

The Engineer brought up for discussion matters pertaining to construction of a new bridge across the Columbia River at Portland, and the raising of the old bridge to comply with Federal regulations. The Army Engineers, he stated, are now asking for a 77-foot vertical clearance and one 511-foot span whereas the old bridge has two 250-foot spans. The Army Engineers he said have taken the position that they cannot initiate action to raise the height of the existing bridge as requested by navigation interests, and advise that any such action must be initiated by the chief beneficiary of the change. The Commission instructed the Engineer to pass the information along to the navigation interests and advise them that it is their responsibility to initiate the changes that they desire.

A delegation of citizens from the town of Clackamas came before the Commission concerning better traffic regulations at the intersection of 82nd Avenue with Church Street and with Carver Road. County Judge Wallace R. Telford headed the group which included the following: Mrs. Derrell R. Davis, Safety Chairman, P.T.A.; Rev. George McDonough, Pastor, Congregational Church; Mrs. Oscar D. Ramsey, Jr., Post Office; Mrs. Edwin Bell, member of the P.T.A.; Hon. Wallace R. Telford, Clackamas County Judge; and Mrs. Lee Meltzer, Mrs. Jacob Hafner, Mrs. Lewis Hanks and Mrs. John Strahm. Judge Telford introduced the several members and explained briefly what they want. Mrs. Davis pointed out that traffic on 82nd Avenue at times is jammed for fifteen or twenty minutes at a time, and due to conditions there have been three accidents recently, in one of which a 17-year old boy was killed. She pre-

sented a letter from the School Board urging that a traffic light be installed at 82nd Avenue and Carver Road and that a crosswalk be painted on 82nd Avenue at the Church Street intersection to allow operation of a school boy patrol. Under the present traffic conditions, she stated, it is extremely dangerous for school children to cross the highway. Rev. McDonough stated that Sunday School traffic adds to the problems as well as religious classes which are conducted on week days. Mrs. Bell inquired concerning construction of the overpass on Clackamas Secondary Highway. Mrs. Haffner commented that 82nd Avenue in this vicinity is in exactly the same condition as it was when originally constructed, and the curves and other obsolete features in the highway make it very dangerous. She urged installation of a traffic light and a pedestrian crosswalk. Mrs. Meltzer commented that if there had been a traffic signal at Carver Road, her husband and a 17-year old boy would be alive today. Judge Telford emphasized the need for better traffic regulation at the intersection of 82nd Avenue with Carver Road, at Church Street, and at the open air theater entrance. Concerning the proposed railroad overpass on Clackamas Secondary Highway at Clackamas, Judge Telford stated that the County Court has agreed to the closure of the two road crossings as heretofore requested by the Highway Commission, and that Safeway Stores has agreed to withdraw its objection to the closing of one crossing provided the County will construct a short section of road for its use. He urged the Commission to take action to insure early construction of the overpass. Chairman Chandler stated that the Commission on the previous day authorized the matter reopened before the Public Utilities Commissioner. Concerning the requests made at today's meeting, he stated that an investigation will be made to determine the need for signals or other measures to permit traffic to enter 82nd Avenue without congestion and to provide pedestrian safety. The Engineer was thereupon authorized and instructed to make such investigation.

A delegation representing the North Tillamook County Chamber of Commerce appeared before the Commission to urge construction of a cut-off road from the community of Elsie on the Sunset Highway south and west to the town of Mohler. The following people were present: Kenneth J. Dickey, President, Wheeler; Jim Kelley, Secretary, Rockaway; John Dillard, member, Nehalem; August Schollmeyer, Tillamook County Commissioner, Nehalem; Les Schulmerich, Tillamook County Commissioner, Beaver; Ben S. Lane, Mayor of Manzanita; and Hon. Otto Effenberger, Tillamook County Judge, Tillamook. Mr. Jim Kelley, who headed the delegation, emphasized the need of a better outlet for the area north of the city of Tillamook. The proposed route, he stated appears to be feasible and he pointed out that a six-mile section has already been constructed for the purpose of hauling logs. He called attention to the fact that this is the third appearance of a delegation in behalf of this road and he asked the Commission to give him an answer in writing. Judge Effenberger stated that he is not very familiar with this particular project. Commissioner Schollmeyer stated that the proposed road would be of value to the community and asked the Commission to do what it could. Chairman Chandler stated that the project previously has been investigated and it was found that priority of the road is very low; moreover, the priority of the project is unchanged and

there are no funds available to finance it. Commissioner Reynolds commented that he is under the impression that the Commission denied the request for the road when the delegation made its last previous appearance before the Commission. Mr. Kelley requested a statement in writing concerning the Commission's action today. The Secretary was instructed to send him such letter.

The South Tillamook Coast Road Committee came before the Commission to request improvements to the Little Nestucca Secondary Highway in Tillamook County. The following people were present: Mr. and Mrs. Roy Dunn, Cloverdale, and H. B. Hammell, Pacific City, members of the South Tillamook Coast Road Committee, and Hon. Otto Effenberger, Tillamook County Judge, Tillamook. Mr. Dunn, who acted as spokesman, pointed out that on the easterly end of the road there is a two-mile section built in the 1880's which has had no improvement since then. He thanked the Commission for improvements and dust laying operations performed on the westerly end of the road and he urged continuation of the improvements easterly, particularly the widening of some of the worse spots if the Commission cannot see its way clear to undertake a major project. Judge Effenberger called attention to two bridges which were recently constructed by the State. He urged the Commission to improve the road in order to obtain full utilization of the bridges. Chairman Chandler stated that the Commission is familiar with their problem but has been handicapped in improving it due to Bureau of Public Roads regulation's which require a larger expenditure of federal funds on county roads; however, an investigation will be made to determine what remedies may be applied to alleviate some of the worst spots. The Engineer was thereupon instructed to make such investigation.

A delegation representing the U.S. 20 Highway Association, composed of Mel Hammerness, Toledo, President; James M. Howes, Newport, Secretary; Kurt Kiesow, Toledo; Frank Updike, Toledo; and Vance Taylor, Corvallis, directors, came before the Commission to request improvement of the Corvallis-Newport Highway east of Toledo, particularly the section over Pioneer Mountain. Mr. Kiesow was principal spokesman. He declared the section over Pioneer Mountain to be the worst section of highway now in existence on U.S. 20 in Oregon. He expressed hopes that the Highway Commission can see its way clear to improve this section and a $3\frac{1}{2}$ mile section east of the town of Foster, in Linn County, which, he said, is nearly as bad as the other. He urged the Commission to authorize a location survey for realignment of the highway over Pioneer Mountain and to construct that section when money is available to finance it. The Engineer stated that at the present time only a reconnaissance survey has been made on this section. Mr. Hammerness commented that the Federal Government has plans to improve harbor facilities in Newport. The transportation of lumber over Pioneer Mountain, he said will be greatly increased when these improvements are completed so the highway must be modernized to accommodate the increased traffic. It was his feeling that right of way can be obtained at reasonable cost. Chairman Chandler stated that over the past two years an attempt has been made to build up a back log of surveys for improvements to be undertaken when funds are available. He gave as his feeling that the survey over Pioneer Mountain should proceed

so the improvement of this section can go forward without delay at the proper time. This concluded the discussion.

Mr. George A. Herrington, City Engineer, and Mr. Harry N. Graham, Councilman of the city of North Bend, came before the Commission concerning improvements to Virginia Avenue and Broadway Avenue (route of the Cape Arago State Secondary Highway) in North Bend. Mr. Herrington stated that the streets should be widened and curbs and sidewalks constructed in order to provide an adequate road. He mentioned the large volume of traffic that uses the road, much of which, he said, goes to Sunset Beach State Park; also, the many school children that walk along the road in going to and from school, and the near accidents that occur. He inquired how the City can cooperate in the project and gave as his feeling that the citizens should not be required to finance it alone because it will cost more than an ordinary city street improvement. Chairman Chandler expressed appreciation for the City's offer of cooperation. He advised that the Commission does not now have money available for this type of improvement, and he expressed doubts that funds would be available very soon, although the job will be done some day. When the improvement is undertaken, he added, the City will be required to furnish needed right of way and sidewalks, the State's share of the improvement would be limited to construction of the traveled way. He mentioned that a survey is now being conducted to determine the cost of this improvement and advised that when the survey is completed, a report will be made to the Commission and further consideration can be given at that time.

Mr. and Mrs. Walter A. Swanson representing the Walter A. Swanson Lumber Company of Springfield appeared briefly before the Commission with regard to the proposed "Q" Street route between Eugene and Springfield. Mr. Swanson stated that he represents seven mills in the Springfield area and urged the extension of the "Q" Street route from 19th Street to the McKenzie Highway as an outlet for the mills which are now more or less penned in. Chairman Chandler stated that the Commission had asked the Highway Engineer to render a "package" report on the subject to the Commission at the December meeting. He suggested that Mr. Swanson in the meantime contact the Lane County Board of Commissioners who discussed the project with the Commission on the previous day.

The Commission signed agreements and papers as follows:

"Lease" with Bureau of Land Management covering government-owned O & C land at Loon Lake.

"Indentures of Access" for the following properties:

a. Lindberg property on Clatskanie-Delena Section of Columbia River Highway, Columbia County.

b. Newhouse property on Frankport-Euchre Creek Section of Oregon Coast Highway, Curry County.

"Indentures of Access" (cont)

c. Davis property on Seven Oaks-Medford Section of Pacific Highway, Jackson County.

d. Hinsdale property on Reedsport-Luder Creek Section of Umpqua Highway, Douglas County.

e. Woodley property on Jones Ranch-Mitchell Section of Ochoco Highway, Wheeler County.

f. Hinsdale property on Hinsdale Slough-Luder Creek Section of Umpqua Highway, Douglas County.

"Agreement" with Salt Lake Pipe Line Company re consent to cross over their pipe line for purpose of constructing and maintaining Olds Ferry-Ontario Section of Old Oregon Trail Highway.

"Bargain and Sale Deed" deeding to Douglas County a stockpile site on an abandoned section of Elkton-Sutherlin Highway, Douglas County.

"Agreement" re leasing to Swift and Company a triangular parcel of land in Astoria, Clatsop County.

"Bargain and Sale Deed" selling to Ivan J. and Betty C. Fellows 0.04 acre of excess property on Salem-Bypass Section of Pacific Highway, Marion County.

"Agreement" with City of Coos Bay re extension of outfall sewers beyond the limits of the original US 101 reconstruction through Coos Bay.

"Agreement" with Bureau of Public Roads re removal and replacement of Lane County Electric Cooperative power poles necessitated by construction of Duvall Creek-Middle Fork Willamette River Section of Willamette Highway.

"Agreement" with Douglas County and City of Reedsport re designating Umpqua Highway (ORE38) a throughway from Reedsport to a connection with US 99 (New Route) at Anlauf.

"Bargain and Sale Deed" to Marion County re Fisher Road Extension.

"Agreement" with Southern Pacific Company re change of location of the existing wye track of Southern Pacific Company on the revised location of Pacific Highway between Cottage Grove and Divide.

"Agreement" with Jack Flaucher and Myrtle Lee Flaucher re leasing of Vista House, located at Crown Point on Columbia River Highway, as concessionaires, for a one year extension period, beginning April 1, 1954, and ending March 31, 1954.

"Agreement" with Jack Flaucher and Myrtle Lee Flaucher covering the leasing of Vista House as concessionaires, for a one year extension period, beginning April 1, 1955 and ending March 31, 1956.

"Agreement" with Washington County covering the maintenance of Service Roads on the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West.

There being no further business to consider at this time the meeting adjourned at 11:30 a.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "L"

Minutes of

October 28 and 29, 1954

EXHIBIT "A"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY

22243 Canyon Theatre Drive-in (Grant)
Easement (Construction and operation of highway)
Option expires March 28, 1955

Easement-0.06 acre $ 60.00

Amount to be paid to owner-chrg to Right of Way $ 60.00

THINGS TO BE DONE BY THE STATE

Maintain reasonable access during theatre business hours.
Aluminum fence not to be moved.

Access not controlled-

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY (cont)

22242 Donald M. Drake Company (Mayhew)
Right of Way Easement
Option expires March 27, 1955

10 ft. easement Sta. 137 to 138+35 for construction, and operation of highway	$ 1.00	
Amount to be paid to owner-chrg to Right of Way		$ 1.00

THINGS TO BE DONE BY THE STATE

Construct and surface a 20 ft. approach.

Access not controlled-

21106 Idaho Parr, Inc. (Smith)
Right of Way
Option expires December 4, 1954

3440+/- sq. ft., lump sum	$ 1,820.00	
Amount to be paid to owner-chrg to Right of Way		$ 1,820.00

THINGS TO BE DONE BY THE STATE

Keep drainage from slope of re-constructed portion of Dogwood Lane.

Access controlled-

21938 McClintock, John L. and Leone C. (Smith)
Right of Way
Option expires February 12, 1955

4489 sq. ft. at $0.30 per sq. ft.	$ 1,345.80	
Damage	3,000.00	
Allowance, build new driveway, remove old driveway	1,505.00	
Amount to be paid to owners-chrg to Right of Way		$ 5,850.80
State to assume 1954-55 taxes. Estimate		43.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 5,893.80

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY (cont)

21938 McClintock, John L. and Leone C. (cont)

Construct black-top approach 18 ft. wide at Engineer's Station 16+70, Northerly side of highway.

Access not controlled-

21942 Kienow's Food Store-Raleigh Hills Store (Johnson)
Right of Way and Slope Easement
Option expires March 31, 1955

7,405 sq. ft. at $0.45 per sq. ft.	$ 3,332.25
20 ft. slope easement, lump sum	1,200.00
Guard fence, approx. 330 ft., lump sum	1,000.00
Move parking lot bumpers, sign, light poles	1,800.00
Amount to be paid to owner-chrg to Right of Way	$7,332.25

Grantor to remove parking bumpers, parking lot flood lights and sign within 30 days from notice of acceptance.

THINGS TO BE DONE BY THE STATE

Re-establish two existing driveway entrances 40 ft. wide, pave same with asphaltic concrete. Replace guard rail. This option taken subject to lease of General Petroleum Corporation.

Access not controlled-

21935 Wilson, Grace Irene et al (Johnson)
Right of Way
Option expires March 2, 1955

0.2 acres of land including damage	
Service Station with 2 tanks, 2 pumps & lube hoist-lump sum	$10,563.00
Cost of moving "Wee Inn"	5,548.00
Leasehold interest of and to be paid to General Petroleum Corporation	1,500.00
Leasehold interest of and to be paid to A. W. Ryan	200.00

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY (cont)

21935 Wilson, Grace Irene et al (cont)

Amount to be paid to Grantors-chrg to Right of Way $17,811.00

Grantor to remove "Wee Inn" building within 30 days from notice of acceptance.

State to remove that portion of building on Grantor's remaining property within 45 days from notice of acceptance.

Access not controlled-Confirmation of phone approval by Mr. McIver, Oct. 15, 1954.

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19713 Anderson, Nels O. and Eleanor (Smith)
Right of Way
Option expires January 10, 1955

1.26 acres at $952.30+ per acre	$ 1,200.00
Damages to remainder	450.00

Amount to be paid to owners-chrg to Right of Way $ 1,650.00

Grantor to have 1954 crops. Grantor may remove buildings within 30 days of notice.

THINGS TO BE DONE BY THE STATE

Construct approaches, Easterly side, Sta's 388+85, 391+80 and 394+80.
State to assume 1954-55 taxes. Estimate 15.00

GRAND TOTAL (Estimate) chrg to Right of Way $ 1,665.00

Access controlled-

19727 Krebs, Otto and Nellie (Grant)
Right of Way
Option expires December 8, 1954

57,935 sq. ft. at $0.02+ per sq. ft.	$ 1,200.00
Taking of present water supply for house & brick yard	2,500.00

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19727 Krebs, Otto and Nellie (cont)

Amount to be paid to owners-chrg to Right of Way $3,700.00

Grantors may remove structures and improvements within 60 days of notice.

THINGS TO BE DONE BY THE STATE

Unrestricted access reserved and to be constructed at Sta. 422+25, West side.

Access controlled-

19742 Miller, Mrs. Elizabeth et al (Grant)
Right of Way
Option expires March 23, 1955

3,267 sq. ft. at $0.15+ per sq. ft.	$ 500.00
Moving house, chicken house and utility building	5,187.00
Amount to be paid to owners-chrg to Right of Way	$ 5,687.00

Grantor will remove improvements from right of way by March 1, 1955.

Access controlled-none allowed except to County Road-

19697 Krause, Anna and Emil (Johnson)
Right of Way
Option expires March 23, 1955

1.815 acres, $1,550 per acre	$ 2,813.25
Amount to be paid owners-chrg to Right of Way	$ 2,813.25

Access at Sta. 299+00, Southerly side, private residential and farm use. Access at Sta's 301+40 and 304+00, Southerly side, unrestricted to 40 foot width.

Access controlled-

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19685 Duncan, Effie (Smith)
Right of Way
Option expires March 27, 1955

860 sq. ft. at $0.15 per sq. ft. $ 129.00

Amount to be paid to owner-chrg to Right of Way $ 129.00

Access at Sta. 267+26, Northwesterly side, private access to residence. If present access disturbed State to re-construct approach 16' wide from pavement to right of way line. Construct blacktop pavement approximately Sta. 266+50, Northwesterly side.

Access controlled-

19726 Krebs, Fred and Gertrude (Grant)
Right of Way
Option expires December 8, 1954

10,890 sq. ft. at $0.19+ per sq. ft. $2,100.00

Amount to be paid to owners-chrg to Right of Way $ 2,100.00

THINGS TO BE DONE BY THE STATE

Construct and surface 15-foot driveway to property line from Sta. 418+50. Construct 20 ft. access driveway to property at Sta. 421+10 with asphalt surface and a 15 ft. gravelled driveway from access driveway to South boundary of grantors' property.

Access controlled-

WASHBURN-BALM GROVE SECTION-WILSON RIVER HIGHWAY

22421 Peters, Albert W. and Catherine F. (Johnson)
Right of Way
Option expires April 13, 1955

0.23 acre, lump sum $ 120.00

Amount to be paid to owners-chrg to Right of Way $ 120.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS UNIT-WILLAMETTE RIVER HAYES-VILLE SECTION-PORTLAND-SALEM EXPRESSWAY

22368 Butler, Iver and Grace (Benner)
Right of Way
Option expires March 22, 1955

0.23 Acre-lump sum	$ 75.00	
Crop Loss	25.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access controlled-none allowed except to frontage road

22350 Bliss, Orrin W. and Hazel A. (Benner)
Easement for detour road
Option expires March 21, 1955

0.20 acre-lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access not controlled

22352 Koenig, Edward and Marjorie (Benner)
Right of Way detour easement
Option expires March 27, 1955

0.38 acre, easement for 2 yr. period, lump sum	$ 110.00	
Crop loss: approx. 1 acre grain field	40.00	
Amount to be paid to owners-chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE

Remove rock, if any, and restore land as nearly as possible to its original condition.

Access not controlled-

22449 Fitts, Ira J. and Ruth S. et al (Benson)
Right of Way for County Road
Option expires April 12, 1955

0.055 acre at $200 per acre	$ 11.00	

EXHIBIT "A" (cont)

WILLAMETTE RIVER-GERVAIS UNIT-WILLAMETTE RIVER HAYESVILLE SECTICN-PORTLAND-SALEM EXPRESSWAY (cont)

22449 Fitts, Ira J. and Ruth S. et al (cont)

17 rods of fence at $4.00 per rod	$ 68.00	
Amount to be paid to owners-chrg to Right of Way		$ 79.00

Grantor to move fence.

Access not controlled-

SALEM BYPASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST

21745 Feller, Albert and Margaret (Benner)
Right of Way
Option expires February 9, 1955

2.0 acres at $1,000 per acre	$ 2,000.00
1.4 acres at $600 per acre	840.00
1.55 acres at $350 per acre	542.50
Cafe and Apt: 1,408 sq. ft. at $6 per sq. ft.	8,448.00
Service Station, including one 4,000-gal. and one 1,000 gal. storage tank, pumps and fittings	2,600.00
Unfinished house, 1008 sq. ft. at $1.25 per sq. ft.	1,260.00
Grading and surfacing of site	1,620.00
Allowance to prospect for, drill well, re-establish water supply	1,000.00
120 rods of fence at $4 per rod	480.00
1,249 ft. of 3/4" pipe in place, 50 cents / lin. foot	624.50
4 small fruit trees	35.00
Encroachment damage, high fill across much of remaining frontage, loss of direct access to hwy.	1,550.00
Amount to be paid to owners-chrg to Right of Way	$21,000.00

Grantor to re-establish own fence. Grantor to retain possession of service station and store building until January 1, 1955.

Access controlled-none allowed except to frontage road-

EXHIBIT "A" (cont)

DEPOE BAY-MINER CREEK UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

22346 Badley, Wilber F. and Anna L. (Black)
Right of Way
Deed signed September 22, 1954

0.57 acre, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access controlled-none allowed

BEAR CREEK-SCOTTS POINT SECTION-SILETZ HIGHWAY

22328 Columbia River Paper Mills (Black)
Right of Way
Option expires April 12, 1955

0.15 acre at $100.00 per acre	$ 15.00	
9 MBF at $15 per MBF of timber	135.00	
Amount to be paid to owner-chrg to Right of Way		$ 150.00

Access not controlled-

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

21194 Dunbar, Harry C. and Tressa E. (Holt)
Right of Way
Option expires March 23, 1955

1 acre, motel and homesite	$ 1,500.00	
4.2 acres at $300 per acre	1,260.00	
2.34 acres at $100+ per acre	235.00	
6 unit motel with carports, 1770 sq. ft. at $6.50/ sq. ft.	11,505.00	
Damage encroachment on homesite	500.00	
Amount to be paid to owners-chrg to Right of Way		$15,000.00

Grantors to vacate within 60 days of acceptance.

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY (cont)

21194 Dunbar, Harry C. and Tressa E. (cont)

Construct a 12 ft. roadway from the frontage road at approximately Sta. 1321+00 to the rear of grantors' house, to be graveled and grade and alignment mutually agreed upon. Fence right of way.
State to assume 1954-55 taxes. Estimate $ 150.00

GRAND TOTAL (Estimate) chrg to Right of Way $15,150.00

Access controlled-none allowed except to frontage road-

21196 Huckaby, J. A. and Rose L. (Holt)
Right of Way
Option expires April 3, 1955

3,480 +/- sq. ft. lump sum $ 100.00

Amount to be paid to owners-chrg to Right of Way $ 100.00

Access controlled-none allowed-

21198 Young, Delia M. (Holt)
Right of Way
Option expires April 13, 1955

11.9 acres at $126+ per acre $ 1,500.00

Amount to be paid to owner-chrg to Right of Way $ 1,500.00

Access controlled-none allowed

ROCKY POINT-BRUSH CREEK SECTION-OREGON COAST HIGHWAY

22315 Moore Mill and Lumber Company (Stuntz)
Right of Way (Slide area)
Option expires March 16, 1955

3.3 acres at $50 per acre $ 165.00

Amount to be paid owner-chrg to Right of Way $ 165.00

Access not controlled-

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21344 Powell, George L. and Frances A. (Stuntz)
Right of Way
Option expires March 24, 1955

0.04 acre at lump sum	$ 550.00
6 foot drainage easement	450.00
Damage to building area	500.00
Amount to be paid owners-chrg to Right of Way	$ 1,500.00

THINGS TO BE DONE BY THE STATE

Drain water from highway into 30 inch or larger culvert. Install 30 in. or larger pipe underground from catch basin to a point in easement. Remove grantor's 12 in. pipe and stock pile it on property. Improvements disturbed by the State replaced in as good condition as found, avoiding a septic tank if found encroaching in the easement.

Access controlled-none allowed-

21510 Scott, Maude (Stuntz)
Right of Way
Option expires March 26, 1955

0.68 acre, lump sum	$ 8,000.00
Old house, garage and laundry, small shed	2,475.00
Boat shop and storehouse	525.00
Severance damage	3,000.00
Amount to be paid to owners-chrg to Right of Way	$14,000.00

Grantor to vacate 30 days from date of notice.

THINGS TO BE DONE BY THE STATE

Reconstruct driveway approach to County Road.

Access controlled-

EXHIBIT "A" (cont)

DESCHUTES RIVER-MADRAS SECTION-WARM SPRINGS HIGHWAY

22354 Binder, Kenneth and Bessie L. (Cozad)
Quarry Site
Lease expires October 1, 1959

10 acres	$ 250.00	
Amount to be paid to owners-chrg to Quarry Site		$ 250.00

MOUNT VERNON-JOHN DAY SECTION-JOHN DAY HIGHWAY

22029 Rehder, Vernon and Kathleen B. (Brainerd)
Right of Way
Option expires November 18, 1954

1300+/- sq. ft., lump sum	$ 50.00	
Amount to be paid to owners-chrg to Right of Way		$ 50.00

Access at Engineers Stas. 20+07, 20+90 and 21+70, on South side of hwy., all unrestricted.
Access at Sta. 20+90 to be reserved not constructed.

Access controlled-

FOREST BOUNDARY-MEADOW BROOK SECTION-UKIAH-HILGARD HIGHWAY

21399 Waite, Leo (Gemmell)
Right of Way
Option expires March 27, 1955

9.57 acres at $50 per acre	$ 478.50	
60 rods cross fencing at $3 per rod	180.00	
Amount to be paid owner-chrg to Right of Way		$ 658.50

THINGS TO BE DONE BY THE STATE

Construct approaches and install gates opposite Engr's Stn. 139+00 on Easterly and Westerly side, and at 135+00 on Easterly side. Install 72 inch pipe for stock purposes at approx. Stn. 137+00. Fence Right of Way with (5) strand barbwire.

Access not controlled-

EXHIBIT "A" (cont)

FOREST BOUNDARY-MEADOW BROOK SECTION-UKIAH-HILGARD HIGHWAY (cont)

22389 Plunkett, Jesse (Gemmell)
Gravel Site
Option expires March 21, 1955

7.8 acres at $50.00 per acre $ 390.00

Amount to be paid owner-chrg to Gravel Site $ 390.00

THINGS TO BE DONE BY THE STATE

Gravel roadway from grantor's house to highway, 8 ft. wide, 4 in. deep. Gravel barnyard area not greater than 5000 sq. ft. with 4 in. of gravel.

Access not controlled-

21400 Mt. Emily Lumber Company (Gemmell)
Right of Way
Option expires April 12, 1955

15.44 acres Gratis

Grantors to clear all structures from right of way by November 15, 1954.

THINGS TO BE DONE BY THE STATE

Pay Mt. Emily Lumber Co. cost of relocating "Y" railroad turn around, spur railroad track, oil tank car and 3 stationary oil tanks and relocating buildings as follows: large equipment storage shed, 3 small garages, 1 cabin, outbuildings and corrals.
Estimated cost, approximately $10,000.00.-chrg to Right of Way

Access not controlled-Confirmation of phone approval by Mr. Reynolds, Oct. 14, 1954.

SALEM BYPASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST

22108 Feller, Louise (Benner)
Right of Way
Option expires April 18, 1955

EXHIBIT "A" (cont)

SALEM BYPASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22108 Feller, Louise (cont)

1.0 acre orchard	$ 1,000.00
1.79 acre cultivated at $350 per acre	625.00
2.36 acres pasture & creek at $200 per acre	472.00
175 rods fence at $4 per rod	700.00
Allowance for drilling well or new pump and pipe	500.00
Allowance for new septic tank, etc.	263.00
Severance and proximity damage	940.00

Amount to be paid to owners-chrg to Right of Way $ 4,500.00

Grantor may remove any trees before November 20, 1954.

THINGS TO BE DONE BY THE STATE

Re-establish entrance to Westerly frontage road, Sta's 394+25 and 397+00.

Access controlled-none allowed-

ANLAUF-RICE HILL SECTION-PACIFIC HIGHWAY

19466 Johnston, Gerald and Beulah SUPPLEMENTAL REPORT (Holt)
Release of damages
Agreement signed October 19, 1954

Release on 2.5 acres slide area $ 250.00

Amount to be paid owners-chrg to Right of Way $ 250.00

(Previous acquisition 0.44 acres for $100 plus $90 for fencing, under January 6, 1953 Commission approval.)

SALEM BYPASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST

20396 Taggart, J. R. and Henrietta M. (Benner)
Right of Way and Quarry Site
Option expires April 19, 1955

5.5 acres-lump sum (including .82 ac. right of way) $ 1,200.00

EXHIBIT "A" (cont)

SALEM BYPASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

20396 Taggart, J. R. and Henrietta M. (cont)

Amount to be paid to owners-chrg to	Right of Way	$ 300.00
	Quarry Site	900.00
GRAND TOTAL		$ 1,200.00

Entire taking-

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19736 Zell, Frank I. and Mary J. (Smith)
Right of Way
Option expires April 18, 1955

Homesite, 1 acre	$ 2,500.00
1.67 acres at $1,000 per acre	1,670.00
Replacement of well	688.00
Moving and restoration of property	11,952.00
Adjustment of 1954-55 taxes	20.00
Amount to be paid to owners-chrg to Right of Way	$16,830.00

THINGS TO BE DONE BY THE STATE

Access restricted; unrestricted accesses, Westerly side Sta's 448+55, 447+00 and 454+70. Construct 16' black top approaches at each access.
All buildings, shrubs, etc. to be removed by June 1, 1955.

Access controlled-

19738 Halls, Walter W. et al (Smith)
Right of Way
Option expires December 13, 1955

1.05 acres at $1,000 per acre	$ 1,050.00
House, 640 sq. ft. at $3.50 per sq. ft.	2,240.00

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19738 Halls, Walter W. et al (cont)

Driveway in taking	$ 100.00
Amount to be paid to owners-chrg to Right of Way	$3,390.00

Grantor to vacate or rent within 5 days after receiving payment.

THINGS TO BE DONE BY THE STATE

Construct and surface 40 ft. approach, Sta. 456+35 Westerly side, unrestricted. Sta. 460+00, Westerly side, unrestricted. Construct and surface 18' approach from hwy. to right of way line.

Access controlled-

19695 Krause, Magdalena (Smith)
Right of Way
Option expires April 12, 1955

1.416 acres at $1,000 per acre	$ 1,416.00	
40 rods fencing at $4.50 per rod	180.00	
Loss of rental	39.00	
Amount to be paid to owners-chrg to Right of Way		$1,635.00
State to assume 1954-55 taxes. Estimate		16.00
GRAND TOTAL (estimate) chrg to Right of Way		$1,651.00

THINGS TO BE DONE BY THE STATE

Access at Sta's 287+30 and 291+00 Easterly side for farm use and residential purposes only, Sta. 293+00 Easterly side, unrestricted. State to construct 16' blacktop approaches at access points.

Access controlled-

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19699 Gair, James and Florence T. (Smith)
Right of Way
Option expires April 19, 1955

1050 sq. ft. lump sum including any damages	$ 1,000.00
Amount to be paid to owners-chrg to Right of Way	$ 1,000.00

Restriction of access only from above parcel.

Access controlled-none allowed-

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY

22484 Jennings, Leonard L. et al (Grant)
Right of Way
Option expires March 27, 1955

5000 sq. ft. at $0.14 per sq. ft.	$ 700.00
House, 918 sq. ft. at $6 per sq. ft.	5,508.00
Lawn, shrubs, fencing & driveway	292.00
Amount to be paid to owners-chrg to Right of Way	$ 6,500.00

Entire taking-

COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY

21909 Hickox, S. D. and Margaret E. (Johnson)
Right of Way
Option expires April 17, 1955

3000 sq. ft. at $0.23 per sq. ft.	$ 690.00
Allowances for trees	270.00
Allowances to move plants and shrubs	300.00
Damages due to closeness of right of way	5,280.00
Amount to be paid to owners-chrg to Right of Way	$ 6,540.00

Grantor may remove all plants, shrubs, etc., except

EXHIBIT "A" (cont)

COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY (cont)

21909 Hickox, S. D. and Margaret E. (cont)

3 trees, by Jan. 1, 1955. Grantor may remove fencing within 30 days.

THINGS TO BE DONE BY THE STATE

Re-establish driveway on Grantor's property. Refinish the concrete walk.

Access not controlled-

EAST UNIT-CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

22275 Holden, C. R. and Mary F. (Smith)
Right of Way
Option expires April 15, 1955

0.32 acre, lump sum for land and damages	$ 100.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00
State to assume 1954-55 taxes. Estimate		0.50
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 100.50

Access controlled-none allowed-

REEDSPORT-HINSDALE SLOUGH SECTION-UMPQUA HIGHWAY

22446 Umpqua River Navigation Company (Parker)
Right of Way
Option expires April 19, 1955

0.10 ac. plus, lump sum	$ 550.00	
Amount to be paid to owner-chrg to Right of Way		$ 550.00

Access controlled-

EXHIBIT "A" (cont)

WESTON-WESTON MOUNTAIN SECTION-WESTON-ELGIN HIGHWAY

22370 Olive Key Kirk Estate (Brainerd)
Right of Way
Option expires April 13, 1955

0.25 acre at $350.00 per acre	$ 87.50	
23 rods fence at $3 per rod	69.00	
Amount to be paid to owners-chrg to Right of Way		$ 156.50

Access not controlled-

NORTH FORK OF NEHALEM RIVER SECTION-NECANICUM HIGHWAY

13661 State Board of Forestry (Parker)
Stockpile Site
Easement signed August 19, 1954

Perpetual easement, 0.85 acre	$ 1.00	
Amount to be paid owner-chrg to Stockpile Site		$ 1.00

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19714 Langer, Ferdinand Jr. et ux (Smith)
Langer, Clarence D. et ux
Unger, H. H. et ux
Chaney, Roland B. et ux
Right of Way
Option expires November 13, 1954

2.74 acres at $2,000 per acre	$ 5,480.00	
0.49 acre business site	2,000.00	
0.02 acre outside necessary right of way	100.00	
Auction house	3,000.00	
Service Station building	250.00	
Brick garage building	7,500.00	
Moving, re-establishing other bldgs, shrubs, etc.	17,602.00	
Fencing	288.00	
Damages to remainder	1,880.00	
Release of lease to be paid to H. H. Unger et ux	2,300.00	$ 2,300.00
Release of lease to be paid to Roland B. Chaney et ux	700.00	700.00

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19714 Langer, Ferdinand Jr. et ux (cont)

Amount to be paid to Ferdinand Langer et ux	$20,974.00
Amount to be paid to Clarence Langer et ux and Ferdinand Langer et ux	17,126.00
Total amount to be paid to Grantors-chrg to Right of Way	$41,100.00
State to assume 1954-55 taxes. Estimate.	230.00
GRAND TOTAL (Estimate)-chrg to Right of Way	$41,330.00

Buildings not purchased to be removed by Grantors not later than June 1, 1955.
Existing roadways to Rock Road to remain as now located.
Grantor may remove 1400 cu. yd. of earth before June 1, 1955.

THINGS TO BE DONE BY THE STATE

Construct 16' blacktop approach at each of designated accesses.
Construct a blacktop approach 50' in width to Frontage road at Sta. 405+40.
Access reserved at Sta's 402+10 and 397+00, Easterly side, 25 ft. in width.

Access controlled-

SALEM BYPASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST

22119 Marion County (Benner)
Right of Way
Bargain & Sale Deed signed October 19, 1954

0.17 acre, lump sum	$ 25.38	
Amount to be paid to owner-chrg to Right of Way		$ 25.38

THINGS TO BE DONE BY THE STATE

Re-establish entrance Sta. 476+82 from frontage road.

Access controlled-none allowed

EXHIBIT "A" (cont)

SALEM BYPASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22112 Frohmader, Louis and Verna (Benner)
Right of Way
Option expires April 19, 1955

1 ac. at $1,000 per acre	$ 1,000.00
1.11 ac. at $250 per acre (including timber)	277.50
123 rods fence at $4 per rod	492.00
Amount to be paid to owners-chrg to Right of Way	$ 1,769.50

THINGS TO BE DONE BY THE STATE

Re-establish entrance, Sta. 428+50 from East frontage road.

Access controlled-none allowed-

22110 Marion County (Benner)
Right of Way
Bargain & Sale Deed signed October 19, 1954

0.74 acre Gratis

Access controlled-none allowed-

TILLER-DEADHORSE CREEK SECTION-TILLER TRAIL HIGHWAY

22349 Gilliam, L. E. and Edna E. (Holt)
Stockpile Site
Option expires November 21, 1954

1.44 acres, lump sum	$ 750.00
Amount to be paid to owner-chrg to Stockpile Site	$ 750.00

Access not controlled-

SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

4070 Abbott, J. D. and E. P. (Landon)
Right of Way
Option expires April 21, 1955

3.04 acres at $500 per acre $ 1,520.00

EXHIBIT "A" (cont)

SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY (cont)

4070 Abbott, J. D. and E. P. (cont)

Amount to be paid to owners-chrg to Right of Way $ 1,520.00

THINGS TO BE DONE BY THE STATE

Construct approach West side, Sta. 278+15, pave same to right of way line. Construct driveway to existing driveway. Move and re-establish iron gate.
Access, Sta. 278+15, Westerly side, private residential use only. Sta's 270+00, 283+25, Westerly side and 278+50, Easterly side for development, harvesting, and transportation of forest products of Grantor's remaining land.

Access controlled-

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY -MINER CREEK SECTION-OREGON COAST HIGHWAY

4050 Sijota, Frank W. and Elizabeth M. (Black)
Right of Way
Option expires April 20, 1955

0.8 ac. +/-, $500 per ac.	$ 400.00	
0.7 ac. +/-, $100 per ac.	70.00	
64 rods fence at $4/rod and 2 gates at $20/gate	296.00	
Allowance for moving sign	50.00	
Allowance for timber	30.00	
Amount to be paid to owners-chrg to Right of Way		$ 846.00

Grantor to build own fence

Access, Sta. 64+00, West side and 68+30, East side, both for private residential use and transportation to market of farm products.

Access controlled-

4045 Sijota, Nick S. and Stefna (Black)
Right of Way
Option expires April 19, 1955

0.08 acre at $100 per acre	$ 8.00
7 rods fence at $4 per rod	28.00

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-

OREGON COAST HIGHWAY (cont)

4045 Sijota, Nick S. and Stefna (cont)

Allowance to relocate tide gate off of right of way $ 350.00

Amount to be paid to owners-chrg to Right of Way $ 386.00

Grantor retains right to leave present dyke connected to fill on East side of highway, Sta. 32+20. Grantor to remove tide gate from right of way within 3 yrs. from date of acceptance. Grantor to build new tide gate on his own property and maintain same. Grantor to build own fence.

No access allowed-

4109 Wolkowicz, Louis B. and Fay G. (Black)
Right of Way
Option expires April 19, 1955

735 sq. ft. at $0.25 per sq. ft. $ 183.75

Amount to be paid to owners-chrg to Right of Way $ 183.75

Access not controlled-

4075-A Dimitroff, John T. & Lena (Landon)
Right of Way
Option expires April 14, 1955

4661 sq. ft. at $0.40 per sq. ft. $ 1,864.40
Allowance for moving garage, re-establishing spring box, pump house, trailer house, work shop and septic tank. 1,868.00

Amount to be paid to owners-chrg to Right of Way $ 3,732.40

Grantor to move garage, trailer house and work shop and re-establish water supply and septic tank before Dec. 1, 1954. Grantor to permit State to cross land to rip rap shore line if State re-establishes crab pot facilities if disturbed by State.

THINGS TO BE DONE BY THE STATE

Reconstruct existing road approaches West side, between Sta's 298+88 and 299+50 and at Sta. 300+90.

Access not controlled-

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST

19728 Crossway, Parker R. and Frances F. (Grant)
Right of Way
Option expires April 19, 1955

7500 sq. ft. at $0.12 per sq. ft.	$ 900.00	
House, 576 sq. ft. at $6 per sq. ft.	3,456.00	
Garage, 360 sq. ft. at $2 per sq. ft.	720.00	
Shed	74.00	
Amount to be paid to owners-chrg to Right of Way		$ 5,150.00
State to assume 1954-55 taxes. Estimate		52.00
GRAND TOTAL (Estimate) chrg to Right of Way		$ 5,202.00

Entire taking-

WALLOWA LAKE LODGE-POWER SUBSTATION SECTION-JOSEPH-WALLOWA LAKE HIGHWAY

22077 Dutli, Walter F. et al (Brainerd)
Right of Way
Option expires April 7, 1955

10,890 sq. ft. at $0.10 per sq. ft.	$ 1,500.00	
Amount to be paid to owners-chrg to Right of Way		$ 1,500.00

Access not controlled-

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE-BEAVERTON HIGHWAY

21937 Dombrowski, Bruno and Eva (Johnson)
Right of Way
Option expires April 24, 1955

3,312 sq. ft. at $0.30+ per sq. ft.	$ 1,000.00
Trees and shrubs	380.00
Lawn	275.00

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-HILLSDALE-BEAVERTON HIGHWAY (cont)

21937 Dombrowski, Bruno and Eva (cont)

Encroachment damage	$ 3,500.00
Amount to be paid to owners-chrg to Right of Way	$5,155.00

Grantor may remove plants, trees, and shrubs within 30 days.

Access not controlled-

MT. HARRIS RADIO SITE-WALLOWA LAKE HIGHWAY-UNION COUNTY

22464 Church, Fred and Audrey (Brainerd)
Mt. Harris Remote Radio Site
20 year lease

5 acres for radio station site, 1.08 ac. right of way	$ 50.00
Amount to be paid to owners-chrg to Misc. Sites	$ 50.00

Access not controlled-

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

4097 Anderson, John (Black)
Right of Way
Option expires April 24, 1955

2,614 sq. ft., $0.20 per sq. ft.	$ 522.80
Allowance for moving	6,050.00
Damage, reduction of motel site area	690.00
State owned lot (7590 sq. ft.) deeded to Grantor	- 1,213.00
Amount to be paid to owner-chrg to Right of Way	$ 6,050.00

Grantor to clear right of way within 90 days after acceptance.

THINGS TO BE DONE BY THE STATE

Convey to the optionor the remainder of Lot 1, Block 13, Sundowne Add.

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY (cont)

4097 Anderson, John (cont)

to Depoe Bay, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Acess not controlled -

WASHBURN-BALM GROVE SECTION -WILSON RIVER HIGHWAY

22419 Dugdale & Sons (Johnson)
Right of Way
Option expires April 24, 1955

0.61 acre at $500 per ac.	$	305.00
Less 0.433 ac. to be deeded to Grantor	-	173.20
Amount to be paid to owner - chrg to Right of Way	$	131.80

THINGS TO BE DONE BY THE STATE

Convey to the optionor that portion of the land acquired from Dugdales under File No. 19803 beyond 70 ft. line containing 0.433 acre more or less, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access Sta. 2208+40, Southerly side for private residential use only. 25 ft. farm crossing at Sta. 2208+40.

Access controlled -

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

19715 Borchers, Bertha E. (Mayhew)
Right of Way
Option expires December 24, 1954

EXHIBIT "A" (cont)

ONION FLAT-MIDDLETON UNIT-TIGARD-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

19715 Borchers, Bertha E. (cont)

0.091 acre, lump sum $ 100.00

Amount to be paid to owner-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Acess Sta. 396+70 and 394+00. Westerly side for private residential use and transportation to market of farm products from Grantors remaining land.

Access controlled -

19705 Dittman, Herman A. and Florence (Mayhew)
Right of Way

0.336 ac. plus allowance to move implement shed and allowance to move house if owner desires.
Compromise settlement $ 14,500.00

Amount to be paid owners-chrg to Right of Way $ 14,500.00

THINGS TO BE DONE BY THE STATE

State to construct frontage road, 16 ft. graveled roadway, Sta. 326+62.5 and maintain roadway until July 1957.
Grantor to remove metal implement shed by December 1, 1954.

Access controlled-

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON HILLSDALE HIGHWAY

21950 Baker, Harry M. and Margaret (Grant)
Right of Way

0.077 acre, lump sum $ 1,650.00

Amount to be paid to owners-chrg to Right of Way $ 1,650.00

Access not controlled-

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION - BEAVERTON-HILLSDALE HIGHWAY (cont)

21951 Zwahlen, Fred and Katherine (Johnson)
Right of Way
Option expires April 24, 1955

1.67 acres at approx. $4500 per acre	$ 7,500.00	
233 rods fence at $4.50 per rod	1,048.50	
Amount to be paid to owners - chrg to Right of Way		$ 8,548.50

Access not controlled-

21949 Meyer, Hans et al (Johnson)
Right of Way
Option expires April 26, 1955

0.37 ac. approx $5,250 per acre	$ 1,950.00	
50 rods fence at $4.50 per rod	225.00	
Amount to be paid to owners-chrg to Right of Way		$ 2,175.00

Access not controlled-

WASCO COUNTY LINE-WARM SPRINGS AGENCY SECTION-WARM SPRINGS HIGHWAY

22466 Warm Springs Indian Agency
Right of Way

300 rods fence at $2.50 per rod	$ 750.00	
6.15 acres of land not to exceed	50.00	
Amount to be paid to owner-chrg to Right of Way		$ 800.00

Access not controlled-

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

4074 Belt, W. K. et al (Landon)
Right of Way
Option expires April 18, 1955

0.521 ac. at $2000 per acre	$ 1,042.00
0.279 ac. at $500 per acre	139.50

Amount to be paid to owners-chrg to Right of Way $ 1,181.50

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, East side, opposite Sta. 287+20.

Access controlled-

4075 Christiansen, Richard A. and Juliette L. et al (Landon)
Right of Way
Option expires April 20, 1955

0.61 acre, 26,571 sq. ft. at $0.04 per sq. ft.	$ 1,062.84
27,750 +/- sq. ft due to question of map accuracy	1,110.00
Approx. 12,400 sq. ft. tide-lands (allowance to balance lump sum settlement)	527.16

Amount to be paid to owners-chrg to Right of Way $ 2,700.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, easterly side, Sta. 305+50

Acess controlled-

GREGG'S CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

21767 Gray, Charles M. and Eva L. (Reeder)
Right of Way
Option expires April 26, 1955

22.0 acres, $261+ per acre	$ 5,750.00
Severance	5,750.00

EXHIBIT "A" (cont)

GREGG'S CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY (cont)

21767 Gray, Charles M. and Eva L. (cont)

Amount to be paid to owners-chrg to Right of Way $ 11,500.00

THINGS TO BE DONE BY THE STATE

Construct fencing.

Access controlled-none allowed-

EXHIBIT "B"

Minutes of October 28 and 29, 1954

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land in Eugene, Oregon, lying along and adjacent to the Pacific Highway described as follows:

> A parcel of land lying in the Lot 1, Patterson's Addition of Section 32, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon, and being a portion of the following described property:
>
> Parcel "B" Beginning at a point on the West line of Lot 1, Patterson's Addition to Eugene; said point being South 0° 10' West along the West line of said Lot 1, a distance of 14.07 feet from the Northwest corner of said Lot 1; thence South 0° 10' West along the West line of said Lot 1, a distance of 35.93 feet to the Southwest corner of said Lot 1; thence South 89° 52½' East along the South line of Lot 1, a distance of 100.0 feet to the Southeast corner of said property; thence North 0° 10' East along the East line of said property a distance of 30.71 feet; thence North 86° 53½' West a distance of 100.14 feet to the point of beginning.
>
> The parcel of land to which this description applies contains 3,331 sq. ft, more or less; with complete restriction of access to the Pacific Highway.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 119 be entered in the minutes and records of the Commission as of the 28th day of October, 1954.

EXHIBIT "C"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From Revenues Accruing during the Second Half of 1953:

Umatilla $3,104.69

From Revenues Accruing during the First Half of 1954:

Banks	$1,070.65	Huntington . . .	$2,087.20
Boardman . . .	341.70	Lonerock	108.20
Bonanza	737.50	Lostine	700.48
Butte Falls . .	1,059.26	Malin	1,685.71
Clatskanie . . .	2,565.58	Nehalem	768.82
Cove	802.99	Paisley	609.36
Culver	857.09	Prairie City. . .	2,340.63
Delake	1,833.78	Prescott	338.85
Eagle Point . .	1,728.42	Talent	2,104.29
Glendale . . .	2,480.16	Waterloo	512.55
Hubbard . . .	1,403.81	Wheeler	828.62

Yamhill $1,534.79

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

EXHIBIT "C" (cont)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of October, 1954.

EXHIBIT "D"

Minutes of October 28 and 29, 1954

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3301, with J. A. Struss for furnishing crushed materials in stockpiles on the Canyon Creek-Soda Mountain Section of the John Day-Burns Highway in Grant County, completed August 15, 1951.

"Contract No. 3696, with General Construction Co. for constructing Hood River Bridge on the Columbia River Highway in Hood River County, completed August 25, 1954.

"Contract No. 3793, with Parker-Schram Co. for grading and paving on the Shogren-Rowena Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County, completed November 21, 1953.

"Contract No. 3856, with Vernie Jarl for grading and paving on the Rowena-Chenoweth Creek Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County, completed August 9, 1954.

"Contract No. 3892, with Tom Lillebo for constructing Wilbur Overcrossing on the Pacific Highway in Douglas County, completed August 24, 1954.

"Contract No. 3934, with Erick Enquist for Winchester Road Undercrossing on the Pacific Highway in Douglas County, completed September 29, 1954.

'Contract No. 3940, with L. C. Weideman for constructing Harris Beach Park facilities in Curry County, completed July 3, 1954.

'Contract No. 3985, with J. M. Arenz for grading and paving on the Fields Creek Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County, completed September 16, 1954.

'Contract No. 3986 with J. M. Arenz for grading and paving on the Mt. Vernon-John Day Section of the John Day Highway in Grant County, completed September 16, 1954.

'Contract No. 3997 with Berke Bros. for grading and paving on the North Corvallis Section of the Pacific Highway West in Benton County, completed September 23, 1954.

'Contract No. 4054, with George E. Berry for constructing Moro

EXHIBIT "D" (cont)

Overcrossing on the Sherman Highway in Sherman County, completed August 10, 1954.

"Contract No. 4078 with Bessonette & Graff for constructing Seven Oaks Overcrossing on the Pacific Highway in Jackson County, completed September 15, 1954.

"Contract No. 4081, with H. J. & H. W. Miller for furnishing crushed materials in stockpile on the Indian Creek-Salisbury Section of The Baker-Unity Highway in Baker County, completed September 9, 1954.

"Contract No. 4098, with Tom Lillebo for constructing Eugene Overcrossing on the Pacific Highway in Lane County, completed September 29, 1954.

"Contract No. 4111, with Harry R. Staats for aerial photography and topographic mapping on the Trail-Cascade Gorge Section of the Crater Lake Highway in Jackson County, completed September 30, 1954.

"Contract No. 4115, with Ferguson & Cassidy Co. for remodeling the Fred Meyer warehouse on the T. H. Banfield Expressway in Multnomah County, completed September 30, 1954.

"Contract No. 4122, with Jed Wilson for furnishing crushed materials in stockpile on the Blodgett Section of the Eddyville-Blodgett and Corvallis-Newport Highways in Benton and Lincoln Counties, completed September 10, 1954.

"Contract No. 4129, with J. E. Brown Co. for painting Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County, completed October 14, 1954.

"Contract No. 4131, with J. C. Compton Co. for paving on the Blue Mountain Pass Section of the I. O. N. Highway in Malheur County, completed September 25, 1954.

"Contract No. 4145, with C. R. O'Neil for fencing on the Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County, completed August 31, 1954.

"Contract No. 4150, with W. G. Wright for grading and paving on the Carleton (W. Main St.) City Street Section in Yamhill County, completed September 30, 1954.

"Contract No. 4159, with Porter W. Yett for grading and paving on the Beaverton Junction-Progress Section of the Oleson County Road in Washington County, completed September 21, 1954.

"Contract No. 4163, with Mark Smith & Company for fencing on the Brush Creek-Greggs Section of the Oregon Coast Highway in Curry County, completed September 30, 1954.

"Contract No. 4196, with Coast Blacktop Paving Co. for grading

EXHIBIT "D" (cont)

and paving on the Condon (Highway and City St.) Section in Gilliam County, completed September 17, 1954

"Contract No. 4210, with Lind & Marr for constructing Shelton Ditch Bridge on the Airport Road in Marion County, completed September 30, 1954.

"Contract No. 4213, with Porter W. Yett for paving on the Drain (Main St.) City Street Section in Douglas County, completed October 4, 1954.

"Contract No. 4220, with Grimstad & Vanderveldt for grading and pavement widening on the West Slope-Summit (Passing Lane) Section of the Wilson River Highway in Tillamook County, completed September 23, 1954.

"Contract No. 4226, with C. C. Meisel for oiling on the Jefferson Junction-Knox Butte and Cox Creek-Lebanon Junction Sections on County Roads in Linn County, completed September 29, 1954.

"Contract No. 4230 with Parker-Schram Co. for paving on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, completed September 27, 1954.

"Contract No. 4257, with Baker Paving Co. for shoulder oiling on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County, completed September 30, 1954.

"Contract No. 4258, with C. S. Whitcomb Co., Inc. for ground improvement and irrigation system at Division No. 3 Headquarters in Douglas County, completed October 5, 1954."

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 37 shall be entered in the minutes and records of the Commission as of the 28th day of October, 1954.

EXHIBIT "E-1"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the section of the Oregon Coast Highway, State Primary Highway No. 9, located in Lincoln County and known as the Siletz Bay-Miner Creek Unit of the Siletz Bay-Newport Section of said Oregon Coast Highway, the northerly terminus of which is at Highway Engineer's Station 7+13 and the southerly terminus is at Highway Engineer's Station 676+50, is being relocated and reconstructed; and

WHEREAS, as a consequence of the relocation and reconstruction of said section of highway, portions or units of the old highway are being eliminated from the route of the relocated highway; and

WHEREAS, certain parts of said eliminated portions or units must be maintained as a public way for the service of persons living thereon or for communities served thereby, while other parts of said portions or units need not be maintained as a public way but must be preserved by the State for public purposes; and

WHEREAS, it is the intent and purpose of the Highway Commission to set forth in its official records the action to be taken with respect to all of such eliminated portions or units;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portions or units of the original route of the Siletz Bay-Newport Section of the Oregon Coast Highway which by reason of the relocation and reconstruction of said highway have been eliminated from the route thereof are described as follows:

Unit "A":

Beginning at a connection with the relocated Oregon Coast Highway approximately opposite Highway Engineer's Station 502+25 of said relocated highway, thence Southerly along the former route of the Oregon Coast Highway to Mile Post 142.65 of said former Oregon Coast Highway.

Unit "B":

Beginning at Mile Post 142.65 of the former Oregon Coast Highway, thence Southerly to Mile Post 143.48 of said former Oregon Coast Highway.

Unit "C":

Beginning at Mile Post 143.48 of the former Oregon Coast Highway, thence Southerly to Mile Post 144.20 of said former Oregon Coast Highway.

EXHIBIT "E-1 (cont)

Unit "D":

Beginning at Mile Post 144.20 of the former Oregon Coast Highway, thence Southerly to Mile Post 144.55 of said former Oregon Coast Highway..

Unit "E":

Beginning at Mile Post 144.55 of the former Oregon Coast Highway, thence Southerly to a connection with the relocated Oregon Coast Highway, approximately opposite Highway Engineer's Station 673 of the said relocated highway.

Attached hereto, marked Exhibit "A", and by this reference made a part hereof is one print on which the above described units are appropriately marked, said Units "A", "C" and "E" being colored in green and said Units "B" and "D" being colored in orange. *

2. That the above described Units "A", "C" and "E" be kept opened and maintained by the State, as public ways for the service of persons living thereon or communities served thereby.

3. That it is the judgment and finding of this Commission that said Units "B" and "D" are and will be needed for public purposes but that the same are not presently needed or required as a highway for the service of persons living thereon or communities served thereby and that therefore the same shall be closed and not maintained as a public way but possession of and title to said Units shall be retained and held by the State.

4. That the Engineer be and he hereby is directed to erect gates or barricades at the Northerly and Southerly ends of said Units "B" and "D" for the purpose of preventing the movement of traffic thereover.

5. That this resolution shall be entered in the records and minutes of this Commission this 28th day of October, 1954, as Abandonment & Retention, Resolution No. 295.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 295, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-2"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Pacific Highway in Douglas County known as the Canyonville Section, the northerly terminus of which is at Highway Engineer's Station 469+50 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 93+50 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and

WHEREAS, Douglas County, the City of Canyonville, and the Highway Commission entered into an agreement under date of April 30, 1954, relating to the disposition to be made of the eliminated portion or unit; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel, the eliminated portion or unit, therein and herein referred to as Unit "B", would be abandoned as part of the said highway, and would be maintained thereafter as a city street under the jurisdiction and control of the said city; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocaton; and

WHEREAS, the section of the Pacific Highway, State Primary Highway No. 1, located in Douglas County and known as the Canyonville Section, the northerly terminus of which is at Highway Engineer's Station 469+50 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 93+50 on the relocated highway, has been completed and opened to public travel;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said section of highway is no longer within the boundaries of the new right of way and which is identified as Unit "B" is shown colored in blue on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "B" is more particularly described as follows: *

EXHIBIT "E-2" (cont)

UNIT "B":

Beginning at State Highway Engineer's Station 46+85 of the former route of the Pacific Highway in the southeast quarter of the southwest quarter (SE¼ SW¼) of Section 27, Township 30 South, Range 5 West, W. M.; thence southerly via the former route of the Pacific Highway to the southerly city boundary of the City of Canyonville in the southwest quarter of the northeast quarter (SW¼ NE¼) of Section 34, Township 30 South, Range 5, West, W. M.

2. That pursuant to the aforesaid agreement, Unit "B" is hereby duly abandoned as part of the Pacific Highway, and all right, title and interest which the State had in the right of way of Unit "B" hereby passes to and vests in Douglas County; provided, however, that the County, pursuant to and under the provisions of ORS 373.270 shall surrender to the City of Canyonville complete jurisdiction and control over said Unit "B", and the same shall thereafter be maintained by the City as a city street.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

4. That this resolution shall be entered in the minutes and records of the Commission as of this 28th day of October, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Douglas County and to the City of Canyonville.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 290, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the Pacific Highway East is one of the major state primary highways and is likewise a federal highway, which, throughout its entire length, carries a large volume of traffic; and,

WHEREAS, it appears that in the vicinity of the East Albany junction in Linn County, vehicles are parked on both shoulders of the highway for extended periods of time; and,

WHEREAS, parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to pedestrians and to the owners and drivers of said parked vehicles; and,

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders on either side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along either shoulder of the Pacific Highway East between M.P. 73.39 (Engineer's Station 320+50) being a point 250 feet north of the Albany Airport Highway junction, and M.P. 73.55 (Engineer's Station 329+00), a point 300 feet south of the junction with the road leading to East Albany, creates a hazard not only to through traffic but to pedestrians and to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which in the opinion of the Commission should be provided pedestrians and the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall

be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 121 be entered in the minutes and records of the State Highway Commission as of the 28th day of October, 1954.

EXHIBIT "G-1"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY EAST

Highway number 1 Route number US 99E

Location of Termini				Established Speed
M.P. 73.39	(250 feet north of Albany Airport Highway)	to M.P.	74.16 (north city limits of Albany)	45 M.P.H.

EXHIBIT "G-1" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 170 be entered in the minutes and records of the Commission as of the 28th day of October, 1954.

EXHIBIT "G-2"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: UMPQUA HIGHWAY

Highway number 45 Route number State Route 38

Location of Termini			Established Speed
M.P. 16.60 (0.20 mile east of the east end of the Umpqua River Bridge)	to	M.P. 16.93 (0.53 mile east of the east end of the Umpqua River Bridge)	35 M.P.H.

EXCEPT THAT BETWEEN

EXHIBIT "G-2" (cont)

M.P. 16.72 (300 feet west of the Scottsburg Post Office) and M.P. 16.84 (300 feet east of the Scottsburg Post Office) the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings in accordance with the provisions of Subsection 1 (a) of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 171 be entered in the minutes and records of the Commission as of the 28th day of October, 1954.

EXHIBIT "G-3"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY

Highway number 1 Route number US 99

Location of Termini			Established Speed
M.P. 129.81 (0.12 mile north of the Old Willamette Highway junction)	to	M.P. 130.51 (0.11 mile south of the Old Willamette Highway junction)	30 M.P.H.
M.P. 130.51 (0.11 mile south of the Old Willamette Highway junction)	to	M.P. 130.75 (500 feet south of "C" Street in Goshen)	45 M.P.H.

EXHIBIT "G-3" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 172 be entered in the minutes and records of the Commission as of the 28th day of October, 1954.

EXHIBIT "G-4"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: COLUMBIA RIVER HIGHWAY

Highway number 2 Route number US 30

Location of Termini		Established Speed
M.P. 40.77 (0.18 mile south of Nicolai Road)	to M.P. 40.99 (200 feet north of Nicolai Road)	40 M.P.H.

EXHIBIT "G-4" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 173 be entered in the minutes and records of the Commission as of the 28th day of October, 1954.

EXHIBIT "G-5"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number 9 Route number US 101

Location of Termini		Established Speed
M.P. 204.52 (0.10 mile south of the Siuslaw River Bridge)	to M.P. 205.05 (0.63 mile south of the Siuslaw River Bridge)	45 M.P.H.

EXHIBIT "G-5" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 174 be entered in the minutes and records of the Commission as of the 28th day of October, 1954.

EXHIBIT "H-1"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the Pacific Highway West, a section of which highway located in Yamhill County passes through the city of McMinnville over streets selected and designated by the Highway Commission, is a part of the State Highway system; and

WHEREAS, said highway enters the city of McMinnville from the north and proceeds in a general southerly and southwesterly direction along Baker Street to the south city limits of the city of McMinnville; and

WHEREAS, for the purpose of relieving traffic congestion and to afford the traveling public a more convenient route through the city of McMinnville, the Highway Commission has found it advisable to alter the route of said highway through the city of McMinnville; and

WHEREAS, for such purposes the Highway Commission has heretofore authorized and directed the Highway Engineer to make a complete and final survey of the route and location for a south-bound route through the city of McMinnville in Yamhill County for the Pacific Highway West as part of a one-way couplet for said highway and in connection therewith to prepare maps showing the route and location of said highway through McMinnville to be known as the McMinnville (Adams Street) Section of the Pacific Highway West, and to file said reports and records with the Commission for consideration; and

WHEREAS, the engineer has completed said survey and has submitted same for approval or disapproval of the Commission; and

WHEREAS, the City Officials of the city of McMinnville have been apprised of the survey and have given their approval to the plans of the survey which provides for a one-way couplet in the city of McMinnville and have further advised the Highway Commission of the city of McMinnville's complete support and cooperation in this matter; and

WHEREAS, after due consideration of said survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. The survey of the south bound route, being the McMinnville (Adams Street) Section of the Pacific Highway West in Yamhill County, beginning at Highway Engineer's Survey Station 86+38.7, being a point on the

EXHIBIT "H-1" (Cont)

center line of the Pacific Highway West approximately five (5) feet south of the north city limits of the city of McMinnville and extending from thence southwesterly across Baker Street and Walnut Way to a point east of the intersection of Adams Street and 14th Street, thence proceeding southerly parallel and easterly of Adams Street to 12th Street, thence crossing 12th Street and continuing in a southerly direction over Adams Street and an extension of Adams Street between the termination and resumption of Adams Street at 5th and 6th Streets, thence continuing southerly over Adams Street to a termination of said street at Handley Street, thence crossing Handley Street continuing southwesterly to intersect Baker Street just southwesterly of the concrete bridge over Cozine Creek at Highway Engineer's Survey Station 148+68.35, and being entirely located within the city of McMinnville, Oregon, which survey, together with the reconnaissance plan and profile of said southbound route dated November 8, 1951, the field notes and other engineering data submitted by the Highway Engineer are all hereby approved and the Highway Engineer is hereby directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. When said highway section is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. The approval and adoption of said survey shall constitute and be deemed instructions to the Highway Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real property needed for and in connection with the construction, reconstruction and improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of right of way pursuant to the normal and approved method.

4. The route and location of the Pacific Highway West entering the city of McMinnville, as selected and designated by the State, under the authority and direction of ORS 373.010 shall be as follows:

> Southbound traffic shall enter the city of McMinnville at the north city limits of McMinnville at or near Baker Street, thence proceed in a southwesterly direction across Baker Street and Walnut Way to a point east of the intersection of Adams Street and 14th Street, thence proceeding southerly parallel and easterly of Adams Street to 12th Street, thence crossing 12th Street and continuing in a southerly direction over Adams Street and an extension of Adams Street between the termination and resumption of Adams Street at 5th and 6th Streets, thence continuing southerly over Adams Street to a termination of said street at Handley Street, thence crossing Handley Street continuing southwesterly to intersect Baker Street just southwesterly of the concrete bridge over

EXHIBIT "H-1" (Cont)

Cozine Creek, thence southwesterly along Baker Street to the south limits of the city of McMinnville; and

Northbound traffic shall enter the city of McMinnville on Baker Street at the south city limits and proceed in a general northwesterly direction over Baker Street to its intersection with Cowls Street, thence continuing northerly over Baker Street, leaving Baker Street and proceeding northwesterly just before reaching the north city limits of the city of McMinnville.

providing, however, that these above described routes shall not go into effect until the State has constructed and opened to traffic the southbound route, being the McMinnville (Adams Street) Section hereinbefore described in paragraph No. 1 above.

5. When the afore-described southbound route, being the McMinnville (Adams Street) Section of the Pacific Highway West, has been constructed and opened to public travel, the following streets are hereby designated and shall be established as one-way traffic streets:

a. For Southbound Traffic Only:

The surveyed route for the McMinnville (Adams Street) Section of the Pacific Highway West as afore-described extending from the intersection of Baker Street and the Pacific Highway West southwesterly across Walnut Way, thence southerly crossing 12th Street and continuing southerly over Adams Street and the surveyed route between the termination and resumption of Adams Street at 5th and 6th Streets, thence continuing over Adams Street to its termination at Handley Street, thence southwesterly over the afore-described surveyed route to Baker Street just southwesterly of the concrete bridge over Cozine Creek.

b. For Northbound Traffic Only:

Baker Street from its intersection with the afore-described survey for the southbound route of the McMinnville (Adams Street) Section just southwesterly of the concrete bridge over Cozine Creek in a northwesterly and a north direction to its intersection with the afore-described survey for the southbound route of the McMinnville (Adams Street) Section of the Pacific Highway West near the north city limits of the city of McMinnville.

Such one-way traffic shall not be put into effect or routed over the above course until the State has constructed the southbound route, being the McMinnville (Adams Street) Section of the Pacific Highway West in

EXHIBIT "H-1" (Cont)

Yamhill County, and opened the same to public travel.

6. The Municipal authorities of the City of McMinnville shall be requested to pass and adopt by appropriate procedure measures necessary to supplement the action of the Highway Commission so that those portions of the Streets of the city of McMinnville hereinbefore designated as "streets to be established as one-way traffic streets", shall be, when the southbound route has been constructed and opened to public travel, converted into one-way traffic streets.

This Resolution be entered into the minutes and records of the Highway Commission this 28th day of October, 1954, as Survey Resolution, File No. 119.

EXHIBIT "H-2"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Crow-Gillespie Corner Section of the Territorial Secondary Highway in Lane County, and in connection therewith to prepare a map showing the route and location of said highway section and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same sould be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the survey of the Crow-Gillespie Corner Section of the Territorial Secondary Highway, beginning at Highway Engineer's Station 1344+54.31 in the community of Crow, and extending in a southerly and easterly direction to Highway Engineer's Station 1771+00 near Gillespie Corner, together with the map, which for identification purposes bears Map File No. 1R-5-610 and the date October, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 28th day of October, 1954, as Survey Resolution No. 109.

October 28, 1954

EXHIBIT "H-3"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of the Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County, and of the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, and in connection therewith to prepare maps showing the route and location of said highway sections and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the survey of the Reedsport-Dean Creek Section of the Umpqua Highway, beginning at Highway Engineer's Station 32+40, approximately 0.75 mile east of a junction with the Oregon Coast Highway and extending in an easterly direction to Highway Engineer's Station 307+00 near Dean Creek together with the map, which for identification purposes bears Map File No. 1R-5-609 and the date of October, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

2. That the survey of the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, beginning at Highway Engineer's Station 1+69.4 in the town of Sandy and extending in an easterly direction to State Highway Engineer's Station 919+95 (Mt. Hood National Forest Boundary and Zigzag), together with the map, which for identification purposes bears Map File No. 1R-3-1061 and the date October, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

3. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

EXHIBIT "H-3" (Cont)

4. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

5. That heretofore by resolution of this Commission dated November 3, 1948 and October 28, 1954 and known as Throughway Resolution No. 5 and 8 said sections of said highways were designated as throughways within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named sections of said highways should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said sections of highways were designated as throughways.

6. That this resolution be entered in the minutes and records of the Commission as of the 28th day of October, 1954, as Survey Resolution No. 110.

24139

EXHIBIT "I-1"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the Commission heretofore, by resolution dated November 3, 1948 designated the Pacific Highway West as a "Throughway" within the meaning and scope of ORS 374.005; and

WHEREAS, the Commission heretofore authorized and directed the engineer to make a complete and final survey of the route and location of the Tualatin River-Middleton Section of the Pacific Highway West in Washington County, and in connection therewith, to prepare a map showing the proposed route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the engineer completed the survey of the Tualatin River-Middleton Section of the Pacific Highway West, beginning at a point at Highway Engineer's Survey Station Ln 245+24, which is a point near the southerly bank of the Tualatin River and extending in a southwesterly direction to Highway Engineer's Survey Station Ls 490+69.29, which is a point near Middleton School; and

WHEREAS, the Commission approved and adopted the survey on the 21st day of January, 1953; and

WHEREAS, the Commission desires that the said Tualatin River-Middleton Section of the Pacific Highway West in Washington County be constructed as a Throughway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. The construction of the Tualatin River-Middleton Section of the Pacific Highway West in Washington County should be accomplished, and it is hereby directed that construction of the same shall be accomplished, pursuant to and within the meaning and scope of the Oregon Throughway Law, except such portions of this section of highway which had 10 or more commercial businesses abutting thereon catering to the motoring public in any one mile as of the date the Pacific Highway West was designated as a throughway. Such excepted portions of the Tualatin River-Middleton Section of the Pacific Highway West in Washington County which shall not be built as a throughway extend from Highway Engineer's Survey Station Ln 245+24 to Highway Engineer's Survey Station 304+69 and from Highway Engineer's Survey Station Ln 352+00 to Highway Engineer's Survey Station Ls460+00.

2. That this resolution be entered in the minutes and records of the Commission as of the 28th day of October, 1954, as Survey Resolution No. 81-A.

October 28, 1954

EXHIBIT "I-2"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, by the authority granted in ORS 374.015 (1) the Highway Commission is empowered to lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways which shall be known as "Throughways" as that term is defined in ORS 374.010; and

WHEREAS, ORS 374.015 (2) provides that any relocated section of an existing highway or such portions of existing highways, which at the time the same are designated as throughways have less than ten (10) commercial businesses abutting thereon in any one mile may be designated and constructed as, or converted into, throughways by the Highway Commission; and

WHEREAS, the Highway Commission, by resolution passed on March 17, 1931, adopted the Umpqua State Highway as a primary highway with its route extending from an intersection with the Oregon Coast Highway in the city of Reedsport, thence easterly through Scottsburg and Elkton to a connection with the Pacific Highway in Drain; and the State Legislature in 1953, due to the relocation of the Pacific Highway, has by ORS 366.271 extended the Umpqua Highway to a junction with the Pacific Highway at or near Anlauf; and

WHEREAS, the Highway Commission has directed the Highway Engineer to prepare and file in the offices of the Highway Department in Salem, Oregon a complete analysis and disclosure of which portion of the Umpqua Highway, commencing at its intersection with the Oregon Coast Highway in the city of Reedsport and extending easterly therefrom through Scottsburg, Elkton and Drain to a junction with the Pacific Highway at or near Anlauf in Douglas County, Oregon has less than ten (10) commercial businesses abutting thereon in any one mile catering to the motoring public and which portion has ten (10) or more commercial businesses abutting thereon in any one mile catering to the motoring public; and

WHEREAS, the Highway Engineer pursuant to the direction of the Highway Commission has caused such study and examination to be made and has filed in the offices of the Highway Department in Salem, Oregon a map on which there is shown a complete analysis and which discloses the location of all of the businesses on the Umpqua Highway from the beginning of said highway at its intersection with the Oregon Coast Highway in the city of Reedsport and extending easterly through Scottsburg, Elkton and Drain to a junction with the Pacific Highway at or near Anlauf; and

WHEREAS, the Highway Commission has considered the aforesaid study and investigation and after due deliberation does hereby find and declare that for the purposes of preserving human lives and minimizing

property damage and to facilitate the safe and convenient transportation of persons and property by motor vehicle and to promote the safety and welfare of the public in general that the portion of the Umpqua Highway which has less than ten (10) commercial businesses abutting thereon in any one mile catering to the motoring public shall henceforth be classified, reconstructed, relocated and maintained as a throughway as that term is defined in ORS 374.010.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. The Umpqua Highway commencing at its intersection with the Oregon Coast Highway in the city of Reedsport and extending thence easterly from Scottsburg, Elkton and Drain to a junction with the Pacific Highway at or near Anlauf and including any portion or units thereof which may hereafter be relocated is hereby selected, designated and established as a Throughway as that term is defined in ORS 374.010 except for the portions thereof which at the time of the adoption of this Resolution have ten (10) or more commercial businesses abutting thereon catering to the motoring public in any one mile which portions of the Umpqua Highway are specifically set forth herein as:

(1) Extending from the intersection of the Umpqua Highway with the Oregon Coast Highway in the city of Reedsport easterly along the Umpqua Highway to the city limits of Reedsport at approximately Highway Engineer's Survey Station 89+00;

(2) Extending from Highway Engineer's Survey Station 1007+00 westerly of Elkton to Highway Engineer's Survey Station 1111+00 easterly of Elkton;

(3) Extending from Highway Engineer's Survey Station 1755+00 westerly of Drain to Highway Engineer's Survey Station 558+00 of the existing Pacific Highway north of Drain which shall also be the route of the Umpqua Highway.

2. Whenever the said Umpqua Highway, or any section or portion thereof, is relocated, reconstructed, or otherwise permanently improved such relocation, reconstruction or improvement shall be accomplished so as to preserve the character of said Umpqua Highway as a Throughway.

3. The maps prepared and filed by the Highway Engineer in the offices of the Commission in Salem, Oregon, disclosing the location of the commercial businesses abutting on the Umpqua Highway, which maps are numberd 205, 206, 207 and 208, bearing date of October 28, 1954 and the signature of W. C. Williams, Deputy State Highway Engineer, hereby are adopted and approved for the purpose for which they were prepared and by this reference made a part of this Resolution.

EXHIBIT "I-2" (Cont)

4. This Resolution be entered in the minutes and records of the Highway Commission as of the 28th day of October, 1954 as Throughways & Rights of Access Resolution, File No. 8.

24143

EXHIBIT "J"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the Herbert Hoover Foundation has urged that a resolution be adopted by the Highway Commission naming and designating that section of the Pacific Highway West, extending from the southwestern end of Barbur Boulevard in Portland, Oregon, to the city of Newberg, Oregon, as the Herbert Hoover Section of the Pacific Highway West; and

WHEREAS, it is the opinion of the Highway Commission that the traveling public should be made cognizant that Herbert Hoover, the 31st President of the United States of America, whose term of office extended from 1929 to 1933, spent the memorable and character building adolescent years of his life from a boy of ten years of age to a young man of seventeen in Newberg and Salem, Oregon; and

WHEREAS, it is the opinion of the Highway Commission that this episode of Oregon history can most suitably be brought to the attention of the traveling public by naming the afore-described section of the Pacific Highway West, where our former President, Herbert Hoover, spent the greater part of his boyhood in Oregon, the Herbert Hoover Section of the Pacific Highway West.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. The section of the Pacific Highway West extending from the southwestern end of Barbur Boulevard in Portland, Oregon, to the City of Newberg, Oregon, is hereby designated and shall hereafter be known as the Herbert Hoover Section of the Pacific Highway West, to commemorate Herbert Hoover's residence in the Newberg, Oregon area during the greater part of the character formative period of his adolescence and in honor of his ceaseless endeavors in behalf of the American people.

2. This resolution be entered in the minutes and records of the Commission as of the 28th day of October, 1954, as Miscellaneous Resolution No. 128, and a true copy thereof filed with the Secretary of State.

October 28, 1954

EXHIBIT "K"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, rights of access to, from and between state highways and the abutting real property has been controlled, restricted or prohibited entirely by provision in the instrument of conveyance from the private owner to the State of Oregon or in judgments in condemnation proceedings against such owner; and

WHEREAS, in the past, limited rights of access reserved to the abutting owner have been subject to automatic forfeiture for all purposes in the event of any violation of the reserved right which results in the landowner losing all legal right to the access forever with no right to a return of the right of access for the previous authorized use, should the forfeiture be declared, even though the owner desist in subsequent violations; and

WHEREAS, it is reported that the legal consequence of such forfeiture provision has resulted, or will result, in increased compensation for the acquisition of rights of access; and

WHEREAS, it is deemed advisable to modify the language used in instruments of conveyance and judgments in condemnation by eliminating the present provision which effects a perpetual forfeiture of the right of access in the event of violation, and to substitute a provision that will effect a mere suspension of the use of the access for all purposes until such time as the offending use has been eliminated.

NOW, THEREFORE, BE IT RESOLVED by this Commission as follows:

1. That the following, or substantially similar, language be contained in all future options, deeds and condemnation proceedings:

> If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access will be used only for the purpose hereinabove stated; provided, however, that the Grantee may first require a bond with sureties satisfactory to the Grantee in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of access at said place. The Grantee's rights to close such place of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

2. That the Chief Counsel is authorized to make amendments in pending condemnation cases so as to substitute the above language for the access termination provisions now set forth in the complaints in such cases.

3. That this resolution be entered in full in the minutes and records of this Commission this 28th day of October, 1954, as Throughways and Rights of Access Resolution No. 11.

EXHIBIT "L-1"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting road; frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Tualatin River-Middleton Section of the Pacific Highway West; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Tualatin River-Middleton Section of the Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of October, 1954, as Condemnation Resolution No. 533.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 533, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-2"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Reedsport-Dean Creek Section of the Umpqua Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the Reedsport-Dean Creek Section of the Umpqua Highway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the widening, improvement and maintenance of the said Reedsport-Dean Creek Section of the Umpqua Highway and the highway

facilities for which the said parcel of real property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 28th day of October, 1954, as Condemnation Resolution No. 549.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 549, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-3"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Tualatin River-Middleton Section of the Pacific Highway West; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening, improvement and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 28th day of October, 1954, as Condemnation Resolution No. 550.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 550, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-4"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 23rd day of June, 1954, by resolution declared the necessity for the acquisition of certain real property owned by Paul H. Connet, et al., bearing file number R-21893, and situated in Lots 3 and 4 of Section 1, Township 36 South, Range 15 West, Willamette Meridian, Curry County, Oregon, for right of way purposes, for the relocation, construction, improvement and maintenance of the Euchre Creek-Wedderburn Section of the Oregon Coast Highway, including its use for the relocation, construction, improvement and maintenance of a Curry County road, known as the Wedderburn-Giesel Monument County Road; and

WHEREAS, the said resolution declared the necessity for the acquisition or extinguishment of all rights of access to the right of way of the said relocated Euchre Creek-Wedderburn Section of the relocated Oregon Coast Highway and all of the contiguous real property of the owners, except for two rights of access to the said relocated Oregon Coast Highway for the production and transportation to market of farm products, and for the development, harvesting and transportation to market of forest products from the owners' remaining land, and for private residential purposes only, together with rights of access to the said relocated Curry County road, known as the Wedderburn-Giesel Monument County Road, where the same is to be relocated within the right of way of the said section of the said Oregon Coast Highway, and the reserving to the State of Oregon the right, at its option, to construct a frontage road; and

WHEREAS, the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the location of one of the above-mentioned rights of access to the said relocated Oregon Coast Highway, and in addition to allow the owners an additional right of access to the said relocated Oregon Coast Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That pages numbers 7 and 8 of Exhibit "A", wherein said pages refer to the access rights of the said owners of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 23rd day of June, 1954, pertaining to the property owned by Paul H. Connet, et al., file number R-21893, be and the same hereby are amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the said

relocated Oregon Coast Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Oregon Coast Highway not to exceed 25 feet in width on the Westerly side of said highway, opposite Highway Engineer's center line Station 1123+00, only so long as no use is made thereof other than for the production and transportation to market of farm products, the development, harvesting, and transportation to market of forest products, mineral ores and/or concentrates, and for private residential purposes only.

A right of access to the relocated Oregon Coast Highway not to exceed 25 feet in width on the Westerly side of said highway, opposite Highway Engineer's center line Station 1134+25, only so long as no use is made thereof other than for the production and transportation to market of farm products, the development, harvesting, and transportation to market of forest products, mineral ores and/or concentrates, and for private residential purposes only.

A right of access to the relocated Oregon Coast Highway not to exceed 25 feet in width on the Easterly side of said highway, opposite Highway Engineer's center line Station 1137+50, only so long as no use is made thereof other than for the production and transportation to market of farm products, the development, harvesting, and transportation to market of forest products, mineral ores and/or concentrates, and for private residential purposes only.

Rights of access from the owners' remaining property lying Easterly of the said relocated Oregon Coast Highway to the relocated Curry County Road, known as the Wedderburn-Giesel Monument County Road, to be constructed upon a portion of the right of way of the said relocated Oregon Coast Highway and easterly of the center line thereof.

The State Highway Commission shall, however, have the right at its option to build at any future time,

at its sole cost, a frontage road, or roads, within the boundaries of any present or hereafter acquired right of way; thereupon the rights of access herein reserved to and from the aforesaid highway which are on or adjacent to any such frontage road, or roads, shall cease but the owners, their heirs and assigns, shall have access to the said frontage road, or roads. Said frontage road, or roads, shall be connected to the said relocated Oregon Coast Highway at a point not a greater distance to the North of the owners' remaining land than a point approximately opposite Highway Engineer's center line Station 1104+20, and at a point not a greater distance to the South of the owners' remaining land than a point approximately opposite Highway Engineer's center line Station 1208+00.

2. That this resolution be entered in full in the minutes and records of the Commission this 28th day of October, 1954, as Condemnation Resolution No. 551.

EXHIBIT "L-5"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 21st day of January, 1954, by resolution declared the necessity for the acquisition of certain parcels of real property owned by Charles K. Buffington, et al., File No. R-21086, situated in Section 8, Township 35 South, Range 14 West, Willamette Meridian, Curry County, Oregon; and

WHEREAS, said resolution declared that that certain parcel therein described and referred to as "Parcel No. 2" is necessary for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and

WHEREAS, said reason or purpose given for the necessity of acquiring said Parcel No. 2 was and is erroneous, the true and correct reason or purpose being that said Parcel No. 2 is necessary for right of way purposes for the construction and maintenance of a connecting road between the existing Oregon Coast Highway and the relocated Oregon Coast Highway; and

WHEREAS, said resolution declared that that certain parcel therein described and referred to as "Parcel No. 3" is necessary for right of way purposes for the construction and maintenance of a connecting road between the existing Oregon Coast Highway and the relocated Oregon Coast Highway; and

WHEREAS, said reason or purpose for acquiring said Parcel No. 3 was and is erroneous, and this Commission, after further investigation, has determined that said Parcel No. 3 is not necessary for any public purpose at this time;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that part of page 5, Exhibit A, of that certain resolution duly made and entered in full in the minutes and records of this Commission on the 21st day of January, 1954, pertaining to the acquisition of a certain Parcel No. 2 from Charles K. Buffington, et al., File No. R-21086, be and the same hereby is amended to read as follows:

The following described real property is necessary for right of way purposes for the construction and maintenance of a connecting road between the existing Oregon Coast Highway and the relocated Oregon Coast Highway, to wit:

EXHIBIT "L-5" (Cont)

Parcel No. 2:

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 8, Township 35 South, Range 14 West, W°M°, Curry County, Oregon, the said parcel being a strip of land 60 feet in width, 30 feet on each side of the center line of the connection road between the present Oregon Coast Highway and the relocated Oregon Coast Highway as said connection road has been located, which center line is described as follows:

Beginning at Engineer's centerline Station 0+00, said Station being coincident with center line Station 832+50 of the Oregon Coast Highway as said highway has been relocated and described in Parcel No. 1 above; thence North 74°04' 47" East 465 feet to Station 4+65, said strip of land extends from the Easterly line of said Parcel No. 1 above to the Westerly line of the said present Oregon Coast Highway, said center line crossing the Easterly line of said Parcel No. 1 above and the said Westerly line of the present highway approximately at Stations 1+15 and 4+56, respectively.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.45 acre.

2. That that part of page 6, Exhibit A, of said resolution describing Parcel No. 3 and stating the necessity for acquiring said parcel be, and the same hereby is, rescinded and deleted.

3. That this resolution be entered in full in the minutes and records of this Commission this 28th day of October, 1954, as Condemnation Resolution No. 583.

EXHIBIT "L-6"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to widen, construct, improve and maintain the Sylvan Section of the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property

hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Sylvan Section of the Sunset Highway as a throughway, certain interests in or fee simple title to certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Sunset Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the widening, construction, improvement and maintenance of the said Sylvan Section of the Sunset Highway and the highway facilities, for which the said parcel of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records

of the Commission this 28th day of October, 1954, as Condemnation Resolution No. 629.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 629, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-7"

Minutes of October 28 and 29, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Territorial Highway; and

WHEREAS, for the purpose of widening, construction, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Territorial Highway, fee simple title to certain parcels of real property. The said parcels of real property, needed and required, the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner; the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the widening, construction, improvement and maintenance of the said Territorial Highway and the highway facilities for which each of

the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 28th day of October, 1954, as Condemnation Resolution No. 633.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 633, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
December 7, 1954

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction as follows were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 4:45 p.m. in the same room:

BENTON COUNTY
BLODGETT OVERCROSSING ON CORVALLIS-NEWPORT HIGHWAY

L. B. Read, Portland	$123,775.00
A. H. Saxton & Son, Corvallis	127,870.00
Tom Lillebo, Reedsport	128,125.00
Murray Brothers Construction Company, Bend	129,649.50
George E. Berry, Beaverton	133,765.00
Hamilton & Thoms, Eugene	135,545.00
Johnson & Amens, McMinnville	136,275.00
Valley Construction Company, Portland*	139,780.00
C. J. Eldon, Portland	142,298.00
Peter Kiewit Sons' Company, Longview, Wash.	143,307.50

*Bidder will accept award of only two projects.

CLATSOP COUNTY
NECANICUM ROCK PRODUCTION PROJECT ON OREGON COAST, SUNSET AND NECANICUM HIGHWAYS

C & W Crushing Company, Seaside *	23,400.00
C. C. Meisel, McMinnville	23,500.00
Calkins Crushing Company, Oceanlake	25,500.00
Vanaken Sand & Gravel Company, Forest Grove * **	31,500.00

*Bidder will accept award only in combination with Clatsop County Line-

Necanicum Rock Production Project (cont)

Rockaway Project.

** Bidder will make lump sum reduction of $1,000.00 if also awarded Clatsop County Line-Rockaway Project.

COLUMBIA COUNTY
BIRKENFELD-WASHINGTON COUNTY LINE ROCK PRODUCTION PROJECT

C. C. Meisel, McMinnville	$ 21,900.00
C & W Crushing Company, Seaside	24,600.00
Calkins Crushing Company, Oceanlake	24,850.00
Arthur Simonsen, Baker	24,890.00
Vanaken Sand & Gravel Company, Forest Grove	29,500.00

CROOK COUNTY
REGRADING AND PAVING PRINEVILLE-EAGLE ROCK SECTION OF THE PAULINA HIGHWAY

Warren Northwest, Inc., Portland	$258,469.00
Rogers Construction Company, Portland	269,582.00
C. C. Meisel, Mc Minnville	272,755.00
Babler Brothers, Inc., Portland	273,263.00
Vernie Jarl, Gresham	273,363.00
The Central Heating Company, Oreg. Ltd., Eugene	273,700.6 0
J. N. Conley, Portland	279,528.00
E. C. Hall Company, Portland	280,846.50
Peter Kiewit Sons' Company, Longview, Washington	288,150.00
J. C. Compton Company, McMinnville	290,557.00
Acme Construction Company, Eugene	299,072.50
Porter W. Yett, Portland	299,158.00
Parker-Schram Company, Portland	311,862.50

CURRY COUNTY
HUMBUG STATE PARK EXPANSION

Coastal Equipment and Repair Company, Empire	$ 7,592.30
Peter Kiewit Sons' Company, Longview, Washington	9,585.00
D. F. McKenzie, Salem	10,161.00
DenHerder & Strobel, Contractors, Medford	12,107.00
Wold Brothers, Bandon	18,213.00

DOUGLAS COUNTY
FOUR STRUCTURES AT SHADY POINT

Tom Lillebo, Reedsport	$158,391.00
Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, Portland	159,590.90
Glenn Snook, Eugene	159,867.20

December 7, 1954

Four Structures at Shady Point (cont)

Todd Building Company, Roseburg	$162,690.00
Ausland and Dodson, Grants Pass	164,735.00
Hamilton and Thoms, Eugene	167,004.00
Johnson & Amens, McMinnville	167,230.50
W. H. Shields Construction Company, Eugene	167,442.00
Hannan Brothers Company, Portland	168,180.00
H. C. Werner, Inc., Eugene	170,250.00
Valley Construction Company, Portland *	180,040.00
Peter Kiewit Sons' Company, Longview, Washington	182,338.50

*Bidder will accept award of only two projects.

GRANT COUNTY
GRADING RITTER-RUSH CREEK SECTION OF RITTER COUNTY ROAD

White Brothers Company, Walla Walla, Washington	91,074.00
M. L. O'Neil & Son, Eugene	93,745.00
C. R. O'Neil, Pendleton	93,905.80
J. W. Briggs, Bend	94,383.00
Durbin Brothers, Eugene	96,177.50
Steelman-Duff, Inc., & George E. Blaisdell & Son, Portland	98,260.50
Fodge & Collins, Waldport	100,384.28
John A. Logan, Portland	101,767.00
K. C. Dack Construction Company, Milton-Freewater	102,909.40
Shirley G. Stone Company, Oswego	103,377.00
Earl L. McNutt, Eugene	103,761.60
Goodfellow Brothers, Inc., Wenatchee, Washington	108,751.00
Henry H. Miller, Roseburg	113,884.30
Babler Brothers, Inc., Portland	117,337.00
Norquist Brothers Company, Sweet Home	124,866.00
A. H. Saxton & Son, Corvallis	133,179.00
C. J. Eldon, Portland	142,644.30
Murphy Brothers, Inc., Spokane, Washington	172,269.00

LANE COUNTY
GRADING, ROADBED RESHAPING, PAVING, ETC. ON CROW-GILLESPIE CORNER SECTION OF TERRITORIAL HIGHWAY

Warren Northwest, Inc., Portland	340,268.50
Acme Construction Company, Eugene	346,888.50
The Central Heating Company, Oregon. Ltd., Eugene	353,038.50
F. H. McEwen, Eugene	353,098.50
J. C. Compton Company, McMinnville	357,957.50
Fred H. Slate Company, Oreg. Ltd., & E. C. Hall Company, Portland	360,244.50
J. N. Conley, Portland	367,133.50
T. C. Wildish Company, Eugene	375,573.50

Crow-Gillespie Corner Section (cont)

C. R. O'Neil, Pendleton	$384,229.00
L. P. Stubblefield, Eugene	386,128.50
J. Ira McNutt, Eugene	440,352.00

LANE COUNTY
COTTAGE GROVE CONNECTION OVERCROSSING

Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland	72,169.50
W. H. Shields Construction Company, Eugene	75,625.00
Glenn Snook, Eugene	78,760.00
Whittenburg Construction Company & Q. L. Rufener, Beaverton *	83,540.00
Valley Construction Company, Portland **	84,900.00
Erick Enquist, Troutdale	85,000.00
Hamilton & Thoms, Eugene	85,970.00
H. C. Werner, Inc., Eugene	86,260.00
Tom Lillebo, Reedsport	86,435.00
R. & M. Construction Company, Central Point ***	87,060.00

*Bidder will not accept projects totaling more than $124,000.00
**Bidder will accept only two projects.
***Bidder will accept only one project.

LANE COUNTY
ROW RIVER BRIDGE

Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland	26,990.00
Orlando C. Bennard, Portland	27,506.00
Tomlinson & Buckmaster, Portland	29,158.00
W. H. Shields Construction Company, Eugene	29,390.00
Everett L. Wiggins, Portland	29,425.00
Tom Lillebo, Reedsport	29,823.00
Glenn Snook, Eugene	30,000.00
Whittenburg Construction Company & Q. L. Rufener, Beaverton *	30,094.00
R. & M. Construction Company, Central Point **	30,910.00
Valley Construction Company, Portland ***	31,190.00
H. C. Werner, Inc., Eugene	31,589.00
Hamilton and Thoms, Eugene	33,735.00
Glen Ousley, Eugene	37,813.00

*Bidder will not accept projects totaling more than $124,000.00
**Bidder will accept award of only one project.
***Bidder will accept award of only two projects.

LINCOLN COUNTY
YAQUINA RIVER BRIDGE ON ELK CITY ROAD

Chas. E. Wiedeman, Dallas	$ 28,361.00
Tom Lillebo, Reedsport	30,205.00
Orlando C. Bennard, Portland	31,035.00
R. & M. Construction Company, Central Point *	33,567.50
L. B. Read, Portland	33,795.00
C. J. Eldon, Portland	34,290.00
Whittenburg Construction Company & Q. L. Rufener, Beaverton **	34,350.00
John Kovtynovich, Eugene	40,820.00

*Bidder will accept award of only one project.
**Bidder will not accept projects totaling more than $124,000.00

LINN COUNTY
ALBANY TRAFFIC SIGNALS

Trowbridge Electric Company, Roseburg	9,700.00
Electric Corp., Salem	10,595.00
L. H. Morris Electric Company, Eugene	10,985.00
Marion Electric, Salem	10,987.00

MARION COUNTY
ILLAHEE OVERCROSSING OVER
SUNNYSIDE-TURNER ROAD

Tom Lillebo, Reedsport	47,025.00
Johnston & Bryant, Newberg	51,262.00
Whittenburg Construction Company & Q. L. Rufener, Beaverton *	58,015.00
R. & M. Construction Company, Central Point **	58,696.00
George E. Berry, Beaverton **	64,370.00

*Bidder will not accept projects totaling over $124,000.00
** Bidder will accept only one project.

MULTNOMAH COUNTY
42ND AVENUE RAMP SECTION
TO CONNECT BANFIELD-EXPRESSWAY WITH 42nd

Lord Brothers, Contractors, Portland	129,030.90
H. A. Starr Concrete, Portland	131,970.75
Parker-Johnson Company, Portland	132,527.00
Valley Construction Company, Portland *	137,996.00
Young & Smith Construction Company, Portland	142,571.00
Schrader Construction Company, Portland	149,923.00
Cherveny Construction Company, Portland	151,781.05

* Bidder will accept award of only two projects.

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MULTNOMAH COUNTY
PAVEMENT WIDENING BARBUR BOULEVARD (FRONT AVENUE-HAMILTON STREET) SECTION OF PACIFIC HIGHWAY

Hutton-Kalkhoven, Portland	$ 13,571.35
Perkins Brothers, Portland	16,054.90
Oregon Asphaltic Paving Company, Portland	16,592.20
K. F. Jacobsen & Company, Inc., Portland	18,365.00
Logan, Taylor & Company, Portland	19,863.02
Gene H. Settergren, Portland	21,140.00
Cherveny Construction Company, Portland	25,376.10

SHERMAN COUNTY
GRADING AND OILING LOCUST GROVE-MUD HOLLOW CANYON SECTION

C & W Crushing Company, Seaside	33,401.50
Rogers Construction Company, Portland	36,099.00
Babler Brothers, Inc., Portland	37,862.00
Morrison & Lamping, Walla Walla, Washington	38,484.50
Oregon Asphaltic Paving Company, Portland	41,416.20
Russell Olson Construction Company, Inc., Pendleton	42,864.00
Vernie Jarl, Gresham	43,446.00
J. H. Kelley Construction Company, The Dalles	47,856.10

TILLAMOOK COUNTY
CLATSOP COUNTY LINE-ROCKAWAY ROCK PRODUCTION PROJECT ON OREGON COAST AND NECANICUM HIGHWAYS

C & W Crushing Company, Seaside *	21,420.00
Calkins Crushing Company, Oceanlake	23,300.00
C. C. Meisel, McMinnville *	23,400.00
Vanaken Sand & Gravel Company, Forest Grove *	27,270.00

*Bidder will accept award only in combination with Necanicum Rock Production Project.

TILLAMOOK COUNTY
HEBO ROCK PRODUCTION PROJECT ON OREGON COAST AND THREE RIVERS HIGHWAYS

Calkins Crushing Company, Oceanlake	24,925.00
Burch Sand & Gravel Company, Sheridan	28,350.00
C. C. Meisel, McMinnville	29,300.00
C & W Crushing Company, Seaside	30,500.00
Vanaken Sand & Gravel Company, Forest Grove	31,500.00

UMATILLA COUNTY
GRADING AND PAVING WEST UNIT, WESTON -WESTON MOUNTAIN SECTION OF WESTON-ELGIN HIGHWAY

Rogers Construction, Inc., Portland	219,487.00

December 7, 1954

West Unit, Weston-Weston Mountain Section (cont)

Otis Williams & Company, Kennewick, Washington	$220,172.50
Acme Construction Company, Eugene	225,462.00
Fred H. Slate Company, Oregon Ltd. and E. C. Hall Company, Portland	227,095.00
C. R. O'Neil, Pendleton	229,584.00
John A. Logan, Portland	231,643.00
Natt McDougall Company, Portland	233,334.50
J. N. Conley, Portland	242,522.00
F. H. McEwen, Eugene	246,176.00
White Brothers Company, Walla Walla, Washington	248,906.50
C. C. Meisel and Durbin Brothers, McMinnville	249,965.50
K. C. Dack Construction Company, Milton-Freewater	252,698.00
Babler Brothers, Inc., Portland	256,187.00
Warren Northwest, Inc., Portland	256,635.00
Vernie Jarl, Gresham	257,099.00
Murphy Brothers, Inc., Spokane, Washington	258,620.00
Parker-Schram Company, Portland	289,519.00
C. E. Leseberg, Nyssa	297,796.00
Morrison-Knudsen Company, Inc., Boise, Idaho	299,486.50

The Commission approved the minutes of the Commission's meetings held on August 9, 10 and 14, 1954, September 23 and 24, 1954 and October 11, 1954.

The State Parks Superintendent, C. H. Armstrong, reported on the following matters:

1. Proposal of State Board of Forestry to transfer Loeb Park on the Chetco River in Curry County to the State Highway Commission as a state park: The Parks Superintendent stated that this is a 160 acre myrtlewood tract now owned by the State Board of Forestry and is situated about 7 miles from the Oregon Coast Highway. He recalled that a previous offer to convey the tract to the highway department was denied. He further stated that the area would be expensive to develop. He recommended that action be deferred pending appearance of a delegation on the subject on the following day. (Mr. Lynn Cronemiller, Assistant State Forester, came before the Commission on the following day and presented the offer in person. After due consideration the Commission again denied the request.)

2. Proposed development of a state park at Maxwell Point near Oceanside in Tillamook County: The Parks Superintendent reported that this area consists of a rocky promontory extending into the ocean immediately north of and adjoining the town of Oceanside. The Rosenbergs who own the property, he stated, have offered to donate the land for park purposes. He called attention to the fact that the property is adjacent to a developed community and also adjoins a rental unit, which unit would

necessarily use a portion of the proposed park area for car parking. Use of the area, he stated, would be limited to a view point, and he estimated the cost to improve it including construction of parking area, a guard fence and a trail, at $2,000. He pointed out that the State has an existing park development at Cape Lookout about 10 miles south of this place and also has a lease on an area at Cape Meares, a short distance to the north. It was his opinion that the property should not be acquired as a state park in view of the Commission's general policy not to establish park developments within or adjacent to cities or towns. The Commission accepted the recommendation.

3. Proposed membership in the American Shore and Beach Association: This organization, the Parks Superintendent stated, has written to the Governor requesting that Oregon become a member of the Association. The purpose of the Association, from the information provided, appears to be in the nature of assembling and disseminating information as to what other communities are doing in the preservation of beaches. The cost of membership, he said, is $100 annually, and he pointed out than an Oregon law apparently prohibits the State from joining an association requiring issuance of stock to its members. The State of Oregon, he commented, is somewhat different from other states in that the State owns most of the shoreline. After some discussion, the Commission decided not to take out membership in the association.

4. Request of S. O. Newhouse and Clarence Young, Wedderburn, that the State purchase property that they own, as an addition to Cape Sebastian State Park: This property, the Parks Superintendent stated, lies immediately west of Cape Sebastian Park in Curry County, and consists of 25 acres situated on steep ground sloping toward the ocean, no part of which touches the top of the mountain. They ask $2,500 for the land. As it appears that the State now owns all of the land that is needed for park purposes in this particular area, he recommended that the request to purchase the land be refused. The Commission accepted his recommendation.

5. Proposed developments in certain state park areas in 1955: The Parks Superintendent requested authority to prepare plans and to advertise for bids for improvements at Detroit Lake, Beverly Beach, Rooster Rock, Helmick, Holman, Tumalo and Hat Rock. Funds for these developments, he stated, are included in the 1955 Budget previously adopted by the Commission. The authority was granted as requested.

In discussing these improvements Commissioner Reynolds commented that the amount budgeted for Rooster Rock would provide only a start on this project. He inquired if the proposed permanent improvements would all be above high water level. The Parks Superintendent replied that plans have been prepared so that all permanent fixtures will be above the known high water level.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for state highway improvements

and other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer commented that during the fiscal year ending December 1, 1954, right of way had been purchased totaling $6,085,000.

The Right of Way Engineer requested authority to negotiate the purchase of properties for which no specific authority previously has been granted, as follows:

COUNTY AND SECTION	FILE NO. AND NAME	PURPOSE	HIGHWAY
SHERMAN Wasco-John Day River	22562-Shull	Quarry Site	Wasco-Heppner
LANE Springfield-Walterville	22508-Bryant	Right of Way	McKenzie
LINCOLN Siletz Bay-Miner Creek	22602-Taylor	Park & Easement	Oregon Coast
WASHINGTON Beaverton-Forest Grove	22347-Stokes	Right of Way	Tualatin Valley

The Commission approved his request unanimously.

A report on miscellaneous properties sold since the last Commission meeting was also submitted by the Right of Way Engineer and accepted by the Commission. (For a list of properties sold, see copy of the report prepared by C. W. Parker, Property Manager, dated December 7 and 8, 1954, filed in the Secretary's office under the heading "Miscellaneous Sales".)

Consideration was given to a ground lease agreement with Mr. and Mrs. Charles Ager whereby the State secures the right to remove road building materials for use on the Great Northern Railroad-Midland Overcrossing Section of the Midland Secondary Highway in Klamath County. The Right of Way Engineer stated that a consideration involved is $.05 per cu. yd. for all materials removed and that it is expected that about 25,000 cubic yards will be taken. Upon the Right of Way Engineer's favorable recommendation, the Commission approved the lease.

A claim from the U. S. Bureau of Land Management in amount $75 for 5,000 board feet of ponderosa pine situate on a material site on the Cave Junction-California State Line Section of the Redwood Highway in Josephine County was discussed. The Right of Way Engineer explained that in securing material sites from the Federal Government it is necessary to pay for the timber located thereon. He recommended payment of $75 in this instance which is at the rate of $15 per thousand board foot. The Commission accepted the recommendation.

Changes in points of access for the following properties were recommended by the Right of Way Engineer and approved by the Commission:

a. Bland property, File No. 19616, on the North Unit of the Bend-Lapine Section of The Dalles-California Highway in Deschutes County.

b. Chambers property, File No. 20204, on the Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County.

The Right of Way Engineer requested instructions whether or not to continue negotiations for exchange of timber properties in the Columbia Gorge. He advised that during the last year a highway right of way agent has spent 38 days in arranging exchanges of timber land along the Columbia River Highway in order to preserve the scenic aspects, as requested by the "Save the Gorge" Committee of the Portland Womens Forum, during which time he has completed three exchanges and has several others pending. The State Parks Superintendent stated that he felt the services of the right of way man should be continued as a matter of good public relations. The State Highway Engineer concurred and so recommended. It was the feeling of the Commission that the work should be continued on a part time basis, and it was so ordered.

The matter of leasing a parcel of land to H. M. Mallory at the junction of Oregon Highway 39 and Oregon Highway 66 in Klamath County was considered by the Commission. The proposed lease, the Right of Way Engineer explained, is the usual 4-year lease with a six months' cancellation clause, and extends from October 1, 1954 to September 30, 1958. The lease is made necessary by the fact that the abutting grocery store has changed hands and this lease is identical with the one approved by the Commission with the former owner on June 22, 1953. Consideration for the 4-year term is $600 payable in four installments of $150 on October 1 of each rental year. Upon his favorable recommendation the Commission approved the lease.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Right of Way Engineer presented, with his recommendation in each instance, a summary of billings that have been filed against the Highway Department by various cities for sewer, sidewalk and street construction, as follows:

1. City of Newport, Block 1, Phelps Addition sewer assessment-$81.80. No protest recommended.

2. City of Salem, Lot 7, Block 21, Nob Hill Addition street assessment-$22.95. No protest recommended.

3. City of Newport, Lots 1 to 12 inclusive, Block 32, Fredericksburg-$245.16 sewer assessment. No protest recommended.

4. City of Roseburg, a portion of Block 18 in Waite Addition -paving assessment-$577.67. No protest recommended.

5. City of Coquille, Lot 1, Burns Acres Sewer assessment-$80.29. No protest recommended.

6. City of Florence, a portion of vacated Seward Street sidewalk assessment-$152.10. No protest recommended.

7. City of North Bend, Blocks 31 and 32, Coos Bay Plat "B" Addition paving assessment-$368.24. No protest recommended.

8. City of Roseburg for sewer assessment-$1892.29. As this property is located almost entirely within the limits of the normal right of way, he recommended against paying this assessment.

9. City of Roseburg for sewer assessment on Lots 7, 8, and 9, Block 8 Jones Addition-$378.30. As this area was acquired for slide correction purposes, he recommended that the Commission protest payment of this assessment.

He explained that the law requires the billings to be filed with the Secretary of State who presents them to the legislature for approval or disapproval. The Secretary of State,he said,wishes to know if the Highway Commission intends to protest any of them. The Commission adopted the Right of Way Engineer's recommendations as shown.

Sale of a parcel of land to Mr. and Mrs. James A. Ball in Florence was considered by the Commission. The Right of Way Engineer explained that when a portion of Seward Street in Florence was vacated, a portion of the street became the property of the State Highway Department. This parcel of land, he stated, contains 0.02 acre and is approximately 32.5 feet by 63 feet in dimension. He further stated that there is a city assessment against the property in amount $152.10, which, in his opinion is all the land is worth. The Balls, however, have offered to pay $202.10 for the property. He said that the property is not needed for highway purposes, and he recommended acceptance of the offer with complete restriction of access to the highway. The Commission approved the sale at the price mentioned.

The Commission also considered sale of 1,250 square feet of land to Cecil and Ina Maestretti near the easterly city limits of Pendleton. The Right of Way Engineer explained that the property was acquired in 1937 for

an approach road to adjoining properties. Mr. Maestretti who built a home upon property in Block 10 and 11 assumed that he was wholly upon his own property, but it was later discovered that he had encroached upon state property about 11 or 12 feet. The Right of Way Engineer recommended that the property be sold to Mr. Maestretti for the sum of $100 inasmuch as it is not required for highway purposes. The Commission approved the sale.

Consideration was given to the sale of property in West View Addition to Eugene to Frank and Vera Reid. The Right of Way Engineer explained that when this property was acquired in 1941 the option provided that in the event it should develop that any portion of the property is not needed for highway or other public purposes, the original owner of the property shall have the right to purchase the excess property for the same price that was paid for it--$.015 per square foot. The Reids, he said, have now requested that the property the State does not need be sold back to them. He recommended that this be done for a consideration of $1,062.25 inasmuch as the area desired by the Reids is not needed for highway purposes and as the city of Eugene has advised that it is not required in city planning. The Commission approved the recommendation.

Upon the Right of Way Engineer's favorable recommendation, the Commission also approved the sale of 0.03 acre of excess right of way on Northeast 33rd Avenue near the Northeast Portland Secondary Highway, in Portland, to O.P. Bigoni for the sum of $200.

The Right of Way Engineer also recommended sale of 0.91 acre of excess right of way to Roy Mizner for the sum of $400, said property being located near the Cook Overcrossing on the Portland-Salem Expressway and no longer required for highway purposes. The Commission approved the sale.

Also presented for the Commission's attention was an option secured from the Union Oil Company in connection with a right of way transaction on the Tide Creek-St. Helens Section of the Columbia River Highway in Columbia County. The Right of Way Engineer advised that the Company is not willing to release its access rights. He recommended in view thereof, that the option be rejected and that authority be granted to condemn the property if agreement with the Company cannot be reached by further negotiations. He mentioned that the Company was offered the sum of $3,000. The Commission accepted the recommendation.

The Right of Way Engineer also presented options secured from Clarissa Price and Keith Tucker for purchase of right of way for the Weston-Weston Mountain Section of the Weston-Elgin Secondary Highway in Umatilla County in amounts $7403.50 and $11,035.50, respectively. He said that the severance damage items appear to be too high and he recommended that the options be rejected unless the amounts thereof can be substantiated by independent appraisals. The Commission approved the recommendation and authorized condemnation of the properties if reasonable settlements cannot be reached otherwise.

At the request of Chairman Chandler, the Right of Way Engineer reviewed the status of right of way acquisition for projects on which bids are to be received in the near future. It appeared that all of the projects appear to be in good shape so far as acquisition of right of way is concerned.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or other highway purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Harbor Drive-City Limits Unit, Harbor Drive-Barbur Boulevard Section, Portland-Salem Expressway

R 19362- Mike M. DeCicco
Right of Way (Multnomah)
Parcel No. 1: 32,143 square feet
Parcel No. 2: 22,650 square feet
Parcel No. 3: 33,919 square feet

R 22540- Tenet Mortgage Company
Right of Way (Multnomah)
5,933 square feet

R 21553- Schnitzer-Wolf Investment Co.
Right of Way (Multnomah)
0.85 acre

R 21290- Multnomah County
Right of Way (Multnomah)
27,000 square feet

R 22543- W. Vassar Richardson
Right of Way (Multnomah)
5,000 square feet

Weston-Weston Mountain Section of the Weston-Elgin Highway

R 22371- J. M. Price and heirs
Right of Way (Umatilla)
0.93 acre

R 22372- Lester D. Wilsey
Right of Way (Umatilla)
7.83 acres

R 22505- Owner unknown
Right of Way (Umatilla)
0.55 acre

Weston-Weston Mountain Section of the Weston-Elgin Highway (cont)

R 22373- Clarissa Price
Right of Way (Umatilla)
Parcel No. 1: 3.6 acres
Parcel No. 2: 5.5 acres

R 22376- Sidney Tucker
Right of Way (Umatilla)
14.49 acres

Crow-Gillespie Corner Section of the Territorial Highway

R 22501- School District No. 184
Right of Way (Lane)
0.31 acre

R 22502- Burle E. Elmore
Right of Way (Lane)
0.35 acre

R 22492- Thomas N. Holland
Right of Way (Lane)
7.24 acres

R 22493- Harold L. Pulley
Right of Way (Lane)
4.33 acres

R 22494- Elva McCulloch
Right of Way (Lane)
Parcel No. 1: 3.84 acres
Parcel No. 2: 1.6 acres

R 22499- William W. Hawley
Right of Way (Lane)
1.74 acres

R 22488- Crow Union High School, School District No. 3
Right of Way (Lane)
0.20 acre

Deschutes River-Biggs Section of the Columbia River Highway

R 22023- Devisees of W. H. Carlisle, deceased
Stockpile Site (Sherman)
8.64 acres

Tide Creek-St. Helens Unit of the Goble-St. Helens Section of the Columbia River Highway

R 21383- Union Oil Company of California

December 7, 1954

Tide Creek-St. Helens Unit (cont)

Right of Way (Columbia)
0.16 acre

Goshen-Pleasant Valley Section of the Willamette Highway

L 2095- Dale M. Cornelius, et ux.
New resolution required for change of access and change of description.

Goshen-Divide Section of the Pacific Highway

L 2191- John Stalder, et ux.
New resolution required for change of description and change of access

L 2100- George E. Hill, et ux.
New resolution required for change of access location

Samuel H. Boardman State Park

L 1887- Harvey D. Crook, et al.
New resolution required for change of description

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

L 2325- Robert M. Knox, et ux.
New resolution required for change of description and change of access

Hebo-Neskowin Section of the Oregon Coast Highway

R 11004- Homer M. Cross
(Tillamook)
Parcel No. 1 for haul road
Parcel No. 2 for manufacture of roadbuilding materials

The Commission approved the request by adopting the attached resolutions relative thereto marked EXHIBITS "K-1" through "K- 8", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried in court by his staff since the October meeting of the Commission, as follows:

1. State vs. Ridgway Johnston, et ux., L 2105 (R 20599), for right of way at the intersection of Northeast 49th Avenue and Northeast Oregon Street, Portland.

The State offered to pay $6,100 for this property but the defendants demanded the sum of $23,200. The defendants also later rejected a compromise settlement for the sum of $9,000. The jury returned a verdict in the amount of $8,000 plus attorney's fees at $1,200.

2. State vs. Alameda Snyder, L 2284 (R 21904), for right of way for a connecting road between Ochoco Avenue and Avenue "A", city of Milwaukie: An offer in the amount of $1,350 was made and was rejected by the defendants who demanded the sum of $5,000. The jury returned a verdict in the amount of $3,000 plus attorney's fees in the sum of $500.

3. State vs. Phillip E. Yergen, et ux., L 2032A (R 20277), acquisition of 9.52 acres for right of way for the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway: An offer in the amount of $5,950 was made but was rejected by the defendants who demanded the sum of $20,000. The jury returned a verdict in the amount of $12,250 plus attorney's fees in the amount of $1,500.

4. State vs. Glenn O. Lewis, et al., L 2138 (R 15173), for 295 square feet of right of way at the intersection of the Salem-Dallas and Salem-Dayton Highways at the west end of the Marion Street Bridge in the city of Salem: An offer was made for this property in the amount of $600. The defendants rejected the offer and demanded the sum of $27,500. The jury returned a verdict in the amount of $600.

5. State vs. Philip S. Holt, et ux., L 2091 (R 20509), for the acquisition of 1.26 acres for right of way on the Goshen-Divide Section of the Pacific Highway: An offer in the amount of $956 was rejected by the defendants who demanded the sum of $3,500. The jury returned a verdict in the amount of $700.

6. State vs. B. Vaughn, et al., L 2101 (R 20485) for 0.57 acre of right of way on the Goshen-Divide Section of the Pacific Highway with complete restriction of access from the defendants' remaining property to the Pacific Highway: The State offered $420 for this property, which offer was rejected by the defendants who demanded the sum of $2,000. The jury returned a verdict in the sum of $285. One fact which contributed to the favorable verdict was that the remaining property of the defendants will now have full access to the Goshen-Cresswell Section of the old Pacific Highway, whereas it had none before.

7. State vs. S. J. Godard, et al., L 2046 (R 20502), for 9.94 acres of land for use as a gravel pit in construction of the Goshen-Divide Section of the Pacific Highway: The defendants were offered the sum of $1,500 for this property, which offer they refused, demanding the sum of $23,000, subsequently increased to $25,000. The jury returned a verdict in the sum of $9,000. The verdict in this case, the Chief Counsel stated, illustrates the difficulty of convincing a jury that real property being acquired for road building materials should be

valued as acreage for farm use rather than being valued for road building materials.

8. State vs. J. C. Owre, et ux., L 2060 (R 20650), for 12.07 acres of right of way on the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway and for 1.33 acres needed for a grade separation structure between the Portland-Salem Expressway and Marion County Market Road No. 8: The defendants were offered $7,000 for this property, which offer they rejected, demanding the sum of $24,000. The jury returned a verdict in the amount of $8,000.

9. Edward B. Hodges, et ux., vs. Stoen-Funderburk Construction Company, et al., L 2335, and P. J. Kaptur vs. Stoen-Funderburk Construction Company, et al., L 2334: Service of summons and complaint in both of these actions was made upon Mr. Ben R. Chandler, Chairman of the Commission, September 29, 1954, and on Mr. M. K. McIver on October 5, 1954, for recovery of the sum of $5,750 as damages resulting from the construction of the Oregon Coast Highway at Miroco Beach in Lincoln County. The Chief Counsel reported that the Attorney General had authorized his office to undertake the defense of this case insofar as the State Highway Commission is concerned. Motions to quash service were argued on November 1, 1954. The Hon. Judge Fred McHenry ruled in favor of the State. This ruling, he stated, does not prevent a later institution of a case against the Commission if the defendants can correct the difficulties in their original complaint.

10. State vs. J. O. Ledgerwood, et al., L 2285 (R 21866), for 7.16 acres needed for right of way on the Booth Ranch-Myrtle Creek Section of the Pacific Highway in Douglas County and for a temporary easement over 0.12 acre for an approach road to a county road: An offer in the amount of $9,600 was made and was rejected by the defendants who demanded the sum of $25,500. The jury returned a verdict in the amount of $9,600.

11. State vs. Richard Stevenson, et al., L 1965 (R 19345), for 14.1 acres for road building materials adjacent to the South Umpqua River approximately three miles south of Roseburg: The State offered to pay $6,000 for this property. The offer was rejected by the defendants who first demanded $50,670.95 and later offered to settle for $20,000. It was brought out in the trial that the property contained approximately 200,000 cubic yards of gravel and at least two offers had been made to purchase the property on a royalty basis of ten cents per cubic yard. Negotiations at the time of trial resulted in a stipulated settlement of the case in the sum of $15,000.

12. State vs. Raymond C. Laurence, et ux., L 2181 (R 21293), for 20.33 acres needed for right of way on the Shady Point-Booth Ranch Section of the Pacific Highway in Douglas County including complete restriction of access: An offer in the amount of $3,620 was made and was rejected by the defendants who demanded the sum of $12,150. The jury returned a verdict in the amount of $5,400.

13. State vs. Olivia R. Carnes, et al. L 2184 (R 21556), for 10.6 acres on the Shady Point-Booth Ranch Section of the Pacific Highway in Douglas County: An offer in the amount of $3,810 was made to the defendants and was rejected, their demand being in the sum of $7,900. The jury returned a verdict in the amount of $7,000 plus attorney's fees in the sum of $350.

14. State vs. John Bradford Fox, et ux., L 2097, (R 20526), for the acquisition of 7.64 acres on the Goshen-Divide Section of the Pacific Highway in Lane County and for the acquisition of 31.9 acres excess taking: The State offered to pay $9,760 for this property. This offer was rejected by the defendants who demanded the sum of $20,360. The jury returned a verdict in the sum of $9,862 plus attorney's fees in the amount of $550.

(For details see the Chief Counsel's letters to the Commission dated November 12, December 1, and December 4, 1954 in the General Files.)

The Commission also considered and accepted the Chief Counsel's report on court cases which have been settled by his office since the Commission meeting held October 28 and 29, 1954 as follows:

1. State vs. Elizabeth H. Schackelford, L 2283 (R 21903) for right of way for a connecting road between Ochoco Avenue and Avenue "A" in the city of Milwaukie: An offer was made in the amount of $300 which offer was rejected by the defendant who demanded the sum of $1,500. Subsequent appraisals were made running as high as $575, and as a result of further negotiations, settlement was effected in the amount of $750. In addition the State is to replace some ornamental fencing and place a small amount of gravel between the curb and the property line.

2. State vs. Faun E. Helmcke, L 1982 (R 15882), for 0.01 acre right of way of way on the Sylvan Section of the Sunset Highway: The State offered to pay $150 for this property. The defendants, however, demanded the sum of $3,500. It was found later that the State had been negotiating with the adjacent owners on the basis of $1 per square foot, and as the property to be acquired from Mrs. Helmcke consisted of 436 square feet the land value could amount to $436 plus damages for restriction of access. A settlement was effected in the sum of $750 with the provision that the previously specified clause providing for termination of a reserved right of access in the event of construction of a frontage road was deleted.

3. State vs. Ivan S. Rogers, et al., L 2228 (R 21320) for 0.28 acre of land on the Goble-St. Helens Section of the Columbia River Highway in Columbia County: An offer was made for this property in the amount of $10,500 which offer the defendant refused and demanded the sum of $25,000 plus $2,500 attorneys fees. This demand was later reduced to $15,000. Subsequent negotiations resulted in a settlement in the amount of $12,680.

4. State vs. Marie Schodde, et vir., L 1978 (R 19538) for 0.679 acre on the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Clackamas County: An offer was made for this property in the amount of $1,500, and a settlement was arranged for that amount.

5. State vs. Alger Chaney, et al., L 2232 (R 21308 R 21309) for 1.45 acres on the Goble-St. Helens Section of the Columbia River Highway in Columbia County: The State offered to pay $600 for this property which offer the defendants rejected. The defendants stipulated no certain amount in their rejection but insisted upon the installation of a culvert beneath the highway to carry an irrigation pipe. Subsequent negotiations resulted in a settlement by which the State pays $400 for the property and will install an 18" culvert at an estimated cost of $270.

6. State vs. Charles M. Gray, et ux., L 2330 (R 21767) for the acquisition of 22 acres on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: An offer in the amount of $10,562 was made and a settlement was finally negotiated for the sum of $11,500.

7. State vs. Norman O. Moyer, et ux., L 2104 (R 20602) for the purchase of approximately 1,855 square feet of land to be exhanged with the Union Pacific Railroad Company for a like amount of land to be used for Unit No. 3 of the T. H. Banfield Expressway: An offer in the amount of $846 was made but was rejected by the defendants who demanded the sum of $4,522.50. Before the trial it was learned that the area of the property had been incorrectly computed, there being 2,540 square feet within the taking rather than 1855 square feet. Settlement was reached in the amount of $1,750.

8. State vs. Agnes Meehan, L 2204 (R 21654) for 1.03 acres on the Goble-St. Helens Section of the Columbia River Highway in Columbia County: An offer was made in the amount of $669, and after considerable negotiation a settlement was reached for that amount.

9. State vs. J. C. Hise, et ux., L 2337 (R 22266) for 0.79 acre on the Bear Creek Section of the Siuslaw Highway in Lane County: An offer was made in the amount of $545. The defendants refused this offer contending that damages would be considerably in excess of the offer made by the State. Subsequent negotiations resulted in a settlement of $700.

10. State vs. Richard S. Humphrey, et al., L 2180 (R 21280) for 0.3 acre on the Vale-Cairo Junction Section of the Central Oregon Highway in Malheur County: The State offered to pay $2,027.50 for the property. It was determined later that the right of way line would be 5 feet closer to their house than had first been anticipated and Mr. Anderson, upon whose original appraisal the offer of the State was based, revised his appraisal upwards to $4,714.50. Subsequent negotiations resulted in a settlement of $3,250 and the use of certain state land from year to year

under a land use permit.

11. State vs. James R. Thompson, et al., L 2133 (R 20090 R20250 A-3 R 20250 A-4), for 23.37 acres of land owned by the defendants and 27.99 acres of Indian land held under lease on the Pendleton-Deadmans Pass Section of the Old Oregon Trail: The defendants were offered $11,153 for property owned by them in fee, and $125 was offered for 10.8 acres of leased land, plus $515 for 17.15 acres of the remaining leased property. This offer was rejected. A later study disclosed that a settlement in the amount of $14,322 would be comparable to other negotiated acquisitions involving Indian lands. A settlement was finally effected for the sum of $14,000.

12. State vs. G. R. Sears, et al., L 2194 (R 21209) for 24.76 acres on the Goshen-Divide Section on the Pacific Highway in Lane County plus an easement on 0.52 acre for a haul road, a drainage easement and a slope easement: An offer for this property was made in the amount of $11,580 which offer was rejected by the defendants. A settlement was effected after further negotiations for the sum of $13,500 plus $100 for moving a telephone pole.

13. State vs. Jacob G. Scherrer, L 2127 (R 17804) to obtain specific performance of an option to convey three parcels of land containing 10.17 acres on the Rowena-The Dalles Section of the Columbia River Highway in Wasco County: The option was taken for the sum of $31,450 and was accepted by the Commission on April 8, 1953. As a result of further negotiations Mr. Scherrer has now executed the deed and the specific performance suit has been dismissed.

14. State vs. Julius Siller, et ux. L 1945 (R 17744) to obtain specific performance of an option executed on March 5, 1952 for 2.66 acres on the Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County in the amount of $600: The defendants refused to execute a deed containing the clause relative to construction of a frontage road contending that it had been their understanding that this clause would be deleted. A settlement was finally negotiated by which the defendants will convey to the State the property described in the option, and for the consideration stated in the option. The right to construct the frontage road will be reserved to the State, but it will be provided that if such frontage road is constructed it will be connected to the highway at the location of the two accesses reserved to the defendants.

15. Myrtle Smith vs. Louis E. Dearborn, et al., L 2045; Harvey Sherer, Administrator of the Estate of Vivian Thomas Smith, deceased, vs. Louis E. Dearborn, et al., L 2058 concerning an automobile accident which occurred on August 28, 1953 approximately ten miles north of Vale in Malheur County: The defense of Mr. Dearborn was undertaken by the Insurance Company which carries the public liability and property damage insurance for the State. As the cause of action against Parson, Johnson and McComb did not come within the terms of the insurance coverage, the defense of these employees was undertaken by the office

of the Chief Counsel. The Attorney General subsequently ruled, however, that no authority existed to appear and represent the defendants in the case, and it was necessary for the Chief Counsel to withdraw. Mr. Charles W. Swan, of Vale, offered to undertake the defense without cost to the defendants. Following a conference with attorneys for the plaintiffs, it was agreed that the cases against Mr. Parson, Mr. Johnson, and Mr. McComb would be dismissed. An order of dismissal was entered. The Chief Counsel also stated that he had been advised that the case against Mr. Dearborn, operator of the State vehicle, had been dismissed with the insurance carrier for the State paying the sum of $8,000.

(For details of all settlements see copy of the Chief Counsel's letter dated December 2, 1954 in General Files.)

The Chief Counsel reported the following offers for the acquisition of real property which were tendered to the owners prior to the institution of condemnation proceedings in conformity with a resolution adopted by the Commission on December 20, 1951:

Tualatin River-Middleton Section of the Pacific Highway West:

R-19694-Owner: Chester D. Pape, et ux. 140 square feet for right of way. Offer of $150 approved by Mr. McIver on December 1, 1954.

R-19701-Owner: John M. Burge, et ux. 0.028 acre for right of way. Offer of $160 approved by Mr. McIver on December 1, 1954.

R-19716- John M. Burge, et al. 600 square feet for right of way. Offer of $500 approved by Mr. McIver on December 1, 1954.

R-19723- Agnes M. Hite, et al. 3.08 acres for right of way. Offer of $20,725 approved by Mr. McIver on December 1, 1954.

R-19735-Owner: G. L. Westling, et ux. 0.308 acre for right of way. Offer of $506 approved by Mr. McIver on December 1, 1954.

R-19743-Owner: E. L. Beno, et al. 0.165 acre for right of way. Offer of $175 approved by Mr. McIver on December 1, 1954.

R-21593- J. M. Burge, et ux. 0.555 acre for right of way. Offer of $1,555 approved by Mr. McIver on December 1, 1954.

Sylvan Section of the Sunset Highway:

R-20652-Owner: Claire E. Helmcke, et ux. 10,900 square feet for right of way. Offer of $3,840 approved by Mr. McIver on December 1, 1954.

The Commission approved the offers as presented.

The Commission adopted a report submitted by the Chief Counsel concerning the following matters that have been before the Public Utilities Commissioner:

1. PUX 112. Temporary Impaired Clearances at N.E. 47th Avenue in the city of Portland, T. H. Banfield Expressway. PUC Order No. 33349 issued October 21, 1954.

2. PUX 115. C. H. Bogert private truck crossing on the Coos Bay-Roseburg Highway south of Coquille. PUC Order No. 33344 issued October 21, 1954.

3. PUX 118. Temporary impaired clearances at N.E. 42nd Avenue in the city of Portland, T. H. Banfield Expressway. PUC Order No. 33353 issued October 25, 1954.

4. PUX 116. Blodgett Overcrossing, Corvallis-Newport Highway, Benton County. PUC Supplemental Order No. 33388 issued November 3, 1954.

5. PUX 108. Biggs Grade Crossing, Oregon-Washington Railroad & Navigation Company, County Road, Sherman County. PUC Order No. 33392 issued November 5, 1954.

6. PUX 114. Crown Zellerbach private truck road overcrossing, Pacific Highway East north of Canby. PUC Order No. 33395 issued November 5, 1954.

7. PUX 109. Maryhill Ferry grade crossing, Oregon-Washington Railroad & Navigation Company, County Road, Sherman County. PUC Order No. 33405 issued November 16, 1954.

8. PUX 110. Rufus grade crossing, east of Boardman, Morrow County, PUC Order No. 33436 issued November 22, 1954.

9. PUX 122. Gladstone grade crossing of dedicated street in Clackamas County. PUC Order No. 33435 issued November 22, 1954.

(For details see copy of Chief Counsel's letter to the Commission, dated December 2, 1954 in the General Files.)

Authority to institute legal proceedings against Harry O. Payne and Lloyd Muaser, the P. M. Logging Company and others, for damages resulting from timber trespass was requested by the Chief Counsel. He explained that inspection of the Carpenterville-Brookings Forest Wayside Park in Curry County in April, 1954, revealed that loggers operating on adjoining property removed from the State's land eleven Douglas Fir trees valued at $100. Repeated efforts to collect such amount from the trespassers, he said, have been without success, for which reason he asked the Commission to

allow him to start proceedings to collect triple damages pursuant to authority granted by statute. The Commission approved the request.

The Chief Counsel presented a report which was accepted by the Commission on the case of John Brazil vs the State of Oregon. He explained that Mr. Brazil is seeking to recover damages due to a change in grade of the John Day Highway in front of his property on the Mt. Vernon-John Day Section, and is attempting to collect $3,000 for such damages. The Commission authorized the Chief Counsel to take such action as is necessary and appropriate to protect the interests of the State.

A report was submitted by the Chief Counsel concerning the Attorney General's opinion regarding defense of State employees when suit is instituted against members, officers, and employees of the State Highway Commission. He recalled that the Commission previously proposed submission of a bill to the Legislature through the Highway Interim Committee, which would authorize State agencies to purchase public liability and indemnity insurance for the protection of its members, officers and employees against claims by reason of acts or omissions in carrying out their official duties. It is the Attorney General's opinion, he stated, that sole authority rests with him to determine whether or not the State is "interested" in any particular cause or proceeding and should or should not take an active part in the case. It appears that if an action brought against a State officer or employee would adversely effect the interests of the State, authority may be granted for State Attorneys to defend such State officer or employee. However, if it is determined by the Attorney General that the action is one against a member, officer, or employee of a State agency active in his private capacity, and the State has no direct or indirect interest in the litigation because there will be no legal liability upon the State to pay the judgment, the defendant in the case then must provide his own legal counsel at his own expense, and payment of the judgment, if any, would be the employees personal liability and not that of the State. It also appears, he stated, that the Attorney General or his representative can represent members, officers, and employees when such persons are sued in their official capacity, but not when they are sued in their private capacity. He defined official capacity as involving the holding of an office including the members of the Highway Commission, the State Highway Engineer and Assistant State Highway Engineers, the Secretary and Assistant Secretary, the Auditor, the State Parks Superintendent, the Chief Counsel and the Assistant Counsel. Presumably, therefore, an action brought against a State highway employee who is not an officer would be against the employee in his private capacity, and the employee would not be entitled to legal representation from the State unless the State might ultimately be obligated to pay the judgment. It was his opinion that the need for public liability and indemnity insurance has not been eliminated but has been made more clearly necessary. He urged that the proposed bill to authorize the purchase of public liability and indemnity insurance be introduced in the Legislature for consideration, and requested, in the event suits are filed against employees before the insurance becomes available, that a copy of the summons be made available to his office promptly in order to permit immediate investigation. The Commission approved the report and the suggestions contained therein. (For details see copy of the report, dated December 3, 1954, in General Files.)

The Chief Counsel reported the settlement of claims against the state highway department for smoke damage that occurred to certain private property from smoke during state paving plant operations at North Bend. He recalled that claims were presented at the previous meeting from a Mr. Johnson, a Mr. Miller, and a Mr. Rowan and that settlement of the Johnson and Miller claims was authorized, but the Commission ordered further investigation of the Rowan claim. He advised that the first two of the claims have been paid and releases received; also, that agreement has been reached with Mr. Rowan whereby the State is to pay for the cost of washing, scraping and cleaning, and for two coats of paint on one wall, the total of which amounts to $218.19. He recommended that Mr. Rowan be paid such sum. The Commission approved such settlement.

The Engineer reported that under authority granted by law and pursuant to instructions from the Commission, he has awarded to successful bidders contracts as follows, which were referred to him by the Commission for award when certain conditions had been satisfied.

1. Grading and paving Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of Pacific Highway East, Marion County. Bids received September 24, 1954. Conditions of award satisfied November 5, 1954. Roy L. Houck & Son, Salem, contractor.

2. Grading and paving Beaverton-Multnomah County Line Section of Beaverton-Hillsdale Highway, Washington County. Bids received September 24, 1954. Conditions of award satisfied November 5, 1954. Porter W. Yett, Portland, contractor.

The Commission approved the report.

A plan for a proposed one-way couplet designation on the Pacific Highway through the business district of the city of Ashland was reported by the Engineer. The Engineer advised that the plan has been approved by the Ashland City Council and that the City has offered to contribute $50,000 toward the purchase of right of way which is estimated to cost $215,500. He explained that the plan provides for routing southbound highway traffic over the present Pacific Highway on East Main Street and northbound highway traffic over a projected route one block north of Main Street, between 4th Street and Helman Street, using a portion of "C" Street. He recommended Commission approval of such one-way street couplet and that authority be granted for preparation of an agreement with the City covering the matter whereby the City shall deposit with the Commission $50,000 in cash toward the right of way expense, and the State shall then acquire the right of way with no commitment whatsoever as to when construction will be undertaken. He further recommended early acquisition of the right of way in order to forestall developments on the proposed alignment. The Commission accepted the recommendations and thereupon adopted the attached resolution relative thereto marked EXHIBIT "G-3"

which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Secretary was instructed to inform the City Council of the Commission's action.

A tabulation of bids received for the sale of used equipment and scrap materials at Salem, LaGrande and Portland on November 22 was considered. The Engineer advised that the total of the high bids received amounted to $16,025.88 whereas the estimated value of the equipment and scrap was $9,869. He recommended that the items be sold to the high bidder in each instance. The recommendation was approved by the Commission.

The Engineer reported on a survey for the relocation of the Oregon Coast Highway through the city of Seaside. He exhibited a map showing the proposed route along Roosevelt Drive and pointed out that such routing avoids the business district; also, that the plan calls for a four-lane curb section which will cost approximately $515,000 with a benefit quotient of 7.20, whereas, a route bypassing Seaside on the east which has a benefit quotient of 2.09 is estimated to cost $1,150,000. He recommended adoption of the Roosevelt Drive route and that authority be granted to purchase the necessary right of way which is estimated to cost $204,000. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported receipt of a check in the amount of $221.90 from the Highway Research Board, being a refund of monies advanced by Oregon to finance a cooperative project with twelve other states to determine the effect of wind stresses on highway bridges. He recalled that Oregon's share of the estimated cost was $800, all of which was not required, hence the refund. He further stated that the project has been completed and that the specifications for wind forces on highway bridges has been entirely rewritten on the basis of the data gathered in this project. The Commission accepted the report.

A report was also presented by the Engineer concerning a letter that appeared in the November 18, 1954 issue of the "Oregonian" over the name of Frank Branch Riley in which letter the Highway Commission is accused of neglecting the old route of the Columbia River Highway through the Columbia River Gorge. The Engineer pointed out that the tunnels at Mosier, Oneonta and Mitchell Point were closed when the new highway was built because of extreme danger to traffic from falling rocks. The old Columbia River Highway between Troutdale and Dodson, he stated, is being maintained in good condition and it is this section that takes in the most scenic part of the Columbia Gorge. He recommended in the interests of safety to the traveling public that none of the three tunnels mentioned be reopened. The Commission accepted the recommendation and instructed the Secretary to send a copy of the Engineer's letter to Mr. Riley and to others who may have registered similar complaints.

The installation of traffic lights on the Oswego Highway between the

south Portland city limits and the city of Oswego was considered. The Engineer recalled numerous complaints that have been received during the last few years that it is difficult for vehicular traffic to enter and leave important road intersections between the two cities. A recent study, he stated, reveals that traffic has reached a volume on this highway that justifies the installation of traffic signals. He, therefore, recommended the installation of traffic signals at Briarwood Road, Dunthorpe Avenue, Greenwood Avenue, Military Road and Palatine Road at an estimated total cost of $20,000, the same to be financed from funds authorized in the 1955 Betterment Program for such purposes. He added that, if the Commission authorizes the project, the signals will be synchronized to afford a through speed of approximately 40 miles per hour. The Commission approved the project as recommended.

The Commission discussed with the Engineer the following items of unfinished business as they appear on the Secretary's summary dated October 28, 1954:

1. Proposed new route for the Oregon Coast Highway between Astoria and Seaside: The Engineer recalled that he submitted a report on this subject at the October meeting of the Commission when a decision was deferred until the reaction of the local citizens could be ascertained. These people, he said, have asked him to meet with them in the near future and to explain the alternate routes and relative merits of each. The Commission took no action at this time other than to order the item deleted from the list of unfinished business.

2. Request of D. C. Burkes that the State purchase his property on US 101 immediately north of Boiler Bay for state park purposes: The Parks Superintendent stated that his report will be ready for the January meeting along with his overall report on the park situation in Lincoln County. The Commission ordered the item deleted from the list. It is to be considered as new business when the report is rendered.

3. Request for development of a state park at Maxwell Point near Oceanside, Tillamook County. This item was ordered deleted from the list of unfinished business, the Parks Superintendent having reported on it earlier in the day.

4. List of surveys for future construction projects: The Engineer submitted a written report dated December 2nd in which he lists surveys that will be completed by July 1st, 1955. The estimated cost of construction represented by the surveys, he stated, is slightly in excess of $110,000,000. He expressed his feeling that with this backlog of surveys the Commission can embark on a very material construction program when additional funds become available if there are no right of way difficulties. The Commission approved the report and ordered the item deleted frm the list of unfinished business.

5. Request of R. M. Knox for access to the Oregon Coast Highway near Wedderburn: The Engineer reported that as instructed by the Commission at the October meeting, this entire matter has been re-investi-

gated. He recalled that at a meeting in Gold Beach on July 14, 1954, the local people were told that unrestricted access to the new highway would be granted at each point where this highway crosses the old highway or a county road. At the location where Mr. Knox is concerned, he said, the new road does cross the county road, wherefore, in his opinion Mr. Knox's request is well founded. In order to solve the problem he recommended construction of a traffic interchange shown on a map which he presented to the Commission, and installation of a standard 15' x 24' underpass in lieu of a 12' x 12' structure originally proposed. This new plan, he stated, is estimated to cost $43,000 whereas the old plan is estimated to cost $18,000, an increase of $25,000. The Engineer further stated that Mr. Knox previously demanded $47,000 for right of way across his property, based on the old plan, but under the revised plan he has stated a willingness to reduce his price to $30,000 if he is given unrestricted access as would be provided in the new plan. The Right of Way Engineer stated that the highest price he can recommend as payment for Mr. Knox's property under the new plan is $23,000. After some further discussion the Commission approved an offer of $23,000 to Mr. Knox on the basis of the new plan for an interchange and underpass, and authorized condemnation of the right of way if the offer is not accepted. This item is to be deleted from the list of unfinished business.

6. Projects to be included in 1956 Forest Highway Program: The Engineer presented a tentative list of projects, dated October 29, 1954, consisting of 8 projects totaling $3,085,000. Action on the matter was deferred until the January meeting when a conference is to be had with representatives of the U. S. Bureau of Public Roads and U. S. Forest Service. The Commission ordered the item deleted from the list of unfinished business. It will be new business when it is again presented.

7. Request of Mr. Glenn Stanton, Portland, that the Dr. McLoughlin monument in Oregon City be moved to another location: The Engineer advised that this matter has been investigated and it does not appear desirable to move the monument because the site it now occupies is reputed to be the spot where Dr. McLoughlin used to stand to view the falls; moreover, moving it to the parking site probably would provoke a public controversy. He further stated that Mr. Stanton was interviewed during the investigation and it now appears that he is not going to press his request for movement of the monument. With respect to Mr. Stanton's suggestion that the State acquire the Latourette property on the river front west of the Post Office in Oregon City, the Engineer stated that Mr. Stanton has agreed to contact the Latourettes with the idea of getting them to donate the property so as to open up the view of the falls which is now obstructed by a building and some signs on the property. He also said that an investigation was made concerning signs along the right of way south of McMinnville on the Salmon River Highway, mentioned by Mr. Stanton, and that no illegal signs were found. The Commission approved the report and ordered the item deleted from the list of unfinished business.

8. Request of Clackamas County delegation for installation of traffic signals and crosswalks to eliminate traffic hazards at intersections of

Church Street and Carver Road with 82nd Avenue in the town of Clackamas: Concerning the Church Street intersection, the Engineer reported that an investigation discloses the need for a crosswalk and the establishment of a school boy patrol, which matter is now being taken care of. The investigation also disclosed that presently there exists a volume of traffic which warrants signal installation at the intersection of Carver Road with 82nd Avenue. However, this intersection will carry only minor traffic when the Clackamas overcrossing project is completed, and only a small amount of traffic will enter 82nd Avenue from Carver Road (Clackamas Secondary Highway). The accident record at this location, he added, is not unfavorable and he recommended that traffic signals not be installed. The recommendation was accepted by the Commission. This item is to be deleted from the list of unfinished business.

9. Request of South Tillamook County Chamber of Commerce for minor improvements to the Little Nestucca Secondary Highway. The Engineer reported that as previously instructed, an investigation has been made of this highway with a view to widening the narrowest portions, where it is difficult for two vehicles to pass. This highway, he said, is 9.71 miles long and for a distance of 5.41 miles east of US 101 is plenty wide for two vehicles to pass safely, and it is also sufficiently wide for a distance of 1.93 miles at the easterly end, which leaves a section 2.27 miles long that is restricted to one-way traffic. He estimated the cost to widen this narrow section for two-way traffic and to surface the same with quarry run materials at approximately $22,000. He recommended that such improvement be performed by contract in 1955 as a minor betterment project. The Commission approved the recommendation.

A request from the City of Hood River for State cooperation in widening and construction of curbs on May Street between 12th St. and 13th St. in the city was presented. The Engineer advised that the proposed improvement is on the route of the Hood River Secondary Highway, and if the project is approved by the Commission the City will pave the street at an estimated cost of $900 and the Hood River County Hospital will provide sidewalks at an estimated cost of $640. The State's cooperation, he said, will consist of grading, base surfacing and construction of curbs which is estimated to cost $900. He recommended approval of the project and that the arrangement be covered by an appropriate written agreement among the participating parties; also, that the work to be performed as early in the spring of 1955 as weather will permit. The Commission approved the recommendation.

Consideration was given to a request from the Ketell Construction Company, Portland, for construction and maintenance of a frontage road adjacent to the Portland-Salem Expressway along the Company's proposed residential development project immediately south of the Washington-Multnomah County line. The Engineer advised that the Company first wanted the State to construct the frontage road at State expense which he could not recommend because it would be of benefit mainly to the proposed

housing development. Mr. Ketell agreed, he said, that the Company would construct the road to a paved standard in accordance with state highway specifications if the State would assume its maintenance. He pointed out that the frontage road will connect with the Third Avenue interchange, so no additional hazard will be created by traffic from the frontage road entering or leaving the expressway. He recommended that the State maintain the frontage road at State expense after it has been properly constructed by the Ketell Construction Company at no expense to the State. The Commission adopted the recommendation.

The Commission discussed a report from the Engineer in which he recommends certain projects to be financed with Special City State Tax Street Funds during the year 1955, totaling $250,000. The Engineer pointed out that a total of 70 applications for the funds had been received from various cities, 21 of which are recommended for approval. He also said that in each of the 21 so recommended, there was ample evidence that the streets to be improved are in need of repair due to excessive wear through sudden increases in population or by reason of heavy and unusual industrial traffic. He recommended approval of the following program for the funds available:

City	Previous Projects	Division	State	City	Total
Chiloquin	1	IV	$ 10,300	$ --	$ 10,300
Falls City	0	II	14,900	--	14,900
Mt. Angel	0	II	15,000	5,000	20,000
Nyssa	2	V	15,000	1,300	16,300
Stayton	1	II	15,000	7,000	22,000
Silverton	2	II	5,000	--	5,000
Toledo	2	II	13,000	--	13,000
Yamhill	2	I	7,000	--	7,000
Molalla	1	I	15,000	1,500	16,500
Milton-Freewater	3	V	15,000	3,000	18,000
Shaniko	0	V	13,500	--	13,500
Elgin	1	V	15,000	8,700	23,700
Madras	1	IV	14,900	--	14,900
Enterprise	2	V	15,000	15,000	30,000
Cottage Grove	0	III	13,000	--	13,000
St. Helens	1	I	14,000	--	14,000
Phoenix	2	III	15,000	--	15,000
Talent	1	III	15,000	4,700	19,700
Myrtle Point	2	III	15,000	500	15,500
Union	1	V	15,000	1,500	16,500
Gladstone	1	I	15,000	--	15,000
			$285,600	$48,200	$333,800
Estimated Transfer to 1954 Fund			15,000		
Estimated Total 1955 Fund			$270,600		

NOTE: After actual costs have been determined, all State costs in excess of $250,000 will be transferred to the 1956 fund.

The Commission approved the program as recommended by the Engineer.

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The Engineer presented for the Commission's consideration a suggested Federal-aid Secondary Program for the year 1957. He explained that this program pertains to state secondary highways only and that the county road portion will be presented later; also, that it is expected that the federal monies will become available for contracting on July 1. The Commission deferred action until the January meeting.

The Commission discussed a cooperative project with Southern Pacific Company to increase the vertical clearance at the undercrossing on the old Pacific Highway at Glenwood near Springfield. The Engineer advised that numerous accidents have occurred at this underpass during the past few years, caused principally by overheight log trucks, and that the Southern Pacific Company is fearful that a serious accident will occur to one of its main line trains. He pointed out that the vertical clearance at the underpass now is 12 feet, 11 3/4 inches, but it can be increased to 14 feet by lowering of the roadway. Such a project, he said, will involve construction of curbs and an outlet ditch about 1,200 feet long, mostly along railroad right of way. The cost he estimated at $5,400. As there is a definite hazard at this location, not only to railway traffic but to highway traffic, he recommended approval of the project as a cooperative one with Southern Pacific Company on the following basis: 1. Railroad Company to furnish free of charge such area of its right of way as is needed for the drainage ditch; and 2. The estimated $5,400 cost of construction to be divided equally between the Company and the State. The Commission approved the recommendation.

The Commission, upon request of the Engineer, approved an increase of $2,000 in the project authorization in connection with Contract No. 4261, grading and paving the West Hood River Connection of the new Columbia River Highway, in Hood River County.

The Engineer requested an increase of $78,000 in the project authorizatior for Contract No. 4064 for grading and paving the Seven Oaks-Medford Unit of the Pacific Highway in Jackson County. The overrun, he explained, is caused by three major items: (1.) Installation of 18" storm sewer pipe at a cost of $15,000. It was originally planned to take care of drainage on the surface, but due to right of way difficulties and increased building activities it was deemed necessary to install a storm sewer system; (2.) overrun of about $26,000 in gravel base materials. The materials found in the designated Bear Creek gravel pit were unsuitable and it was necessary to abandon the pit and obtain material from the Rogue River which involved a material increase in the haul distance; (3.) overrun in asphaltic concrete amounting to slightly in excess of $36,000. The original plans called for 1½ inches of asphaltic concrete over the old pavement but to secure a smooth riding surface, it was necessary to increase the thickness to 3½ inches. Additional financing, he said, will not be required as this overrun on this project will be offset by underruns on other projects. The Commission approved the increase as requested.

The Commission gave attention to a request from Jackson County Court that the State take over and maintain two sections of county roads adjacent to the newly constructed portion of the Pacific Highway between Rock Point and Blackwell Hill. The Engineer stated that under the terms of a perviously signed agreement, Jackson County is to take over for maintenance a section of the old Pacific Highway between Gold Hill and Seven Oaks, a distance of approximately seven miles; also, that the two county road sections that the County wants the State to maintain have a total length of 1.95 miles. These two roads, he said, are so situated that they act as frontage roads to the new highway and actually are a part of the State's frontage road system. In view thereof he recommended that the State assume maintenance of the two sections as soon as the County has completed transfer of the roads to the State. The Commission accepted the recommendation.

Attention was given by the Commission to a report from the Engineer with respect to the South Sixth Street viaduct in Klamath Falls. The Engineer recalled that the original plan provided for a two-lane viaduct adjacent to the present structure, using it for southbound traffic and the present viaduct for northbound traffic. Present thinking, he said, is that the existing bridge is so narrow and the approaches so steep (7o/o grades) that the structure would be hazardous even for one-way traffic, especially when frost and ice conditions prevail in the winter season. He estimated the cost to construct the new structure for two lanes with some temporary revisions on the old structure, and later to widen it to a four-lane standard, at $780,000. In contrast to this, he pointed out that a new four lane structure can be built and the old bridge torn down for $645,000. He recommended construction of a four-lane structure now, bids to be received as soon as plans can be prepared. The Commission approved the recommendation.

A request was considered from the city of Medford for installation of three additional traffic signals in Medford. The Engineer recalled that at the April, 1954, meeting the Commission authorized a traffic signal project on the Pacific Highway in this city at a total cost of $13,000, the expense to be shared equally between the City and the State. The City, he said, has now requested installation of three additional signals at the intersections of Manzanita Street with Court Street, Manzanita Street with Riverside Avenue and 9th Street with Riverside Avenue. A traffic study, he added, indicates that these signals are needed, and that the additional cost will amount to about $6,200, or a total of $19,200 for the entire project, the State's share being one-half of that amount, or $9,600. He recommended approval of the project on the basis of the original arrangement and that the work be performed as one unit. The Commission approved the recommendation.

A petition signed by 26 residents along the Powers Secondary Highway requesting a traffic signal at the junction of the Coos Bay-Roseburg Highway and the Powers Secondary Highway was considered. The Engineer reported that similar requests have been received in the past and that investigations indicate that the signal is not warranted. The investigation in response to this latest petition, he said, still shows that the traffic signal is not warranted. Also, due to inadequate sight distance, there would be an increased hazard for rear-end collisions. He recommended

that the request be denied. The recommendation was approved by the Commission.

The Engineer requested and the Commission granted authority to restore the proposed Clay Street-Columbia Street Traffic Interchange in Portland to the active schedule of contract lettings, with bids to be called in January, 1955. The plans he stated, are now complete for this interchange, and an agreement has been reached with the City relative to changing the one-way street couplets that are involved. The cost of the project he estimated at $800,000, of which $600,000 has been allocated from 1954 Federal-aid Urban funds. The additional $200,000 he felt could be secured from savings in urban funds on other contracts.

A request was also considered from the Tigard Business Men's Club for: (1.) Additional right-hand turn lanes for traffic entering US99W from ORE 217. (2.) Improvement of the Beaverton-Aurora Secondary Highway from Tigard to the Union High School. (3.) Removal of the fire hazard that exists on the banks of the overpass through Tigard. These requests, the Engineer stated, have been carefully investigated. Concerning the right-hand turn lanes for traffic entering US99W from ORE 217, he pointed out that a traffic signal and channelization project was recently installed and traffic is now being handled very well at this intersection. He recommended that no additional measures be undertaken at this point. Concerning the request for improvement of the highway from Tigard to the Union High School, the Engineer recalled that about two years ago a similar request received from Mr. J. O. Johnson was denied. As there are no funds available for this work, he recommended that the present request also be denied, but that the matter be given further consideration when funds are available. Concerning the alleged fire hazard on the banks of the overpass in Tigard, the Engineer questioned the danger from fire but stated that the weeds and blackberry bushes provide an unsightly appearance. He recommended that the weeds and other unwanted vegetation be removed from the embankments and that English ivy be planted at an estimated cost of $13,000. The Commission approved the recommendations as made by the Engineer.

The Engineer reported that the survey for the East Unit of the Yamhill-Newberg Secondary Highway has been completed. He exhibited a map showing the location and pointed out that the new route follows the existing right of way with the exception of a section near Newberg. He recommended that the survey be adopted so that bids can be called for construction of the unit at an early date. The Commission deferred action on this matter pending the appearance of a delegation on the following day. (The delegation appeared as scheduled and requested that the revision in alignment be made to the north of the existing highway rather than to the south as proposed by the Engineer. They were advised by the Commission that their request would be considered. Near the close of the second day the matter was again discussed and the Commission at that time approved the Engineer's recommended relocation.) (See ahead for additional entry and resolution.)

The Engineer reported that the towns of Eastside and Shaniko have

satisfied the legal requirements with respect to the expenditure of State Tax Street Funds accrued to them during the second six months period of 1953; also that the towns of Adams, Aurora, Canyon City, Cornelius, Creswell, Detroit, Dundee, Eastside, Granite, Ione, Island City, Long Creek, Manzanita, Maupin, Metolius, Powers, Rogue River, Siletz, Sisters, and Troutdale have satisfied the legal requirements with respect to State Tax Street Funds accrued to them during the first half of 1954. The plans for the projects proposed to be financed with the funds in each instance, he said, have been examined and found satisfactory and he recommended approval of the plans. The Commission approved the plans by adopting the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Authority to spend about $2,500 to demolish the remaining portion of the old Koberg Beach dance hall near Hood River was requested by the Engineer. He explained that the superstructure and floor have been removed because of their dilapidated and unsafe condition, and that the remaining substructure, portions of which are 12 feet above the ground, presents a hazard, particularly to children. The posting of warning signs, he stated, is not considered by the Chief Counsel to be sufficient to escape liability as many children cannot read and others might ignore the signs. He exhibited photographs of the existing structure and recommended that it be demolished. The Commission approved the recommendation.

A request from Santiam Lodge near the summit of the Cascade Mountains on the Santiam Highway for snow removal from an off-highway parking lot, was considered. The Engineer stated that the Lodge was constructed by the U.S. Forestry Service and is operated under lease by Kenneth I. Hanson, also, that snow has been plowed from the approaches to the Lodge since 1940. He recommended, in order to be consistent with the policy followed at Government Camp and in the State of California, that snow be plowed off this parking lot after the highway has been cleared for two-way traffic. The annual cost he estimated at $130. The Engineer's recommendation was approved by the Commission.

The Commission gave consideration to a request from the Woodburn City Council for improvement of the connection between the Hillsboro-Silverton Secondary Highway with Front Street in Woodburn. The Engineer stated an investigation reveals that the improvement requested would not result in any particular benefit unless a major rerouting of the highway through Woodburn was effected. He estimated the cost of such rerouting at $130,000. He pointed out that there will be an interchange at the intersection of the Hillsboro-Silverton Highway with the Salem-Portland Expressway which, undoubtedly, will cause a large increase in traffic over this highway from Woodburn, and he gave as his thought that improvement of the alignment of the Hillsboro-Silverton Highway probably will be desirable in the not distant future. He recommended that the City officials be informed of the ultimate plan and that their request will be given further consideration when the Expressway is opened for public use and the traffic pattern developed. The Commission approved the Engineer's recommendation.

Attention was given to a request from the Estacada City Council that a study be made relative to relocating the Estacada Secondary Highway in Estacada to avoid city schools. The existing highway through Estacada, the Engineer stated, is satisfactory for the traffic that it now bears, but it does pass in front of their principal school. He added that this condition exists in many towns and rural communities and that it is his belief that the State Highway Department is not in a position to start to make highway relocations in order to avoid school buildings. Actually, he said, in numerous instances, new schools have been built adjacent to existing highways and heavy traffic conditions. He recommended that the request be denied. The Commission adopted the recommendation.

The Commission considered and by affirmative vote granted the following requests for extensions of time within which to complete highway contracts, the Commission's action in each instance being in conformity with the Engineer's recommendation:

1. Lind & Marr Construction Company, Contract No. 4219 for Salem By-pass Fencing Project on the Pacific Highway East in Marion County, requested an extension of time from September 30, 1954 to November 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

2. M. C. Lininger & Sons, Contract No. 4126, for the Reese Creek-Prospect Rock Production Project on the Crater Lake Highway in Jackson County, requested an extension of time from October 31, 1954 to January 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

3. N. A. Toole Construction Company, Contract No. 4214, for the Suntex Rock Production Project on the Central Oregon and Lakeview-Burns Highways in Harney County, requested an extension of time from September 30, 1954 to December 31, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

4. Warren Northwest, Inc., Contract No. 4155, for paving First Street in Nyssa in Malheur County, requested an extension of time from September 30, 1954 to October 18, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

5. Porter W. Yett, Contract No. 4020, for grading and pavement widening on the Rice Hill Section of the Pacific Highway in Douglas County, requested an extension of time from October 31, 1954 to August 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

6. Lee Hoffman, Contract No. 4130, for bridge construction over Calapooya River on the Pacific Highway in Linn County, requested an extension of time from September 30, 1954 to December 31, 1954 within

which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

7. Tom Lillebo, Contract No. 3904, for construction of three structures on Deady-Winchester Unit of the Pacific Highway in Douglas County, requested an extension of time from April 30, 1954 to September 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

8. Johnston & Bryant, Contract No. 4051, for construction of the Glenwood-North Plains Structures on the Wilson River Highway in Washington County, requested an additional extension of time from September 30, 1954 to October 14, 1954 within which to complete this work. The Engineer recommended that this additional extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

9. Roseburg Paving Company, Contract No. 4165, for paving First Street in the town of Myrtle Creek in Douglas County, requested an extension of time from September 15, 1954 to October 15, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

10. Roseburg Paving Company, Contract No. 4189, for paving Front Street in the town of Riddle in Douglas County, requested an extension of time of 30 days from September 15, 1954 to October 15, 1954 within which to complete this work. The Engineer recommended that the extension of time be granted without penalty up to and including September 22, 1954 on which day the job was actually completed.

11. Roseburg Paving Company, Contract No. 4176, for grading and paving Sether Avenue in the town of Glendale in Douglas County, requested an extension of time from September 15, 1954 to October 15, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

12. R. H. Jones, Contract No. 4006, for construction of addition to Meacham Maintenance Building on the Old Oregon Trail Highway in Umatilla County, requested an additional extension of time from March 1, 1954 to October 31, 1954 within which to complete this work. The Engineer recommended that the additional extension of time as requested be granted without penalty.

13. Funderburk Construction Company, Contract No. 3877, for grading and oil mat surfacing on the South Umpqua River-Fairgrounds Unit, Deady-Shady Section of the Pacific Highway in Douglas County requested an extension of time from August 31, 1954 to November 5, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring

therein.

14. Porter W. Yett, Contract No. 4019, for paving the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County requested an extension of time from October 31, 1954 to August 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

15. C. E. Leseberg, Contract No. 4199, for grading and oil mat surfacing on the Hy-Line Road in Malheur County, requested an extension of time from September 15, 1954 to November 1, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

16. Jed Wilson, Contract No. 4090, for paving on Grant Creek-Bradley Park Section of the Columbia River Highway in Clatsop County, requested an extension of time from September 30, 1954 to October 30, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

17. Warren Northwest, Inc., Contract No. 4067, for grading and paving the Brothers-Hampton Section of the Central Oregon Highway in Deschutes County, requested an extension of time from September 30, 1954 to October 31, 1954 within which to complete this work. The Engineer recommended that the extension of time be granted without penalty to October 22, 1954, the completion date of the contract. A letter was presented from the Bureau of Public Roads concurring therein.

18. Glen Ousley, Contract No. 4014, for grading and surfacing on the Reedy Creek-Beamer Creek Section of the Yachats River County Road in Lincoln County, requested an extension of time from July 31, 1954 to October 7, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

19. The Central Heating Company of Oregon Ltd. and F. L. Somers, Contract No. 3925, for grading and paving on the Provolt-Jacksonville Section of the Medford-Provolt Highway in Jackson County, requested an extension of time from July 31, 1954 to October 28, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

20. Morrison-Knudsen Company, Inc., Contract No. 4233, for bridge widening, grading and rock surfacing on the Enterprise-Brock Corner Section of the Fish Hatchery Road in Wallowa County, requested an ex-

tension of time from September 30, 1954 to and including November 8, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

21. R & M Construction Company, Contract No. 4250, for construction of guard rail on the Salem By-Pass of the Pacific Highway East in Marion County, requested an extension of time from November 30, 1954 to March 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

22. M. C. Lininger & Sons, Contract No. 4166, for slide correction and rock production on the Siskiyou Section of the Pacific Highway in Jackson County, requested an additional extension of time from October 15, 1954 to November 8, 1954 within which to complete this work. The Engineer recommended that the additional extension of time as requested be granted without penalty.

23. Fred Rouse and Henry H. Miller, Contract No. 4195, for grading and oil mat surfacing on the Burns Corner-Lewisville Section of the Burns Corner-Suver County Road in Polk County, requested an extension of time from October 31, 1954 to October 31, 1955 within which to complete this work. The Engineer recommended that the extension of time be granted without penalty only to July 31, 1955. A letter was presented from the Bureau of Public Roads concurring therein.

24. A. H. Saxton & Son, Contract No. 4073, for grading and paving the Canyonville-O'Shea Creek Section on the Tiller-Trail Secondary Highway in Douglas County, requested an extension of time from August 31, 1954 to July 1, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

25. The Central Heating Company, Oregon Ltd., Contract No. 4173, for grading and paving the West Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County requested an extension of time from September 30, 1954 to January 1, 1955 within which to complete this work. The Engineer recommended that the extension of time be granted without penalty to November 18, 1954, on which day the job was actually completed. A letter was presented from the Bureau of Public Roads concurring therein.

26. Kissell & Robinson, Contract No. 4179, for fencing the Goshen-Divide Section of the Pacific Highway in Lane County, requested an extension of time from August 31, 1954 to August 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

27. Harold W. Salter, Contract No. 4243 for fencing the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, requested an extension of time from November 30, 1954 to January 31, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

28. Gibbons and Reed, Contract No. 4053, for grading the 42nd Avenue-92nd Avenue Section on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from November 30, 1954 to February 28, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

29. Kuckenberg Construction Company, Contract No. 3984, for bridge construction and grading on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County, requested an extension of time from June 30, 1954 to November 22, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

30. Durbin Brothers, Contract No. 4065, for grading the Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County, requested an extension of time from November 30, 1954 to June 30, 1955 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein.

31. Hutton-Kalkhoven, Contract No. 4286, for embankment and riprap repair on the Oneonta Section of the Columbia River Highway in Multnomah County, requested an extension of time from November 30, 1954 to December 15, 1954 within which to complete this work. The Engineer recommended that the extension of time as requested be granted without penalty.

FOOTNOTE The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. (For further details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.)

Chairman Chandler called attention to deferred construction projects as shown in the Engineer's schedule of contract lettings dated December 6, 1954, particularly the paving work on the Goshen-Divide Section of the Pacific Highway which is presently scheduled to be contracted after June, 1955. He pointed out that if bids are not received prior to July, the possibility of completing the paving work during the 1955 working season would be extremely remote. The Engineer was instructed to check all of the deferred projects with a view to letting contracts prior to July, and to submit a report to the Commission at the January meeting. The Engineer was also requested to prepare a map for each Commissioner, showing the present status and probable dates of completion for all current highway contracts.

The Engineer reported that Contracts Nos. 3876, 3879, 3904, 3970, 4006, 4051, 4060, 4066, 4067, 4071, 4083, 4084, 4087, 4091, 4096, 4100, 4105, 4110, 4117, 4143, 4155, 4165, 4166, 4167, 4168, 4176, 4189, 4192, 4216, 4221, 4245, 4247, 4255, 4260, and 4265 for construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition from 51 residents of Long Creek and vicinity requesting completion of the oiling on the Kimberly-Long Creek Secondary Highway, was considered. The Engineer advised that the uncompleted section is about 8 miles long and that it will cost about $420,000 to build it; also that the petitioners are principally interested in improvement of the portion within and adjacent to the town of Long Creek. He further stated that an amount of $100,000 is included in the tentative 1957 Secondary Highway Budget for improvement of a two mile section extending westerly from the town of Long Creek. The Commission deferred action to the January meeting, when the programming of Federal Secondary Highway funds is discussed.

Consideration was given to a request from Lincoln County School District and others for paving the unpaved portion of the Siletz-Kernville Secondary Highway northerly from the town of Siletz. The Engineer stated that no money is available now to finance such a project but he gave as his thought that the improvement should be undertaken during the next 5-year period. The Commission deferred action in this matter pending the appearance of a delegation on the following day. (The delegation appeared as scheduled and was informed that an investigation will be made as to feasibility, cost and other features for consideration by the Commission in programming future highway funds. The Engineer thereupon was instructed to make such investigation and report the findings.)

The Commission gave attention to requests from Mr. F. C. Green, Polk County School Superintendent, and from a Mrs. Comstock, Independence, for speed zoning and other traffic improvements on the Independence Secondary Highway at the "Oak Point" School. An investigation has been made,

the Engineer stated, and the results indicated that a reduced speed zone is not warranted. In lieu of speed zoning, he recommended that 20 miles per hour speed signs be installed on existing school sign posts, on each side of the school, and that brush be removed from the right of way to improve sight distance at the school driveways. The recommendation was accepted by the Commission.

Consideration was also given to a request from Pleasant Valley Grange, Tillamook, for a speed zone designation on the Oregon Coast Highway south of Tillamook. The Engineer reported that because of facts obtained from a traffic engineering investigation, it is his recommendation that a 50-mile per hour speed zone be established from a point 0.19 mile north of Simmons Creek (M.P. 83.70) to a point 0.21 mile north of the Pleasant Valley Store (M.P. 85.00), and that a 40-mile per hour speed zone be established from M.P. 85.00 to a point 250 feet south of the Pleasant Valley Store (M.P. 85.26). He also recommended that 100 feet of guard rail be installed on the westerly side of the highway north of the Simmons Creek Bridge at an estimated cost of $350. The Commission approved the Engineer's recommendations and thereupon adopted the attached resolution relative thereto marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that reconstruction of the Pacific Highway between M.P. 118.98 and the north city limits of Eugene (M.P. 122.25) was completed in October, 1954, with provision made for four moving traffic lanes and "jiggle-bar" separation and left-turn refuges. He recommended, in view of the improvements, that the existing 40-mile per hour speed zone established July 21, 1947 between the city limits of Eugene and Prairie Road Junction be rescinded and that a 50-mile per hour speed zone be established from a point 0.15 mile north of Prairie Road Junction (M.P. 118.83) to a point 0.19 mile south of Bonneville Substation (M.P. 120.22); also, that a 40-mile per hour speed zone be established from M.P. 120.22 to the north city limits of Eugene (M.P. 122.25). The Commission approved the Engineer's recommendations and thereupon adopted the attached resolution relative thereto marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought to the attention of the Commission a complaint that the parking of vehicles within the triangular area at the junction of Weiser Spur and the Old Oregon Trail in Malheur County causes a traffic hazard. An investigation was made of this matter, he said, and it was found that there is considerable parking at the junction each day and that vehicles do restrict sight distance for vehicles entering US30 from Weiser Spur. He recommended that the parking of vehicles within the confines of the junction be prohibited, and that suitable barricades be erected to control this prohibition. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A report was submitted by the Engineer on a complaint received that

"head-in" parking of vehicles on the Alsea Highway in the community of Alsea constitutes a traffic hazard. He explained that through the central part of Alsea there is a 41-foot bituminous pavement with gravel shoulders ranging from $3\frac{1}{2}$ to 6 feet in width. The "head-in" parking of vehicles, he said, has been responsible for a number of accidents and he recommended in view thereof that parallel parking only be allowed on both sides of the Alsea Highway in this community between the easterly property line of First Street (M.P. 40.39) and the westerly property line of Third Street (M.P. 40.53). The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the City of Eugene, upon request of the Highway Department, has passed an ordinance authorizing the placement of "No Parking at Any Time" signs on the south side of Sixth Avenue between Garfield and McKinley Streets and on the north side of Seventh Avenue between Garfield and McKinley Streets in order to eliminate a serious traffic hazard that exists at this shopping center. He explained that both streets form a one-way traffic couplet for the Pacific Highway East and that the parking of motor vehicles, especially long truck combinations, presents a hazard to the traveling public and to people who patronize the businesses adjacent thereto. He recommended approval of such parking restrictions. The Commission accepted the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "F-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and upon the Engineer's favorable recommenation approved out of state travel expense for the following employees:

1. Carl W. Jordan, Director of Travel Information, to attend the Pacific Northwest Travel Association's Travel Show in Kansas City, Missouri, during January 28-February 6, 1955, at an estimated cost of $353.55; also that he attend the annual meeting of the Board of Directors of the Pacific Northwest Travel Association in Butte, Montana, on January 15 and 16, 1955, at an estimated cost of $93.75.

2. R. H. Baldock, State Highway Engineer, and G. S. Paxson, Assistant State Highway Engineer, to attend the annual meeting of the Highway Research Board in Washington, D. C. during January 10-14, 1955, at an estimated total cost of $710; also, to authorize Roy C. Edgerton, Research Engineer, and Louis E. Scott, Geologist, to attend the same meeting, their expenses to be paid by the Highway Research Board.

3. Gene Huntley, Personnel Director, to attend the Fifth Annual Conference of the Western College Placement Association in Seattle, Washington, on January 20 and 21, 1955, at an estimated cost of $72.

4. Confirmation of approval for George C. Hester, Jr., to attend a meeting of Western Interstate Committee on Highway Policy Problems, Council of State Governments, in Las Vegas, Nevada, on December 6 and 7, 1954, at an estimated cost of $185.

The Commission discussed and ordered filed a resolution from the Washington State Council of Carpenters urging construction of a toll bridge between Washington and Oregon at Astoria, and that the States of Washington and Oregon participate in the program with the U. S. Army Engineers.

Attention was given by the Commission to a request from the Union County Historical Society, La Grande, that the section of the Old Oregon Trail which extends from the railroad overcrossing structure at the junction of Blackhawk Trail, to Adams Avenue, near the Grande Ronde Hospital in La Grande be named "Oro Dell Boulevard" in commemoration of the once busy town of Oro Dell which was located at the mouth of Grande Ronde River Canyon. Also suggested was the placement of a suitable marker on the highway honoring George and Edith Currey, pioneers of the La Grande Valley whose greatest ambition was that this highway section be named "Oro Dell Boulevard." As a result of discussion the Commission unanimously approved the naming of this highway section "Oro Dell Boulevard", and the erection of a marker with appropriate text, subject, however, to the condition that the text shall first be approved by the Memorials Committee of the Oregon Historical Society and that it contain no reference to any individual in conformity with long established policy. The Commission adopted the attached resolution relative thereto marked Exhibit "H", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer reported that the following described highway sections have been reconstructed and that it now is in order for the Commission to dispose of the portions of the old highways that no longer are of value for state highway purposes, in conformity with the provisions of agreements heretofore entered into with the County Courts of the Counties involved, and he so recommended:

1. Mt. Vernon-John Day Section of the John Day Highway in Grant County.

2. Jackson Grade Unit, Provolt-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County.

3. Vale-Cairo Junction Section of the Central Oregon Highway in Malheur County.

The Commission approved the recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "C-1" through "C-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from the City of Canby for the removal of two trees fronting the Girod Building on the Pacific Highway East in Canby. The Engineer advised that an examination was made of the trees by the Landscape Engineer who reports that the trees are not a hazard to traffic, and do not interfere with the parallel parking of vehicles between the trees and the paved traffic lanes, nor with sight distance along the highway. His recommendation that the trees not be removed was approved by the Commission.

The Engineer reported that a resolution has been adopted by the City Council of Sutherlin concerning rearrangement of stop signs within the City so as to make Central Avenue a "Through" street. He explained that prior to opening the new Pacific Highway which by-passes Sutherlin, the old route was naturally an arterial through the City and all traffic was required to stop before entering it, however, since opening the new highway Central Avenue which extends westerly from Sutherlin to an interchange with the new highway, carries a much higher traffic volume than the streets over which the old Pacific Highway was routed. The City Council, he stated, has taken action to allow traffic to flow freely on Central Avenue over which a portion of the Elkton-Sutherlin Secondary Highway is routed. An investigation of the City's plan, he said, indicates that it is a desirable one and he recommended approval of the same by the Commission. The Commission adopted the recommendation.

The Engineer requested authority to rearrange the "stop" signs at the intersection of Main Street and Monmouth Street on the old route of the Pacific Highway West in Monmouth so as to fit changed conditions. He explained that a flashing beacon was installed at this intersection when the Pacific Highway West was routed over the easterly and northerly legs of the intersection, and the Monmouth Highway was routed over the westerly leg of the intersection, and traffic from the south and west was required to stop before entering the intersection. The alignment of the Pacific Highway West, he stated, has recently been changed and the stop indications previously approved are no longer applicable. Since the Monmouth Secondary Highway has now been extended over Main Street easterly from Monmouth Street to East Street, and the majority of the traffic in the intersection moves east and west through it, he recommended that traffic on Monmouth Street from both the north and the south be required to stop before entering the intersection at Main Street, and that Main Street traffic (Monmouth Secondary Highway) be permitted to enter the intersection from the east and west without stopping; also, that the flashing beacon be adjusted accordingly. The Commission approved the recommendation and so ordered.

Attention was given to a letter from William E. Fuller, Gold Beach, an attorney who represents the Veteran's Memorial Association of that place, concerning the purchase of some of the Association's property for widening the Oregon Coast Highway in Gold Beach. Mr. Fuller explains that the Association wants to remodel its building but is reluctant to do so if the building is to be torn down for the highway improvement. The Engineer advised that the survey for the Gold Beach section has not yet been

approved, but it is an established fact that it will be necessary to cut off a portion of the building in order to meet the highway requirements. He recommended, in view thereof, that authority be granted the right of way department to negotiate acquisition of the property now. The recommendation was approved by the Commission.

The Engineer reported that in November 1954, the following new highway sections were opened to traffic: (1) A section of the Portland-Salem Expressway extending from its junction with US 99W in Tigard to its junction with the Wilsonville-Hubbard Highway just south of the Willamette River at Wilsonville. (2) The entire length of the Wilsonville-Hubbard Highway, formerly known as the West Portland Interim Highway and the Sandy Bypass section of the Pacific Highway East. These highway sections, as stated, have been posted to permit certain traffic including trucks, passenger buses, truck tractors or truck tractor combinations exceeding an overall length of 45 feet, from being authority to operate on these highways. He recommended that these highway sections be designated State Highways. The Commission approved the recommendation and so ordered.

The Engineer presented for the Commission's consideration a map showing a proposed system of highways over which various classes of vehicle combinations are permitted to operate. He reported that the Commission at its meeting in October 1953 approved by appropriate resolution the original of this map which had been used at hearings conducted prior to specific overall lengths and gross weights that are allowed in excess of the basic limits provided by statute. During the past year, however, several minor revisions have been made in the types of highways shown on the map as follows: (1) Black and white stripes (Class I Highways) over short trucks and trailer combinations 45 feet long and with a gross weight of 73,000 pounds are authorized on the Specified Highways or sections thereof designated for such operation. (2) Vertical black and white stripes (Class II Highways) over short trucks and trailer combinations 45 feet long and with a gross weight of 73,000 pounds are authorized and are designated as a system of Class II Highways over which vehicles may be operated to 45 feet in length, with a maximum gross weight of [illegible] pounds, in accordance with the table of weights given in the statutes. These revisions have been [illegible] and the map has been revised accordingly. [illegible] Engineer had stated that [illegible] Bend-Redmond [illegible] Highway [illegible] Bend-Redmond Highway [illegible]

highway. The Engineer stated that he would have an investigation made in the very near future and submit a report.

The Commission considered a revised form of permit covering the continuous operation of overwidth loads of forest products. The Engineer reported that approximately 150 overwidth permits for the hauling of forest products on a solo truck have been issued, the over-all length of which does not exceed 35 feet and the width limited to 8 feet 6 inches. He pointed out that the motor vehicle laws do not require loaded trucks to display clearance lights on the load when hauling during the hours of darkness. He, therefore, recommended that the form of permit previously approved by the Commission covering the transportation of forest products, be revised as follows:

1. To comply with the mandatory regulations governing the transportation of logs, poles, or piling, which are incorporated in the PUC permit.

2. That on any load in excess of eight feet in width, hauled during the hours of darkness between 4:00 a.m. and 8:00 p.m., there shall be displayed amber side-marker lamps at each bottom corner of the load in such manner as to be clearly visible to other vehicles approaching from the front and rear, in addition to such other lighted lamps and illuminating devices required to be on the equipment by statute.

The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from the Waverly Shopping Center, Inc., Albany, that the Commission give its consent to annexation to the City of certain property adjacent to the east city limits of Albany. The Engineer pointed out that within the boundaries of the property proposed to be annexed to the City is a parcel owned by the State. He recommended nevertheless, that the Commission offer no objection to the proposed annexation. The recommendation was approved by the Commission.

The Commission confirmed renewal of Depositor's Forgery Bond with the Pacific Indemnity Company through its agents Pownall, Taylor & Hays for a three-year period beginning November 2, 1954, at a total premium of $356.61.

The Commission approved the Secretary's report on papers signed by himself in behalf of the Commission during the period of October 25, 1954 to December 3, 1954.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on Tuesday and Wednesday, January 18 and 19, 1955 in the Benson Hotel, Portland. A tentative date for the next following meeting was set for Wednesday and Thursday, February 23 and 24,

1955. The Secretary was instructed to arrange for accommodations.

The Commission considered an application from Pexco, Inc., San Francisco, to lease the mineral, oil and gas rights on properties owned by the State Highway Department. The Engineer advised that the Company particularly requests the lease rights on ten properties located in Central and Eastern Oregon--only three of which include State Highway Department property, being right of way along a 15-mile section of the Central Oregon Highway between Bend and Burns, containing about 400 acres of land. He added that the Company offers to pay $0.25 per acre for such rights or a total of $100. It was his opinion that it would not be in the best interests of the State and the traveling public to allow exploratory drilling for oil and gas and etc. within the limits of the right of way; accordingly, he recommended that the request be denied. The Commission adopted the recommendation.

Attention was given to a form of agreement with George C. Dowell, owner of Stage Coach Pass Motel located north of Grants Pass on the Pacific Highway, for installation of lights at his place of business. The Engineer advised that the proposed installation has been investigated, and that it is his recommendation that the Commission approve the agreement which, he said, provides, among other things, that Mr. Dowell shall pay the entire cost of installing and maintaining the mercury vapor luminaire units, which shall be installed according to state specifications. The Commission approved the agreement as recommended.

The Commission discussed with the Engineer the problems that are to be presented by delegations on the following day but deferred action on them pending discussion with the delegations.

The Engineer reported briefly the status of the Federal-Aid highway construction plan as proposed by President Eisenhower.

The Engineer reported that the St. Helens Pulp and Paper Company, is conducting logging operations on the northerly side of the Sunset Highway about two and one-half miles east of Necanicum Junction and has inquired about the possibility of logging some snags and green timber on the highway right of way in connection therewith. The Company, he said, has made a firm offer to cut three or four fir snags containing approximately 20,000 MFBM for which it will pay at the rate of $20 per MFBM, and to pay $10 per MFBM for several large hemlock trees. He recommended sale of the fir snags to the Company at the price mentioned, Columbia River log scale, but that the hemlock trees be retained as they present no hazard to traffic should they blow down. The Engineer's recommendation was approved by the Commission.

A report was rendered by the Engineer on the collapse of the Snake River bridge at Nyssa on the morning of Saturday, December 4, 1954. He said that the structure is an old one built by Malheur County in 1911, and that it was taken over by the State in 1920; also, that the failure occurred as a result of the tongue of a truck-mounted trailer striking the portal

bracing on the west end of the easterly span and that temporary repairs will be made so that the bridge can be used within a week's time. The Engineer estimated the cost to construct a new bridge, including approaches, between $400,000 and $500,000. He pointed out that under the terms of an agreement with the State of Idaho, the cost to replace the structure is to be divided equally between the two States. According to the Engineer the old bridge, is of light construction and has a roadway width of only 19 feet one inch; also, that to repair the broken span only will cost approximately $30,000. The Engineer gave as his opinion that it would be much more desirable to build an entirely new structure than to repair the existing one. He requested authority to contact Idaho state officials with the view of constructing a new steel or prestressed concrete bridge. As to financing it, he pointed out that there is available about $700,000 of bond funds and additional funds from savings on contract lettings. As a result of discussion motion was made by Commissioner Reynolds that the Idaho state officials be contacted relative to construction of a new bridge. The motion was seconded by Commissioner McIver and was declared by Chairman Chandler to have received the unanimous vote of the Commission.

The Secretary read aloud two letters from the West Coast Telephone Company, Coos Bay, in one of which request is made for a review of the Commission's policy with respect to the placement of pole lines on state highway right of way, and in the other the Commission is requested to clarify a situation where the Company is required to pay the cost to move its pole line a second and third time to accommodate highway construction. It was pointed out that the Company has been requested to remove its pole line for the second time to accommodate a project at the north end of the Reedsport Elbow Lake project because of a change in the grade and alignment of the highway at this point, and in another instance, on the Bunker Hill-Delmar Section, the Company was required to move its pole line three different times at a cost of approximately $7,000. Also requested was that the procedure for processing permits be revised to eliminate costly delays that occur under present procedure. In connection with the first of the above-mentioned letters, the Company pointed out the present policy of the Commismission requires placement of poles one foot from the right of way line, which, it was stated, in many cases forces the securing of easements from private property owners for anchors, overhang on private property, and for permission to cut timber and brush which many times is difficult to obtain. It was the feeling of the Company that in some instances the placement of poles a greater distance from the right of way line would be satisfactory. The Commission referred both letters to the Engineer for investigation and report.

A letter was presented from the Baker County Commercial Club in behalf of improvements to the Baker-Homestead Highway and to the Anthony Lakes Secondary Highway. The Secretary was instructed to include it on the agenda for discussion at the meeting scheduled to be held in January.

The Commission discussed and approved a revised copy of the Commis-

sion's statement for use in the Biennial Report of the Commission covering the fiscal years 1953 and 1954, upon assurance of the Engineer that changes suggested at the previous meeting had been made.

Chairman Chandler inquired if there has been any interest shown in the purchase of the excess Fred Meyer property on the T. H. Banfield Expressway in Portland. The Chief Counsel stated that several people have evidenced interest, but that is all, and that until the property is sold a portion of it is being rented. Commissioner McIver commented that one party to his knowledge has indicated that he might offer $250,000 for the property.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:45 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Construction of Blodgett Overcrossing over the Yaquina Branch of the Southern Pacific Company and Marys River on the Corvallis-Newport Highway in Benton County: The Commission elects to accept the bid of L. B. Read, Portland, in the sum of $123,775, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Necanicum Rock Production Project on the Oregon Coast, Sunset and Necanicum Highways southeast of Seaside in Clatsop County: The Commission awarded the contract to the low bidder, C & W. Crushing Company, Seaside, at their bid price of $23,400.

"Birkenfeld-Washington County Line Rock Production Project on the Nehalem Highway north and south of Vernonia in Columbia County: The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at his bid price of $21,900.

"Regrading and paving on the Prineville-Eagle Rock Section of the Paulina Highway in Crook County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $258,469.

"Humbug State Park Expansion in Curry County. The Commission awarded the contract to the low bidder, Coastal Equipment and Repair Company, Empire, at their bid price of $7,592.30.

"Construction of four structures at Shady Point on new alignment of the Pacific Highway in Douglas County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $158,391.

"Grading on the Ritter-Rush Creek Section of the Ritter County Road westerly of Long Creek in Grant County: The Commission elects to accept the bid of White Brothers Company, Walla Walla, Washington, in the sum

of $91,074 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Grant County is received and the sum of $20,500 is deposited by the County.

"Grading, roadbed reshaping, paving and furnishing crushed materials in stockpile on the Crow-Gillespie Corner Section of the Territorial Highway about 14 miles west of Eugene in Lane County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $340,268.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of Cottage Grove Connection Overcrossing on a connecting highway over the Siskiyou Line of the Southern Pacific Company between Cottage Grove and new alignment of the Pacific Highway in Lane County. The Commission elects to accept the bid of Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, Portland, in the sum of $72,169.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Row River Bridge on a county road near Culp Creek east from Dorena in Lane County: As this is a county project, all bids have been referred to Lane County for handling.

"Construction of Yaquina River Bridge on the Elk City Road in Lincoln County: The Commission elects to accept the bid of Charles E. Wiedeman in the sum of $28,361 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of $6,400 is deposited by the County.

"Installation of traffic signals in Albany on the Albany-Corvallis Highway in Linn County: The Commission awarded the contract to the low bidder, Trowbridge Electric Company, Roseburg, at their bid price of $9,700.

"Construction of Illahee Overcrossing structures over the Sunnyside-Turner Road on the Pacific Highway south of Salem in Marion County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $47,025.

"Construction of 42nd Avenue Ramp Section over Union Pacific Railroad Company's main line and spur tracks to connect Banfield Expressway with 42nd Avenue in Multnomah County: The Commission elects to accept the bid of Lord Brothers, Contractors, Portland, in the sum of $129,030.90, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Pavement widening on the Barbur Boulevard (Front Avenue-Hamilton Street) Section of the Pacific Highway West, south of Portland in Multnomah County: The Commission awarded the contract to the low bidder, Hutton-Kalkhoven, Portland at their bid price of $13,571.35.

"Grading and oiling on the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco County Road in Sherman County: The Commission elects to accept the bid of C & W Crushing Company in the sum of $33,401.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Sherman County is received and the sum of $7,500 is deposited by the County.

"Clatsop County Line-Rockaway Rock Production Project on the Oregon Coast and Necanicum Highways in Tillamook County: The Commission awarded the contract to the low bidder, C & W Crushing Company, Seaside, at their bid price of $21,420.

"Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways in Tillamook County: The Commission awarded the contract to the low bidder, Calkins Crushing Company, Oceanlake, at their bid price of $24,925.

"Grading and paving on the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County: The Commission elects to accept the bid of Rogers Construction, Inc., in the sum of $219,487, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired."

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following day in the same room.

Portland, Oregon
December 8, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

W. W. Stiffler, Assistant State Highway Engineer, was excused because of illness.

The Commission signed agreements and papers as follows:

"Ground Lease" with Mr. and Mrs. Charles Ager governing removal of road building materials for use on Great Northern Railroad-Midland Overcrossing section of Midland Secondary Highway, Klamath County.

"Indentures of Access" for the following properties:

a. Bland property on North Unit, Bend-Lapine Section of The Dalles-California Highway, Deschutes County.

b. Chambers property on Rinehart Creek-Frankport Section of Oregon Coast Highway, Curry County.

"Lease for Land" re leasing to H. M. Mallory parcel of land situate at the junction of ORE 39 and ORE 66 in Klamath County.

"Bargain and Sale Deed" conveying to Mr. and Mrs. James A. Ball 0.02 acre of vacated Stewart Street in Florence.

"Bargain and Sale Deed" conveying to Cecil and Ina Maestretti 1,250 sq. ft. of excess property near easterly city limits of Pendleton.

"Agreement" with George C. Dewell, owner of Stage Coach Pass Motel north of Grants Pass, covering installation of mercury vapor luminaire unit at his place of business on Pacific Highway.

"Agreement" with City of Gresham re traffic signal installation at East Powell & N. E. Cleveland Avenue.

"Agreement" with City of Portland re channelization at west end of Sellwood Bridge.

"Throughway Agreement" with Malheur County covering the Olds Ferry-Ontario Section of Old Oregon Trail.

"Throughway Agreement" with Sherman County covering The Dalles Dam Section of the relocated Columbia River Highway.

"Maintenance & Finance Agreements" with Sherman County covering the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon Wasco Road, FAS 378.

"Maintenance & Finance Agreements" with Grant County covering the Ritter-Rush Creek Section of the Ritter Road. FAS 556.

"Agreement" with Board of Forestry granting to them the right to operate and maintain a private roadway across a portion of the Short Sand Beach State Park in Tillamook County.

"Agreement" with City of Albany covering installation of traffic signals and one-way street couplet in City of Albany.

"Bargain and Sale Deed" conveying to Bakers and Confectioners Supply Company of California, land lying within Dorris State Park in Lane County.

"Maintenance and Finance Agreements" with Lincoln County covering the Yaquina River Bridge on Elk City Road, FAS 584.

"Agreement" with Bureau of Public Roads covering removal and replacement of power poles and line along Oregon Forest Highway Project 25-A9, Mt. Hood.

"Agreement" with O.W.R. & N. covering an electric power transmission line crossing underneath the right of way and tracks of Railroad Company.

A delegation from the City of Newberg appeared before the Commission with regard to the proposed improvement of the Yamhill-Newberg Secondary Highway westerly from Newberg in Yamhill County. The following people were present: Kenneth M. Branchflower; Grace C. Branchflower; Mrs. Wesley Crow, Mrs. Glenn Scheidel, Glenn Scheidel, and Mr. and Mrs. John D. Burt; all property owners along the present road. Mr. Branchflower, who acted as spokesman, urged consideration of an alternate route northerly from the route recommended by the Engineer for the one mile section just west of Newberg. He alleged that such route is shorter than the other, that will be less costly to construct, and will not sever property as badly as will the route proposed by the Engineer. He declared that the southerly route, while it does not require the moving of any homes, does come close to some and will reduce the value of several farm properties by reason of being bisected by the highway. He also objected to the use of a bridge on the present highway just out of Newberg because it is on an "S" curve. W. C. Williams, Deputy Highway Engineer, explained that a survey made of the route proposed by the delegation reveals that it will require two 12 degree curves and that such route will be .05 mile longer than the proposed southern route which has a maximum curvature of 4 degrees, but that grading costs are comparable. He also pointed out that the estimated cost of right of way along the route proposed by the delegation is much higher than along the other. A careful analysis of the two routes from the engineering standpoint, he stated, shows definitely that the southerly route is the better route of the two. Mrs. Crow also spoke in favor of the alternate route.

Chairman Chandler advised that the Commission will give the matter further consideration and discuss it with the Engineers. (Discussion of the matter was resumed later in the session when the Engineer made further comparison of the merits of both routes and recommended definitely, adoption of the southerly route as covered by the survey. As a result thereof the Commission unanimously adopted the route and location recommended by the Engineer.) (See ahead for additional entry.)

A delegation from Tillamook, Clatsop, and Lincoln Counties came before the Commission to urge early construction of a new route for the

Oregon Coast Highway via Cascade Head, south of Neskowin. County Judge Effenberger who headed the group stated that the delegation represents people of the three contiguous coast counties, Clatsop, Tillamook and Lincoln, and that the County Courts of those Counties are in agreement that Cascade route should be constructed as rapidly as is possible. The following composed the group: Otto Effenberger, Tillamook County Judge; Charley Ross, Chairman, Roads & Highway Committee, Chamber of Commerce; Hans Paulson, Tillamook City Manager; Vern Tinnerstett, Manager, Tillamook Chamber of Commerce; Earl Sweet, Tillamook Chamber of Commerce; Ed Kiekhfer, Banker, Tillamook Chamber of Commerce; Art Waad, Oregon Coast Association, Manager; all of Tillamook; George F. Kennedy, City Recorder; Raymond G. Wood, City Attorney; Mrs. S. Kaufman, Dorchester House; Bill Elliott, President, Devils Lake Chamber of Commerce; all of Oceanlake; Mike Miller, Lincoln County Commissioner, Siletz; M. A. Christenson, Real Estate; L. E. Moore, Real Estate; both of Wecoma Beach; M. L. Walden, Vice President, Lincoln Bank, Taft; Berger Nielsen, Chamber of Commerce; Lester Raw, Mayor; Kenneth House, Pacific Power & Light; all of Seaside; Joe Flynn, Astoria Chamber of Commerce; and Vern Stratton, County Commissioner; both of Astoria. The members of the delegation were introduced by Mr. Ross who asked the Commission to consider this project with others when programming the next allotment of Forest Highway Funds so that construction can get started in 1955. He asked for a commitment of at least $500,000. Mr. Raw stated that the City of Seaside vigorously endorses the project. The Engineer pointed out that it will take several years to complete the project in its entirety and that it will be very difficult to make any one section available for public use until the whole project has been completed. Chairman Chandler advised that no State money is available and that construction of the project is dependent on getting Forest Highway funds. He pointed out that the project is estimated to cost about $2,500,000 and that it will take about 5 years to complete it; nonetheless, he added, the Commission will give the project very careful consideration when programming future Forest Highway funds. He indicated that a start might be made in the programming of funds at the January meeting of the Commission. (Applause.)

There appeared before the Commission a delegation from the City of Albany, which requested construction of full width paving on Queen Avenue, route of the Corvallis-Eastside Secondary Highway, in Albany. Present were Charles K. McCormack, Mayor; John Coy, Principal of Albany Union High #8; James K. Weatherford, Member of Union High School #8; Robert Groshong, Chairman of Union High School Board #8; Stephen Shelton, Regional Director, U.S. Bureau of Mines; William Wilkenson, Member of Union High School Board #8; and Donald J. Donahue, Managerof Albany Chamber of Commerce; all from the City of Albany. Mr. McCormack, who acted as spokesman, asked the Commission to construct a full width pavement on a section of Queen Avenue, about one mile in length, which passes in front of the Primary School, the High School, and the Bureau of Mines building, where traffic congestion is heavy. Mr. John Coy called attention to the fact that the existing street is narrow and is very congested during the morning hours and in the evening when the Bureau of Mines employees leave work and when school is out. The

Engineer remarked that a study has been made of the proposed improvement and it was found that to do what is requested will cost about $82,000. He also said that the existing pavement surface is inadequate and requires complete renovation. Mr. McCormack offered to contact some of the property owners to determine if they would be willing to assume part of the cost of the improvement. The Commission agreed to consider the project and thereupon instructed the Engineer to investigate it and report his findings.

Mr. Lynn F. Cronemiller, Assistant State Forester, came before the Commission and offered, in behalf of the State Board of Forestry, to convey to the Commission for park purposes a myrtlewood area on the Chetco River in Curry County, known as Loeb Park, situate about nine miles east of the Oregon Coast Highway. The State Board of Forestry, he stated, owns this myrtlewood area and has made some improvements on it, however, the project is difficult for the Board to handle. He offered to convey the property to the State Highway Commission without cost. Chairman Chandler recalled that similar offers in the past had been refused because the property is located too far from the highway and does not fit in with plans for future State park development. The Commission, he stated, feels that conditions have not changed so again refuses to take over the area although it appreciates the Board's generous offer.

A delegation representing the John Day Highway 19 Association came before the Commission to renew previous requests for improvements to the John Day Highway, (Oregon Route 19). The following people were present: James D. Burns, Gilliam County Judge, Condon; Frank Weatherford, Gilliam County Commissioner, Arlington; Charles Quinn, Gilliam County Commissioner, Mayville; R. W. Potter and E. R. Fatland, Condon; Jack Steiwer and G. V. VanHorn, Fossil Community Club; Lloyd Oglivie, Secretary, Highway 19 Association, John Day; William Smith, member of the John Day Chamber of Commerce; Fred Lemcke, Grant County Stock Association, John Day; and C. J. Born, Mayor of Prairie City. Mr. Born who headed the group introduced the several members and presented written requests from various organizations, as follows: Resolution from the John Day Chamber of Commerce requesting improvement of the John Day Highway; resolution from the Kiwanis Club of John Day making the same request; letter from the Morgan Truck Service, Inc., pointing out the advantages of the John Day Highway over other alternate routes, and a resolution adopted by the Grant County Court urging construction of an adequate highway to connect with the Columbia River Highway.

Judge Burns stated that the Gilliam County Court heartily endorses improvement of this highway, especially that section between Dayville and Condon. Mr. Fatland recalled that about 25 years ago he appeared before the Commission to urge improvement of this highway but it has not yet been accomplished. He pointed out that the absence of extreme vertical curvature makes the John Day Highway a better route to Portland from Central Oregon than US Highway 26 over the Ochoco Summit. There is no bus route, he stated between Arlington and Dayville, which makes it more difficult to hire teachers, to secure ministers and other people necessary to com-

munity life. He asked the Commission for a survey and to start improvement at an early date. County Commissioner Weatherford emphasized the value of improvements to the highway in shipping livestock and other products to market. County Commissioner Charles Quinn stated that all communities along the highway are in favor of its development. Jack Steiwer, representing the Fossil Community Club, stated that they are much in favor of a better highway. Mr. Lemcke, speaking in behalf of Grant County cattle raisers, called attention to the shrinkage in weight of cattle while being hauled to Portland. An improved highway, he stated, would provide cheaper freight rates and would reduce loss by shrinkage. He also pointed out that there is no railroad service in this part of the state. Many truckers, he said, prefer to haul products from John Day and vicinity over the John Day Highway even in its present condition rather than haul over Highway 26 because of the greater amount of vertical curvature on Highway 26.

Chairman Chandler commented that the Commission is familiar with the needs of the district served by this highway but is handicapped by lack of funds. The money derived from the sale of bonds, he said, is all obligated and indications are that increased federal participation which was expected, will not be nearly as large as had been hoped; however, the Commission is assembling a back log of up to date surveys on all highways so that projects can be contracted on short notice when funds are available to finance them. Commissioner Reynolds stated that he favors improvement of the route as requested by the delegation but the Commission has no funds at this time for construction. He moved that a location survey be made between Dayville and Condon. Commissioner McIver seconded the motion and Chairman Chandler declared it carried by the unanimous vote of the Commission. The Engineer thereupon was authorized to make such survey.

A delegation from the town of Siletz and vicinity, all members of the Siletz Highway Improvement Association, came before the Commission to urge additional improvements to the Siletz Secondary Highway. The following people composed the group: Mr. and Mrs. P. J. Muncey, Mr. and Mrs. Mike Miller, Mrs. Rachel Strome, Mr. and Mrs. Frank Strome, Mrs. Joe Stemkoski, Mrs. Oscar Crawford, Barbara Colvin, Charles Chandler, Mary Leonetti and Ernest Leonetti, all from the town of Siletz; and Mrs. Charles Parker and Mrs. Eddy Parker of South Beach. Mr. Miller also appeared as a member of the Lincoln County Court. Mrs. Strome who headed the delegation thanked the Commission for recent improvements made on a two-mile section of this highway between Siletz and Kernville, and urged completion of pavement construction between these two towns. A recent timber survey, she stated, reveals that there is approximately 100,000,000 board feet of timber to be hauled out over this highway. The unoiled road north of Siletz, she said, does not have sufficient rock surfacing and is in such poor condition that blade-grading the road does not do much good, so the road is left in very poor condition, entirely unfit for the traffic that uses it. Most of the people in the Siletz Valley, she stated, live near Siletz, and the improvement most needed is construction of the section of highway approximately nine miles long extending from Siletz north to Cedar Creek, which section, she said, should be hard surfaced. She presented a letter from the City of Siletz requesting such im-

provement and better maintenance of the highway north of Siletz; also, a resolution from Siletz Valley Grange No. 558, requesting a hard-surfaced road north of Siletz; and a letter from the Toledo Chamber of Commerce urging improvement of the highway in order to better the economic condition of the people in Siletz Valley. Chairman Chandler advised that construction in the Siletz area is expensive and that it probably will be several years before enough money is available to finance the requested construction. He also said that there appears to be a difference of opinion among the proponents of the project as to where further improvements should start--from the Siletz end and go north or from the Kernville end and go south. The Commission, he added, will have the Engineer to make an investigation to determine how much it will cost to improve the highway north of Siletz, and whether or not the alignment of the existing road is satisfactory. A decision in the matter will be reached when the report is rendered. The Engineer thereupon was instructed to make such investigation. Mrs. Strome presented letters from the City of Siletz, Siletz Valley Grange, and Toledo Chamber of Commerce, in support of their oral request.

A delegation from Milwaukie and Oregon City, including the Clackamas County Court, came before the Commission, and urged that something be done to eliminate a hazardous condition that exists at the intersection of Sixth Avenue (River Road) with McLoughlin Boulevard (US99E) just south of Milwaukie. Present were: Hon. Wallace R. Telford, Clackamas County Judge, Oregon City; Stan Skoko and Bob Jones, Clackamas County Commissioners, Oregon City; T. H. Fenton, Master, Grange No. 268, Milwaukie; W. R. Rohrer, Secretary, Grange No. 268, Milwaukie; and Dr. Curtis Miller and Judge Edna Thiessen, Legislative Committee, Grange No. 268, Milwaukie. Judge Telford who headed the delegation stated that action of some kind should be taken to safeguard traffic at this location. Mr. Fenton stated that Willamette View Manor, a dwelling structure of about 275 units for the aged, is now being built at a cost of $2,500,000 south of this location and that Milwaukie Grange #268 is erecting a Grange Hall nearby, both of which will create considerable cross traffic on the highway. He suggested in order to facilitate travel and to eliminate the dangers, installation of a traffic signal at the junction of Sixth Avenue with US99E and at the intersection of Seventh Avenue and 2nd Street; also that Sixth Avenue and Seventh Avenue be designated a one-way street couplet, Seventh Street to be used by traffic headed north and Sixth Avenue to be used by traffic headed south. People in this community, he stated, are opposed to a through lane for highway traffic northbound on the Pacific Highway East. Edna Thiessen, Judge of the Milwaukie Justice Court, and Dr. Miller mentioned that many accidents have occurred at this intersection and urged that corrective measures be taken. Mr. Skoko stated that as County Commissioner he favors the project, if it is deemed that a part of the proposed improvement is a County obligation then he will do all that he can to get the County to cooperate in the cost of the project. Judge Telford asked the Commission to conduct a survey to determine the best remedy. The Commission referred the matter to the Engineer for investigation and report.

A delegation from Klamath Falls headed by Hon. Paul O. Landry, Mayor and including Al Hatton, Chairman, Crosstown Traffic Committee;

Harry Boivin, Member, Crosstown Traffic Committee, State Senator-elect; James Barnes, City Councilman; and Lawrence Slater, City Councilman-elect came before the Commission concerning the proposed West Side By-Pass through the city of Klamath Falls. Mayor Landry acted as spokesman and introduced the members of the delegation. He presented a copy of a resolution passed by the Klamath Falls City Council accepting the plans for the proposed West Side By-Pass and offering to do everything in their power to consummate its completion. He asked the Commission to start construction at the south end (Link River Bridge) and proceed northerly if the entire project cannot be undertaken at one time. The Engineer pointed out that before any work can be done, it will be necessary to consummate an agreement with the City regarding the closure of certain streets and other matters; also, that formal approval of the location by the Commission, and the acquisition of necessary right of way, will carry no commitment by the Commission as to when construction will be started. Chairman Chandler stated that the Commission is willing to adopt the route recommended by the Engineer when the agreement has been signed by the City, and the City has taken appropriate action by resolution effecting the closure of certain city streets and changing certain street grades. When that is done, he added, the Commission will authorize negotiations for right of way as may be required, but the Commission does not have funds to finance early construction and is not in position now to say when construction will start. He gave as his understanding that the City and the County will acquire the right of way marked in green and yellow on the map which was exhibited by the Engineer.

The Chief Counsel brought up the matter of acquisition of land from a Mr. Perkins near Zigzag on the Mt. Hood Highway in Clackamas County. He explained that when the option was secured from Mr. Perkins, it was thought that no change in grade of the highway was involved, however, the grade was raised about 4½ feet and Mr. Perkins' remaining property was apparently damaged to that extent. The State's offer to raise the buildings to fit the new grade, he said, was refused by Mr. Perkins whose attorney filed an action to set aside the deed. Subsequently, the deed was set aside and Mr. Perkins then filed action for damages. He has now agreed to settle for the sum of $10,165.25, which amount is to allow him to raise and alter his buildings, the work to be performed by Mr. Perkins. The Chief Counsel recommended approval of the settlement and that a new deed be obtained. The Commission accepted the recommendation.

The Commission gave further consideration to the adoption of a survey for the revision of the East Unit of the Yamhill-Newberg State Secondary Highway No. 151, particularly the section between the City of Newberg and a place known as Carlton Junction, as recommended by the Engineer earlier in the session. The facts as presented at that time were reviewed, and as a result thereof, the Commission unanimously approved the location recommended by the Engineer by adoption of the attached resolution relative thereto, marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Right of Way Engineer was thereupon authorized to conduct negotiations to acquire necessary rights of way.

Chairman Chandler, speaking in behalf of the Commission, expressed appreciation to officers and employees of the Commission for the work they have performed and the accomplishments made during the year 1954. The Commission, he stated, is very proud of the work that has been done and extends to one and all a Merry Christmas and a Happy New Year.

There being no further business to come before the Commission at this time, the meeting adjourned at 11:45 a.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "K"

Minutes of

December 7 and 8, 1954

EXHIBIT "A"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

21364 Einhaus, Leo A. and Elizabeth (Johnson)
Slope easement and access restriction
Option expires May 17, 1955

0.03 ac. easement and restriction of access	$ 1.00	
Allowance for moving garage	350.00	
Total to be paid owners		$ 351.00
Cost of constructing frontage road. Estimate -		1550.00
GRAND TOTAL - chrg to Right of Way Estimate		$1901.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (cont)

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY (cont)

21364 Einhaus, Leo A. and Elizabeth (cont)

Construct frontage road; reconstruct driveway and parking area. Extend asphaltic concrete over present garage floor. Cover slope with soil material suitable for plantings. Access Sta. 500+00 and Sta. 502+61 * East side, private residential use only. * frontage road.

Access controlled -

22599 Ross, Charles G. and Winnifred Mae (Johnson)
Right of Way for Service Road
Option expires March 28, 1955

0.069 acre, lump sum $ 750.00

Amount to be paid owners - chrg to Right of Way $ 750.00

Access controlled -

MULTNOMAH COUNTY LINE-BEAVERTON SECTION - BEAVERTON - HILLSDALE HIGHWAY

21942 General Petroleum Corporation (Johnson)
Release of interest
Agreement signed Nov. 17, 1954

Release of interest and to move sign & floodlight, lump sum $ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

Access not controlled -

HILLSBORO-FOREST GROVE UNIT - BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY

22347 Stokes, Vera J. (Grant)
Right of Way
Option expires May 15, 1955

10,500 sq. ft. at $0.15 per sq. ft. $ 1,575.00

Amount to be paid to owner - chrg to Right of Way $ 1,575.00
Unrestricted access, Sta. 183+30, North side.

Access controlled -

EXHIBIT "A" (cont)

LITTLE CREEK-ESTACADA SECTION - WOODBURN-ESTACADA HIGHWAY

22379 Sanders, Howard C. and Josephine S. (Johnson)
Ohman, John and Nina R.
Right of Way
Option expires May 16, 1955

0.033 acre, lump sum	$ 20.00
Amount to be paid Howard and Josephine Sanders	$10.00
Amount to be paid John and Nina Ohman	$10.00
Total Amount to be paid owners - chrg to Right of Way	$20.00

Access not controlled -

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

22504 State Board of Control (Benson)
Right of Way

0.34 acres at $300 per acre	$ 102.00
Amount to be paid owner - chrg to Right of Way	$102.00

Access controlled - none allowed -

SALEM BYPASS-JEFFERSON JUNCTION SECTION- PACIFIC HIGHWAY EAST

22123 Bennett, Benjamin S. and Rosa Lee (Benner)
Right of Way
Option expires May 14, 1955

2 acres at $1000 per acre	$ 2,000.00
Service station	10,000.00
3-bdrm dwelling, attached garage	9,000.00
Amount to be paid to owners - chrg to Right of Way	$21,000.00

Entire taking -

EXHIBIT "A" (cont)

SALEM BYPASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY EAST (cont)

22122 Thompson, J. H. et al (Benner)
Right of Way
Option expires May 4, 1955

2 acres at $1000 per acre	$ 2,000.00
26 acres at $100 per acre	2,600.00
Buildings: (together with personal property therein, as per inventory)	
Cafe, 1092 sq. ft., $5/sq. ft.	5,460.00
Office building, 816 sq. ft., $10 / sq. ft.	8,160.00
Cold Storage bldg, 8'x10'	780.00
Motel cabin, 2596 sq. ft., $5.40 / sq. ft.	14,000.00
War surplus bldg. 500 sq. ft., $4 / sq. ft.	2,000.00

Amount to be paid to owners - chrg to Right of Way $ 35,000.00

State to take possession upon 30 days notice after passage of title.

Entire taking -

22116 Bell, Roy V. and Mary Jane (Benner)
Right of Way
Option expires March 9, 1955

0.04 acre, lump sum	$ 75.00
6¼ rods fence at $4 per rod	25.00

Amount to be paid to owners - chrg to Right of Way $ 100.00

Access controlled - none allowed -

22128 Hassenstab, B. A. et al (Benner)
Right of Way
Option expires May 18, 1955

0.18 acres, lump sum	$ 250.00
2 apple trees	50.00

Amount to be paid to owners - chrg to Right of Way $ 300.00

THINGS TO BE DONE BY THE STATE

Provide approach at Sta. 508+25, South side of Jefferson Road.

Access controlled - none allowed -

EXHIBIT "A" (cont)

SALEM BYPASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY EAST (cont)

22127 Tetzlaff, T. W. and Violet (Benner)
Right of Way
Option expires May 22, 1955

1.07 ac. land (including well, pump, septic tank)	$ 1,200.00
Dwelling, 960 sq. ft, $5 per sq. ft.	4,800.00
Amount to be paid owners - chrg to Right of Way	$ 6,000.00

State to take immediate possession upon acceptance of option; but Grantors to have 30 days' notice to vacate house.

Entire taking.-

LANCASTER DRIVE-STOUT CREEK UNIT - SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22359 Pietrok, Lawrence and Elizabeth C. (Gemmell)
Right of Way
Option expires May 25, 1955

2.82 acres crops at $200 - per acre	$ 560.00
1.59 acres pasture at $175+ per acre	280.00
3.23 acres stumps at $100 - per acre	320.00
+.23 acre channel change easement. Gratis	
Amount to be paid owners - chrg to Right of Way	$ 1,160.00

THINGS TO BE DONE BY THE STATE

Fence Northerly right of way line.

Access controlled - none allowed -

22361 McCall, Robert L. and Etoyl (Gemmell)
Right of Way
Option expires May 25, 1955

2.0 ac. at $750 per acre	$ 1,500.00
21.5 ac. at $200 per acre	4,300.00
House, 1323 sq. ft, $5/sq. ft. + garage, outbuildings	6,615.00
House, 574 sq. ft. at $2.50 per sq. ft.	1,435.00

EXHIBIT "A" (cont)

LANCASTER DRIVE-STOUT CREEK UNIT - SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (cont)

22361 McCall, Robert L. and Etoyl (cont)

Shed, 1188 sq. ft. at $1 per sq. ft.	$1,188.00
Barn, 2160 sq. ft. at $1.50 per sq. ft.	3,240.00
Well, 25 ft.	400.00
Lawn, walks, shrubs, grapes & berries	580.00
Private lane	770.00
Fencing allowance, 138 rods at $4 per rod	552.00

Amount to be paid owners - chrg to Right of Way $20,580.00

Grantor to vacate premises not later than September 1, 1955

Access controlled - none allowed -

SILETZ BAY-DEPOE BAY UNIT - SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

4051 Sijota, Emily and Josephine (Black)
Right of Way
Option expires May 15, 1955

4.6 acres at $500 per acre	$2300.00
1.0 acre at $200 per acre	200.00
95 rods fence, $4 per rod + $20 gate	400.00
Damage, lump sum	500.00
Allowance to build 3 bridges, $100 each	300.00

Amount to be paid to owners - chrg to Right of Way $ 3700.00

THINGS TO BE DONE BY THE STATE

Build 14 ft. wide easterly approach, graveled 8 inches deep. Grade not to exceed 15%, level for 30 ft. to connection with highway. Access at Sta. 79+50, both sides, private residential use and production and transportation to market of farm products.

Access controlled -

22451 Ross, Kina M. (Black)
Park Site
Option expires May 22, 1955

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT - SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY (cont)

22451 Ross, Kina M. (cont)

34.4 acres at $125 per acre $ 4,300.00

Amount to be paid owner - chrg to Park Site $ 4,300.00

Property being conveyed subject to a road easement given to Fred H. Taylor.

4069 Lindsey, Nina I. (Black)
Right of Way and Park
Option expires May 11, 1955

Right of Way, 4.93 acres at $2200/acre	$10,846.00
Park 4.93 acres at $2100/acre	10,353.00
Park 0.50 acre lump sum	1,301.00
And all of grantor's interest if any in adjoining tidelands	

Amount to be paid owner - $22,500.00

Option subject to rights, if any, of Roy Sawyer
Access 268+00, Westerly side, unrestricted. Approx. 258+00, Westerly side, private residential use, only.

Access controlled -

22251 Kirkpatrick, Blanche E., Jones, W. Frank (Black)
Right of Way
Option expires May 29, 1955

5.69 acres at $125 per acre	$	711.25
0.58 acre at $600 per acre		348.00
Timber		87.96
Damage		452.79

Amount to be paid Blanche E. Kirkpatrick $ 800.00

Amount to be paid W. Frank Jones 800.00

GRAND TOTAL - chrg to Right of Way $ 1600.00

Grantor retains right to remove material between Sta's 44+90 and 46+00. Excavation not to be lower than pavement.

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT - SILETZ BAY MINER CREEK SECTION - OREGON COAST HIGHWAY (cont)

22251 Kirkpatrick, Blanche E., Jones, W. Frank (cont)

Access at Sta. 59+30, Easterly, unrestricted, Sta. 62+00, Westerly, private residential use, transportation of farm products, operation of sand and gravel storage activity.

Access controlled -

PIONEER MOUNTAIN SUMMIT SECTION - CORVALLIS-NEWPORT HIGHWAY

22461 Cook, Ernest H. and Mabel J. (DeFrance)
Easement purposes

Easement for slopes or removal of slides $ 1.00

Access not controlled -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - PACIFIC HIGHWAY

22503 Amanda C. Patterson Estate (*SEE FOOTNOTE) (Chidsey & Norlin)
Gravel Pit and Right of Way
Option expires December 15, 1954

104 acres, lump sum, including house, barn, sheds $100,000.00
Subject to:
State Land Board rights, if any in tideand overflow lands.
Easements for City of Eugene water mains and transmission lines.
Easements for existing county roads.
Confirmation by Circuit Court for sale of said property.
Loren S. Christofferson lease which expires Jan. 1, 1955.

Taxes to be pro-rated over date of deed State's share of taxes. Estimate	750.00	$ 750.00
Amount to be paid to owners - chrg to Gravel Pit		100,000.00
GRAND TOTAL (Estimate) chrg to Gravel Pit		$ 100,750.00

Entire taking -

* The Commission approved purchase of the Patterson Estate property (File No. 22503) at the price mentioned above. The Commission also authorized purchase of whatever interest the State Land Board may have in the property for an amount of $5000.00 and the purchase of the private interests of other parties for $350.30, all being in conformity with the recommendations of the Right of Way Engineer and the State Highway Engineer.

EXHIBIT "A" (cont)

GOSHEN-DIVIDE SECTION - PACIFIC HIGHWAY

22072 Vaughn, B. and Estella SUPPLEMENTAL REPORT (Holt)
Dike and Haul Road Easement
Option expires April 30, 1955

1.57 acres, easement	$ 1.00

This option taken to correct 1.53 acre dike and haul road easement description on Aug. 6, 1954, $306 option approved by Highway Commission, August 9, 1954.

Access not controlled -

RICE HILL-CHENOWETH PARK SECTION - PACIFIC HIGHWAY

21197 Churchill, Leroy and Minnie A. (Holt)
Right of Way
Option expires May 19, 1955

1.1 acres at $1000 per acre	$ 1,100.00
5.0 acres at $300 per acre	1,500.00
1.0 acre at $200 per acre	200.00
4.0 acres at $100 per acre	400.00
House, 1260 sq. ft. at $5.40 per sq.ft.	6,800.00
192 rods fence at $4 per rod	768.00
Severance damage	2,000.00

Amount to be paid owners - chrg to Right of Way $12,768.00

Grantor to vacate premises by July 31, 1955 or within 6 months of date of acceptance, whichever date is later.
Grantor to fence Westerly R/W line from North property line to Sta. 1377+00, and Easterly R/W line, Sta's 1379+60 to 1383+00.
Grantor to remove calf shed by July 31, 1955.
Grantor may salvage his R/W fencing.

THINGS TO BE DONE BY THE STATE

Install 6 in. conduit at approx. Sta. 1372+00. Reconstruct Grantor's existing approach to frontage road, Sta. 1371+52 Westerly side. Pipe springs approx. opposite Sta's 1364+50 Easterly side and 1367+00 Westerly side, to Westerly R/W line. Protect drainage field Easterly of Sta. 1372+00. Grantor gives State 20 ft. easement to remove house. State use precaution to protect trees and shrubbery. Construct 18 in. ditch paralleling frontage road between Sta's 1371+00 and 1377+00. Construct road approach to frontage road approx.

EXHIBIT "A" (cont)

RICE HILL-CHENOWETH PARK SECTION - PACIFIC HIGHWAY (cont)

21197 Churchill, Leroy and Minnie A. (cont)

Sta. 1377+50 Westerly side if Grantors so desire. Remove house from Grantor's property by Oct. 31, 1955. Construct connection between frontage road Easterly side and old highway Northerly of Sta. 1378+00.

Access controlled -

KELLY CORNER-BOOTH RANCH SECTION - PACIFIC HIGHWAY

21293 Tuttle, Grant S. and Mildred (Stuntz)
Public Road ingress and egress
Deed recorded Nov. 23, 1954

0.2 acre, lump sum	$ 500.00
Amount to be paid to owners - chrg to Right of Way	$ 500.00

Access not controlled -

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

21034 Glampe, Richard D. and Mamie (Stuntz)
Right of Way
Option expires April 28, 1955

1.23 acres at $400 per acre	$ 492.00
3 apple trees at $15 per tree	45.00
4 plum trees at $20 per tree	80.00
Amount to be paid to owners - chrg to Right of Way	$ 617.00

Access controlled - none allowed -

21038 Hampton, Lillard and Nettie (Stuntz)
Right of Way
Option expires April 27, 1955

0.04 acre, lump sum	$ 25.00
Amount to be paid to owners - chrg to Right of Way	$ 25.00

Access controlled - none allowed -

EXHIBIT "A" (cont)

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY (cont)

21035 Morrow, Leonard H. (Stuntz)
Right of Way
Option expires April 27, 1955

0.22 acre at $500 per acre	$ 110.00
6 rods fence at $4 per rod	24.00

Amount to be paid to owner - chrg to Right of Way $ 134.00

THINGS TO BE DONE BY THE STATE

Build fence along right of way line.

Access controlled - none allowed -

21036 Wilson, Elvie Ray and Martha B. (Stuntz)
Right of Way
Option expires April 27, 1955

0.14 acre at $500 per acre	$ 70.00
2 fruit trees	30.00

Amount to be paid to owners - chrg to Right of Way $ 100.00

Access controlled - none allowed -

21037 Zifka, Lenice O. and Charles O. (Stuntz)
Right of Way
Option expires April 27, 1955

0.09 acre, lump sum	$ 50.00
small shed	50.00
1 pear tree	25.00

Amount to be paid to owners - chrg to Right of Way $ 125.00

Access controlled - none allowed -

21032 Schmoll, Henry et al (Stuntz)
Right of Way
Option expires May 7, 1955

EXHIBIT "A" (cont)

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY (cont)

21032 Schmoll, Henry et al (cont)

1.22 acres at $400+ per acre $ 500.00

Amount to be paid Henry and Susan Schmoll- chrg to Right of Way $ 500.00

Access controlled - none allowed -

GREGGS CREEK-WEDDERBURN SECTION - OREGON COAST HIGHWAY

22189 Lloyd Corporation, Ltd. (Chidsey)
Lease on gravel bar
20 yr. lease to expire Nov. 30, 1974

20.8 acres of gravel bar)
0.56 acre easement for roadway) $ 5000.00

Amount to be paid owner - chrg to Gravel Site $ 5000.00

22380 Lloyd Corporation, Ltd. (Chidsey)
Lease on gravel bar
20 yr. lease to expire Nov. 30, 1974

46.0 acres of river bar and meadow land $ 5333.00

Amount to be paid owner - chrg to Gravel Site $ 5333.00

OCHCCO DAM-MILL CREEK SECTION - OCHOCO HIGHWAY

22329 Lakin, R. W. and Frances C. (Gemmell)
Park Site
Option expires April 26, 1955

9.8 acres at $900- per acre $ 8,750.00

Amount to be paid to owners - chrg to Park Site $ 8,750.00

THINGS TO BE DONE BY THE STATE

Deed to grantors all of old right of way included in present right of way Southerly of Ochoco Highway, Sec. 5, Township 15 S., Range 17 E. Grantors relinquish all access between Ochoco

EXHIBIT "A" (cont)

OCHOCO DAM-MILL CREEK SECTION - OCHOCO HIGHWAY (cont)

22329 Lakin, R. W. and Frances C. (cont)

Hwy. and their property lying in Sec. 5, Township 15 S., Range 17 E. except approx. opposite Sta's 79+00, 87+00, 93+00, 100+00, 104+00, 109+00, 117+00.

Access controlled -

ROCKY CREEK-WOCUS MARSH UNIT - LAKE O'WOODS JUNCTION-WOCUS MARSH SECTION KLAMATH LAKE HIGHWAY

22458 Geary, Elizabeth G. et al (Cozad)
Slope Easement - Materials Lease - Roadway Easement

0.45 acres	Roadway Easement	$ 1.00
2.75 acres	Sale of Materials & Rel. of Damages	850.00
4.59 "	" " " "	
1.61 acres	Slope Easement	1.00

Amount to be paid owners - chrg to Borrow Pit $ 852.00

Access not controlled - Confirmation of phone approval by Mr. McIver, Nov. 22, 1954.

22459 Geary, E. A. et al (Cozad)
Ground Lease and Easement

2.5 acres Ground Lease and 1.32 Roadway easement $ 100.00

Amount to be paid owners - chrg to Stockpile Site $ 100.00

Access not controlled - Confirmation of phone approval by Mr. McIver, Nov. 22, 1954.

22457 Geary, Edward A. et al (Cozad)
Slope Easement

0.41 acres, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access not controlled - Confirmation of phone approval by Mr. McIver, Nov. 22, 1954.

EXHIBIT "A" (cont)

GREAT NORTHERN RAILWAY-MIDLAND OVERCROSSING - MIDLAND SECONDARY HIGHWAY

22331 S. S. Johnson Company (Cozad)
Right of Way
Option expires May 25, 1955

2.3 acres at $500 per acre	$ 1,150.00
118 rods fence at $3 per rod	350.00
Amount to be paid owner - chrg to Right of Way	$ 1,500.00

Access not controlled

BOARDMAN-STANFIELD SECTION - OLD OREGON TRAIL HIGHWAY

22416 Craver, Richard W. et al (Gemmell)
Right of Way
Option expires December 24, 1954

4.0 acres at $300 per acre	$ 1200.00
Amount to be paid to owners - chrg to Right of Way	$ 1200.00

Entire taking -

WESTON-WESTON MOUNTIAN SECTION - WESTON-ELGIN HIGHWAY

22374 Lieuallen, George C. and Jean V. (Brainerd)
Right of Way
Option expires May 7, 1955

1.88 acres at $350 per acre	$ 658.00
50 rods fence	150.00
Cultivation allowance	56.40
Damage	100.00
Amount to be paid to owners - chrg to Right of Way	$ 964.40

THINGS TO BE DONE BY THE STATE

Construct access 30 ft. wide at Station 54+50, South side.

Access not controlled -

EXHIBIT "A" (cont)

WESTON-WESTON MOUNTAIN SECTION - WESTON-ELGIN HIGHWAY(cont)

22377 Tucker, Ralph (Brainerd)
Right of Way
Option expires May 15, 1955

4.69 acres, $350 per acre	$ 1,641.50
Fencing allowance, 166 rods, $3 per rod	498.00
Cost of cultivation allowance	75.00

Amount to be paid to owner - chrg to Right of Way $ 2214.50

THINGS TO BE DONE BY THE STATE

Construct access 35 ft. wide at Sta. 137+00, North and South sides.

Access not controlled -

22378 Kirk, Clifton H. and Jean A. (Brainerd)
Right of Way
Option expires April 27, 1955

11.85 acres at $350 per acre	$ 4147.50
10.77 acres at $25 per acre	269.25
608 rods fence at $3 per rod	1824.00
Timber, 22.7 M at $12 per M	272.40

Amount to be paid to owners - chrg to Right of Way $ 6513.15

Grantor to re-establish fencing.

THINGS TO BE DONE BY THE STATE

Re-establish access points 162+00 North side and 181+00 South side.
Cattle pass to be re-established at Sta. 166+00.

Access not controlled -

22375 Miller, Evert S. and Agnes; Wm. H. Steen and Son (Brainerd)
Right of Way
Option expires April 23, 1955

10.16 acres at $350 per acre	$ 3556.00
349 rods barbed wire fence at $3 per rod	1047.00

EXHIBIT "A" (cont)

WESTON-WESTON MOUNTAIN SECTION - WESTON-ELGIN HIGHWAY (cont)

22375 Miller, Evert S. and Agnes; Wm. H. Steen and Son (cont)

Severance damage	2075.50	
Cultivation allowance to be paid lessee	355.60	
Total amount to be paid Grantor		$ 6678.50
Total amount to be paid Lessee: Wm. H. Steen and Son		355.60
GRAND TOTAL - chrg to Right of Way		$ 7034.10

THINGS TO BE DONE BY THE STATE

Construct 55 ft. wide access, Sta. 90+80 North and South sides.

Access not controlled -

HALFWAY SECTION - HALFWAY HIGHWAY

22313 N. C. Jones, Contractor Inc. (Gemmell)
Stockpile Site
Option expires May 4, 1955

1.02 acres exchanged for 1.0 acre

THINGS TO BE DONE BY THE STATE

Convey to the optionors above that parcel of land containing 1.0 acres, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required or useful for highway purposes, and that the value of the property to be acquired is not less than the value of the property to be conveyed.

CITY LIMITS-BARBUR BOULEVARD UNIT - HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

20026 Ben Gay Theaters (Johnson)
Right of Way
Option expires December 30, 1954

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BOULEVARD UNIT - HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (cont)

20026 Ben Gay Theaters (cont)

7.82 acres at $8000 per acre	$ 62,560.00
Surfaced driveways	13,250.00
Fence	2,500.00
Wood tower screen	5,000.00
338 speaker stands	1,690.00
Field wiring for speaker stands	4,000.00
Snack bar building with projection booth & rest rooms	22,500.00
Reader board	4,000.00
Electrical wiring, other than speakers	4,000.00
7 pieces of playground equipment	500.00

Amount to be paid owner - chrg to Right of Way $120,000.00

Rental agreement for 9 months at $610.00 per month.

Entire taking -

NORTH FORK NEHALEM RIVER-CLATSOP COUNTY LINE SECTION NECANICUM HIGHWAY

22563 Waterhouse, David T. and Gray, George S. (Benson)
Quarry Site
Option expires May 25, 1955

10.6 acres, lump sum $ 1,500.00

Amount to be paid owners - chrg to Quarry Site $ 1,500.00

Grantor may remove merchant ble timber from tract for next 6 years if removal does not interfere with State operations.

Entire taking -

RICE HILL-CHENOWETH PARK SECTION - PACIFIC HIGHWAY

17543 Stambuck, Andrew (Holt)
Right of Way
Option expires May 5, 1955

EXHIBIT "A" (cont)

RICE HILL-CHENOWETH PARK SECTION - PACIFIC HIGHWAY (cont)

17543 Stambuck, Andrew (cont)

4.5 acres at $200 per acre	$ 900.00
16.0 acres at $100 per acre	1600.00
106.0 acres at $27+ per acre	2875.00

Amount to be paid owner - chrg to Right of Way $ 5375.00

Grantor to have until June 1, 1955 to remove pile of rejects and shed.

THINGS TO BE DONE BY THE STATE

Construct overpass in vicinity of Sta. 1423+00. Construct approach to frontage road.

Access controlled - none allowed -

SALEM BYPASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY EAST

22129 Jacobsen, Harvey and Cornelia F. (Benner)
Right of Way
Option expires May 25, 1955

1.45 acres at $500 per acre	$ 725.00
6¼ rods fence at $4 per rod	25.00
Replacing direct access to hwy with entrance on frontage rd.	25.00

Amount to be paid owners - chrg to Right of Way $ 775.00

THINGS TO BE DONE BY THE STATE

Construct approach, Sta. 506+50, Westerly side of frontage road.

Access controlled - none allowed -

22130 Hochspeier, Carrie (Benner)
Right of Way
Option expires May 18, 1955

0.8 acre at $500 per acre	$ 400.00
6¼ rods fence at $4 per rod	25.00
Relinquishment of Stock Pass	25.00

EXHIBIT "A" (cont)

SALEM BYPASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY EAST (cont)

22130 Hochspeier, Carrie (cont)

Amount to be paid owner - chrg to Right of Way $ 450.00

THINGS TO BE DONE BY THE STATE

Construct road approach, Sta. 508+00, Westerly side of frontage road.
Stock pass at said station shall be abandoned.
Farm crossing, Sta. 511+20 to remain.

Access controlled -

LANCASTER DRIVE-STOUT CREEK UNIT - SALEM STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22363 Hamilton, J. B. and Orena E. (Gemmell)
Right of Way
Option expires May 30, 1955

2.24 acres at $200+ per acre	$ 450.00
Grass seeding	250.00
Fencing allowance, 25 rods at $4 per rod	100.00
Severance damage	1200.00

Amount to be paid owners - chrg to Right of Way $ 2000.00

Access controlled - none allowed -

HARBOR DRIVE-CITY LIMITS UNIT - HARBOR DRIVE-BARBUR BOULEVARD SECTION PORTLAND-SALEM EXPRESSWAY

21289 Sposito, Sam J. and Jessie A. (Smith)
Right of Way
Option expres December 2, 1954

4 lots fronting Macadam, 20000 sq. ft. at $0.40/sq. ft.	$ 8000.00	
4 lots fronting Hood, 20000 sq. ft. at $0.18525/sq. ft.	3705.00	
Improvements, no allowance		
State to assume 1954-55 taxes. Estimate	230.00	230.00

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS UNIT - HARBOR DRIVE-BARBUR BOULEVARD SECTION PORTLAND-SALEM EXPRESSWAY (cont)

22189 Sposito, Sam J. and Jessie A. (cont)

Amount to be paid owners - chrg to Right of Way $ 11,705.00

GRAND TOTAL - chrg to Right of Way. Estimate $ 11,935.00

This acquisition subject to mineral rights of Union Pacific Railroad Co.

Entire taking - Confirmation of phone approval by Mr. McIver, Dec. 1, 1954.

CLAY AND COLUMBIA STREET INTERCHANGE SECTION - PACIFIC HIGHWAY WEST

20666 California Bag & Metal Co., Oregon, Ltd. (Johnson)
Signal Oil Co., Lessee
Right of Way
Option expires February 16, 1955

20,000 sq. ft. at $3 per sq. ft.	$ 60,000.00	
Cost to cancel Signal Oil lease	24,025.00	
Amount to be paid California Bag & Metal Co., Oregon Ltd.		$ 60,000.00
Amount to be paid Signal Oil Co.		24,025.00
State to pay last half of 1954-55 taxes. Estimate.		400.00
GRAND TOTAL - chrg to Right of Way Estimate		$ 84,425.00

Access controlled - none allowed -

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY

22067 Thompson, Henry and Olga (Smith)
Quarry Site
Option expires May 22, 1955

EXHIBIT "A" (cont)

CLATSKANIE-DELENA SECTION - COLUMBIA RIVER HIGHWAY (cont)

22607 Thompson, Henry and Olga (cont)

1 acre homesite	$ 1,000.00	
6 acres meadow & creek frontage at $300/acre	1,800.00	
58 acres rock and 2nd growth timber, $75/acre	4,350.00	
Total area approximate		
Cabin, garage, fences, etc.	1,500.00	
14' roadway from property to highway	250.00	
Total to be paid Grantors -		$ 8,900.00
Allowance to cancel Pacific Power & Light contract. Maximum. Est.		457.84
GRAND TOTAL - chrg to Quarry Site. Estimate		$ 9,357.84

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22608 Renner, Eva V. (Smith)
Right of Way
Option expires May 21, 1955

5000 sq. ft. at $0.24/sq.ft.	$ 1,200.00	
House, 561.25 sq.ft. at $7.70/sq.ft.	3,551.62	
Allowance for 1954-55 taxes	36.20	
Amount to be paid owner - chrg to Right of Way		$ 4,787.82

Entire taking -

SALEM BYPASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY EAST

22113 McNally, J. and Fern (Benner)
Right of Way
Option expires May 31, 1955

0.66 ac. (including encroachment on yard & pond) $1000/acre	$ 660.00

EXHIBIT "A" (cont)

SALEM BYPASS JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY EAST (cont)

22113 McNally, J. and Fern (cont)

Amount to be paid owners - chrg to Right of Way $ 660.00

Highway construction will not permanently affect quantity of water flow from Miller Creek or boundaries of lake formed by Miller Creek.

THINGS TO BE DONE BY THE STATE

Re-establish and construct entrance at Sta. 443+00, Easterly side of outer highway.

Access controlled - none allowed -

DEPOE BAY-MINER CREEK UNIT - SILETZ BAY-MINER CREEK SECTION OREGON COAST HIGHWAY

22213 Oregon Pulp & Paper Co. (Benner)
Right of Way
Option expires May 28, 1955

1.69 acres, lump sum	$ 100.00
Timber, 50,500 BF at $8 per M	404.00

Amount to be paid owner - chrg to Right of Way $ 504.00

Access not controlled -

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY

22405 Reilly, Etsel Earl and Osee M. (Grant)
Easement for Channel Change
Option expires May 15, 1955

Easement for channel change only $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

Access not controlled -

EXHIBIT "A" (cont)

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY (cont)

22406 Jacobson, Norman O. and Caroline (Grant)
Right of Way
Option expires May 15, 1955

0.02 acre, lump sum $ 85.00

Amount to be paid owners - chrg to Right of Way $ 85.00

Access not controlled -

22407 Davidson, Chris J. and Emma (Grant)
Right of Way
Option expires May 17, 1955

0.03 acre, lump sum $ 110.00

Amount to be paid owners - chrg to Right of Way $ 110.00

Access not controlled -

22390 Rogers, Kenneth and Murl (Grant)
Right of Way
Option expires May 23, 1955

0.18 acre, lump sum $ 55.00
43 rods fence at $3.95+ per rod 170.00

Amount to be paid owners - chrg to Right of Way $ 225.00

Access not controlled -

22396 Burda, Frank (Grant)
Right of Way
Option expires May 29, 1955

0.02 acre, lump sum $ 40.00

Amount to be paid owner - chrg to Right of Way $ 40.00

Access not controlled -

EXHIBIT "A" (cont)

SALEM BYPASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST

22109 Eoff, Asel C. and Mary Jane (Benner)
Right of Way
Option expires June 1, 1955

2 acres at $1000 per acre	$ 2,000.00
5.11 acres at $350 per acre	1,788.50
24 rods fence in rock, $8 per rod	192.00
118 rods fence at $4 per rod	472.00
Timber	1,251.60
Allowance for construction of settling basin	1,500.00
Encroachment damage	500.00

Amount to be paid owners - chrg to Right of Way $ 7,704.10

Grantors reserve permanent easement of access to use waters of Miller Creek.
Grantors waive all claims for damage by silting or pollution of Miller Creek due to the construction of channel change.

THINGS TO BE DONE BY THE STATE

State to fence right of way
No access allowed to main highway -

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY

22412 Newby, Gerald R. and Carol Nadine (Grant)
Right of Way
Option expires May 11, 1955

0.03 acre, lump sum	$ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access not controlled -

22413 Hill, James E. and Nina (Grant)
Right of Way
Option expires May 11, 1955

2.23 acres at $400 per acre	$ 892.00
147 rods fence, lump sum	300.00
damage	608.00

Amount to be paid owners - chrg to Right of Way $ 1,800.00

Access not controlled -

EXHIBIT "A" (cont)

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY (cont)

22392 Stahlnecker, Orin L. et al (Grant)
Right of Way
Option expires June 1, 1955

0.08 acre, lump sum	$ 50.00
23 rods fence at $5.65-per rod	130.00
Amount to be paid owners - chrg to Right of Way	$ 180.00

Access not controlled -

22394 Rogers, Orba M. and Anna (Grant)
Right of Way
Option expires June 1, 1955

0.08 acre, including damage	$ 360.00
Fencing	40.00
Amount to be paid owners - chrg to Right of Way	$ 400.00

Access not controlled -

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY

22497 Blazer, Anna E. (Holt)
Right of Way
Option expires May 29, 1955

1.14 acres at $300 per acre	$ 342.00
60 rods fence at $4 per rod	240.00
Amount to be paid owner - chrg to Right of Way	$ 582.00

Access not controlled -

22495 Hendengren, Oscar B. and Helga C. M. (Holt)
Right of Way
Option expires May 28, 1955

.25 acre at $500 per acre	$ 125.00
.70 acre at $200 per acre	140.00
Allowance to move barn	250.00
86 rods fence at $4 per rod	344.00

EXHIBIT "A" (cont)

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY (cont)

22495 Hendengren, Oscar B. and Helga C. M. (cont)

Amount to be paid owners - chrg to Right of Way $ 859.00

Grantor to remove barn within 30 days.

THINGS TO BE DONE BY THE STATE

Reconstruct approaches at Sta's 1475+25 and 1476+87.

Access not controlled -

22500 Hooker, Jessie J. and Clara Bessie (Holt)
Right of Way
Option expires May 28, 1955

.17 acre at $200 per acre	$ 34.00
.50 acre at $100 per acre	50.00
91 rods fence at $4 per rod	364.00

Amount to be paid owner - chrg to Right of Way $ 448.00

Access not controlled -

22488 Crow Applegate School Dist. #66 (Reeder)
Right of Way
June 1, 1955

8712 sq. ft., approx. $0.03 per sq. ft., inc. damages	$ 250.00

Amount to be paid owner - chrg to Right of Way $ 250.00

This option is subject to the approval of voters of School Dist. #66.

THINGS TO BE DONE BY THE STATE

Reconstruct approaches: Station 1350+12, Easterly side; Station 1354+10, Northeasterly side; Station 1356+20, Southwesterly side; Station 1358+60, Southwesterly side. Reserve easement for 2" water pipe line across highway, Sta. 1355+85 and install 12" sleeve through roadbed, approx. Sta. 1355+85.

Access not controlled -

EXHIBIT "A" (cont)

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY (cont)

22489 Becker, Stephen W. and Lottie L. (Reeder)
Right of Way
Option expires May 28, 1955

0.91 acre at $200 per acre	$ 182.00
78 rods fence at $4 per rod;	352.00
2 gates at $20 per gate	
Amount to be paid owners - chrg to Right of Way	$ 534.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing road approaches, Sta. 1383+10 and Sta. 1387+60, Northeasterly side.

Access not controlled -

22490 Sturtevant, Alden L. and Beatrice (Reeder)
Right of Way
Option expires May 28, 1955

0.54 acres at $300 per acre	$ 162.00
55 rods fence at $4/rod; gate, $20	240.00
Amount to be paid owners - chrg to Right of Way	$ 402.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach, 16 ft. wide, Sta. 1383+70, Southwesterly side.

Access not controlled -

22491 Smith, A. A. and Edna May (Reeder)
Right of Way
Option expires May 29, 1955

0.10 cultivated at $300/acre)	
2.33 acres, including bldg. site at $150/acre)	$ 379.50
37 rods fence $4/rod; 2 gates at $20 per gate	188.00
41,000 ft. timber at $18 per thousand	738.00

EXHIBIT "A" (cont)

CROW-GILLESPIE CORNER - TERRITORIAL HIGHWAY (cont)

22491 Smith, A. A. and Edna May (cont)

Amount to be paid owners - chrg to Right of Way $ 1,305.50

THINGS TO BE DONE BY THE STATE

Reconstruct road approaches, Sta's 1400+20 and 1403+00, East side. Also construct approach Sta. 1403+00 Westerly side.

Access not controlled -

THE DALLES-SEUFERT SECTION - COLUMBIA RIVER HIGHWAY

17107 Seufert, Edward and Ellen SUPPLEMENTAL REPORT (Gemmell)
Right of Way
Option expires June 1, 1955

8.2 acres + 1250 sq. ft. slope easement in exchange for State constructing 24' frontage road before May 1, 1955, approximately $\frac{1}{2}$ mile long, est. $14,400. Grantor to surface and maintain until paved by Highway. Thereafter State to maintain.

(Supersedes and cancels previous approval of Sept. 23, 1954, 5.8 acres)

Access controlled - none allowed -

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY

22644 Condon, Opal D.; McCulloch, Charley and Grace (Holt)
Right of Way
Option expires June 5, 1955

1.67 acres at $200 per acre	$ 334.00	
56 rods fence at $4 per rod	224.00	
Amount to be paid owners - chrg to Right of Way		$ 558.00

Access not controlled -

EXHIBIT "A" (cont)

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY (cont)

22496 McCulloch, Charley T. and Grace V. (Holt)
Right of Way
Option expires June 5, 1955

.73 acre at $300 per acre	$ 219.00
109 rods fence at $4 per rod	436.00
Amount to be paid owners - chrg to Right of Way	$ 655.00

Access not controlled -

22498 Blazer, Paul W. and Helen S. (Holt)
Right of Way
Option expires June 5, 1955

1.80 acres at $300 per acre	$ 540.00
1.50 acres at $100 per acre	150.00
329 rods fence at $4 per rod	1316.00
Amount to be paid owners - chrg to Right of Way	$ 2006.00

Access not controlled -

HARBOR DRIVE-CITY LIMITS - HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22543 Richardson, W. Vassar and Mabel Morse (Grant)
Right of Way
Option expires June 5, 1955

5000 sq. ft. at $0.24 per sq. ft.	$ 1,200.00
House, 1557 sq. ft. at $2.95+ per sq. ft.	4,600.00
Lawn, trees and shrubs	150.00
Amount to be paid owners - chrg to Right of Way	$ 5,950.00

Tenants to remain until February 1, 1955. Rentals shall accrue to the Grantor.

Entire taking -

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY

22400 Waide, Perry N. and Leona L. (Grant)
Right of Way
Option expires June 5, 1955

EXHIBIT "A" (cont)

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY

22400 Waide, Perry N. and Leona L. (cont)

0.03 acre, lump sum	$ 50.00
Amount to be paid owners - chrg to Right of Way	$ 50.00

Access not controlled -

22401 Haveman, Eldon E. and Jewel (Grant)
Right of Way
Option expires June 5, 1955

0.12 acre, lump sum	$ 30.00
Fencing	190.00
Amount to be paid owners - chrg to Right of Way	$ 220.00

State to move culvert from approx. Sta. 353+00 to Sta. 349+00.

Access not controlled -

MYRTLE CREEK-UMPQUA BEND SECTION- PACIFIC HIGHWAY

21033 Arzner, Fred and Clem (Stuntz)
Right of Way
Option expires June 6, 1955

7.05 acres at $400 per acre	$ 2820.00
well and shelter	380.00
Damage	300.00
Amount to be paid owners - chrg to Right of Way	$ 3500.00

Access controlled - none allowed -

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY

22492 Holland, Thomas N. and Ida B. (Reeder)
Right of Way
Option expires June 6, 1955

EXHIBIT "A" (cont)

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY (cont)

22492 Holland, Thomas N. and Ida B. (cont)

7.0 acres at $300/acre	$ 2,100.00
0.24 acre orchard and barnyard at $400/acre	96.00
Fencing allowance, 180 rods at $4 per rod, 2 gates, $40	760.00
Allowance for standing timber, lump sum	90.00
Severance damage	750.00

Amount to be paid owners - chrg to Right of Way $ 3,796.00

THINGS TO BE DONE BY THE STATE

Construct approaches, Sta's. 1413+00 and 1423+00. Construct road connection Sta. 1413+50. Install 84" C. M. P-54 ft. in length for cattle underpass, Sta. 1417+80.

Access not controlled -

EXHIBIT "B"

Minutes of December 7 and 8, 1954

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3876, with White Brothers Company for grading on the Deady-Winchester Unit, Deady-Shady Section of the Pacific Highway in Douglas County, completed August 14, 1954.

"Contract No. 3879, with Parker-Johnson Co. for constructing bridges, grading and paving on the 122nd Avenue-Arata Road Section of the T. H. Banfield Expressway in Multnomah County, completed October 19, 1954.

"Contract No. 3904, with Tom Lillebo for constructing three structures on the Deady-Winchester Unit, Deady-Shady Section of the Pacific Highway in Douglas County, completed September 21, 1954.

"Contract No. 3970, with Peter Kiewit Sons' Company for constructing the Rinehart Creek Bridge on the Oregon Coast Highway in Curry County, completed August 30, 1954.

"Contract No. 4006, with R. H. Jones for construction of an addition to the Meacham Maintenance Building in Umatilla County, completed October 31, 1954.

"Contract No. 4051, with Johnston & Bryant for constructing four reinforced concrete bridges on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, completed October 9, 1954.

"Contract No. 4060, with Barney B. Helser for grading and oil mat surfacing on the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco Road in Sherman County, completed May 15, 1954.

"Contract No. 4066, with Young & Smith Construction Company for reconstruction of the Halsey Street Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed October 29, 1954.

"Contract No. 4067, with Warren Northwest, Inc. for grade widening and paving on the Brothers-Hampton Section of the Central Oregon Highway in Deschutes County, completed October 22, 1954.

"Contract No. 4071, with C. J. Eldon for constructing the North Santiam Highway Overcrossing and Mill Creek Bridge on the North Santiam Highway in Marion County, completed October 29, 1954.

EXHIBIT "B" (cont)

"Contract No. 4083, with Acme Construction Company for paving on the Treharne-Washington County Line Section of the Nehalem Highway in Columbia County, completed September 1, 1954.

"Contract No. 4084, with Bessonette and Graff for constructing two grade separation structures on the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County, completed October 31, 1954.

"Contract No. 4087, with Rogers Construction Company for pavement widening on the Hamilton St. -Vermont St. (Portland) Section of the Pacific Highway West in Multnomah County, completed August 19, 1954.

"Contract No. 4091, with R. H. Jones for constructing three structures on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, completed November 30, 1954.

"Contract No. 4096, with Rogers Construction Company for furnishing crushed materials in stockpiles on the Hermiston Section on four State highways in Umatilla County, completed October 20, 1954.

"Contract No. 4100, with P. S. Lord Mechanical Contractors and Columbia Empire Constructors, Inc., for building four structures on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, completed November 30, 1954.

"Contract No. 4105, with Arthur Simonsen for furnishing crushed materials in stockpiles on the Meacham Section of the Old Oregon Trail Highway in Umatilla and Union Counties, completed October 19, 1954.

"Contract No. 4110, with E. H. Itschner Company for furnishing crushed materials in stockpiles on the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County, completed August 18, 1954.

"Contract No. 4117, with Babler Brothers, Inc. for constructing the Chemawa Overcrossing on the Portland-Salem Expressway in Marion County, completed November 5, 1954.

"Contract No. 4143, with Cascade Construction Company for paving on the N. W. Vaughn St. -W. Burnside St. (Portland) Section of the Columbia River Highway in Multnomah County, completed September 2, 1954.

"Contract No. 4155, with Warren Northwest, Inc. for paving on the Nyssa (First Street) City Street Section in Malhuer County, completed October 18, 1954.

EXHIBIT "B" (cont)

"Contract No. 4165, with Roseburg Paving Company for paving on the Myrtle Creek (First St.) City Street Section in Douglas County, completed September 22, 1954.

"Contract No. 4166, with M. C. Lininger & Sons for slide correction and furnishing crushed materials in stockpiles on the Siskiyou Section of the Pacific Highway in Jackson County, completed November 8, 1954.

"Contract No. 4167, with Trowbridge & Flynn Electric Company for installation of traffic signals in the city of Ashland on the Pacific Highway in Jackson County, completed September 17, 1954.

"Contract No. 4168, with Hamilton & Thoms for grading, paving and constructing the Crabtree Creek Bridge on the Albany-Lyons Highway in Linn County, completed November 2, 1954.

"Contract No. 4176, with Roseburg Paving Company for grading and paving on the Glendale (Sether Avenue) City Street Section in Douglas County, completed October 15, 1954.

"Contract No. 4189, with Roseburg Paving Company for paving on the Riddle (Front St.) City Street Section in Douglas County, completed September 22, 1954.

"Contract No. 4192, with K. F. Jacobsen & Company, Inc. for grading and paving Ochoco Avenue and O. L. C. C. Frontage Road Section of the Pacific Highway East in Clackamas County, completed October 29, 1954.

"Contract No. 4216, with Hamilton & Thoms for constructing channel change bridges on the Springfield-Creswell Highway in Lane County, completed November 30, 1954.

"Contract No. 4221, with Bechtel Brothers for constructing the Ladd Canyon Sand Storage Shed in Union County, completed October 29, 1954.

"Contract No. 4245, with Lee Buildt Homes for constructing a latrine in the Hendricks Bridge State Park in Lane County, completed November 17, 1954.

"Contract No. 4247, with John Helstrom for constructing latrines in the Big Creek State Park in Lincoln County, completed November 12, 1954.

"Contract No. 4255, with Trowbridge Electric Company for installation of the Eugene Traffic Signals on the Pacific Highway in Lane County, completed November 21, 1954.

"Contract No. 4260, with Mann Construction Company for constructing the Burns Maintenance Building in Harney County, completed November 9, 1954.

EXHIBIT "B" (cont)

"Contract No. 4265, with C. A. Lantz for constructing an addition to Santiam Junction Trailer Shelter in Linn County, completed November 19, 1954."

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 38 shall be entered in the minutes and records of the Commission as of the 7th day of December, 1954.

EXHIBIT "C-1"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the John Day Highway, State Highway No. 5, known as the Mt. Vernon-John Day Section in Grant County, the westerly terminus of which is at Highway Engineer's Station 17+00 on the reconstructed highway and the easterly terminus of which is at Highway Engineer's Station 430+03.17 on the reconstructed highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Grant County and the Highway Commission entered into an agreement under date of June 26, 1953, relating to the disposition to be made of the eliminated portions or units; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel the Commission would notify the County of same by letter and that, effective upon the date of said letter, the eliminated portions or units, therein and herein referred to as Units "A", "B", and "C", would be abandoned as part of the said highway and would be maintained thereafter by Grant County as county roads under the jurisdiction and control of said county; and

WHEREAS, Grant County was duly notified by letter dated November 22, 1954, that the said section had been completed and opened to public travel and that as of November 22, 1954, jurisdiction and control over Units "A", "B", and "C" became vested in Grant County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the John Day Highway, State Highway No. 5, located in Grant County and known as the Mt. Vernon-John Day Section, the westerly terminus of which is at Highway Engineer's Station 17+00 on the reconstructed highway and the easterly terminus of which is at Highway Engineer's Station 430+03.17 on the reconstructed highway, was completed on September 16, 1954.

EXHIBIT "C-1" (cont)

2. That the portions or units of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way and which are identified herein as Units "A", "B" and "C" are shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The locations of Units "A", "B" and "C" are more particularly described as follows: *

Unit "A"

Beginning at State Highway Engineer's Station 7+30 of the former route of the John Day Highway in the northeast quarter of the northeast quarter ($NE\frac{1}{4}$ $NE\frac{1}{4}$) of Section 27, Township 13 South, Range 30 East, W.M.; thence southerly and easterly via the former route of the John Day Highway to State Highway Engineer's Station 104+00 of the relocated John Day Highway in the southwest quarter of the Northwest quarter ($SW\frac{1}{4}NW\frac{1}{4}$) of Section 26, Township 13 South, Range 30 East, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 125+00 of the relocated John Day Highway in the southwest quarter of the northeast quarter ($SW\frac{1}{4}NE\frac{1}{4}$) of Section 26, Township 13 South, Range 30 East, W.M.; thence easterly via the former route of the John Day Highway to State Highway Engineer's Station 155+50 of the relocated John Day Highway in the southwest quarter of the northwest quarter ($SW\frac{1}{4}NW\frac{1}{4}$) of Section 25, Township 13 South, Range 30 East, W.M.

Unit "C"

Beginning at State Highway Engineer's Station 346+00 of the relocated John Day Highway in the southwest quarter of the southeast quarter ($SW\frac{1}{4}SE\frac{1}{4}$) of Section 21, Township 13 South, Range 31 East, W.M.; thence easterly via the former route of the John Day Highway to State Highway Engineer's Station 385+00 of the relocated John Day Highway in the southeast quarter of the southwest quarter ($SE\frac{1}{4}SW\frac{1}{4}$) of Section 22, Township 13 South, Range 31 East, W.M.

3. That, pursuant to the aforesaid agreement, Units "A", "B" and "C" were duly abandoned as part of the John Day Highway, State Highway No. 5, on November 22, 1954, the date of said letter to Grant County, and that all right, title and interest which the State had in the right of way of Units "A", "B" and "C" passed to and vested in the said County as of that date.

4. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway

EXHIBIT "C-1" (cont)

and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

5. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

6. That this resolution shall be entered in the minutes and records of the Commission on this 7 day of December, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Grant County.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 277, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-2"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Medford-Provolt Highway, known as the Jacksonville Grade Unit of the Provolt-Jacksonville Section in Jackson County, the southerly terminus of which is at Highway Engineer's Station 257+00 on the reconstructed highway and the northerly terminus of which is at Highway Engineer's Station 322+00 on the reconstructed highway; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated portions or units are no longer needed for state highway purposes; and

WHEREAS, Jackson County and the Highway Commission have heretofore entered into an agreement under date of April 9, 1953, relating to the disposition to be made of the said eliminated portions or units; and

WHEREAS, pursuant to said agreement, it was agreed that when the construction of said relocated section of the Medford-Provolt Highway was completed and the section opened to public travel the State would notify the County of same by letter, and that effective upon the date of said letter jurisdiction and control over one of the said eliminated portions or units would vest in Jackson County; and

WHEREAS, the Highway Commission, by and through its authorized officers and agents, formally notified Jackson County by letter dated November 12, 1954, that the said section has been completed and opened to public travel and that as of that date jurisdiction and control over one of the said eliminated portions or units of the right of way of the said highway as formerly located became vested in Jackson County; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Medford-Provolt State Secondary Highway No. 272 located in Jackson County and known as the Jacksonville Grade Unit of the Provolt-Jacksonville Section, the southerly terminus of which is at Highway Engineer's Station 257+00 of the reconstructed highway and the northerly terminus of which is at Highway Engineer's Station 322+00 of the reconstructed highway, was completed on October 28, 1954, and the said County was formally notified of the completion thereof by letter dated November 12, 1954. Pursuant to the aforementioned agreement

EXHIBIT "C-2" (cont)

between the Commission and said County, entered into on April 9, 1953, the said County became vested with complete jurisdiction and control over the portion or unit herein defined and described as Unit "C" upon the date ofthe said letter, and pursuant to the said agreement Unit "C" was eliminated and removed as a part of the route of the Medford-Provolt Highway upon the date of the said letter.

2. That the portion or unit of the old right of way which by reason of the relocation of said highway is no longer within the boundaries of the new right of way and which for the purpose of this resolution is identified as Unit "C" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "C" is more particularly described as follows: *

UNIT "C"

Beginning at State Highway Engineer's Station 309+50 of the relocated Medford-Provolt Highway in the southwest quarter of the southwest quarter of Section 31, T. 37 S., R. 2 W., W.M.; thence northerly via the former route to the Medford-Provolt Highway to State Highway Engineer's Station 318+60 in the southwest quarter of the southwest quarter of Section 31, T. 37 S., R. 2 W., W.M.

3. That from the date of the aforementioned letter and thereafter Unit "C" shall be maintained by the said County as a county road for the benefit and service of persons living thereon and communities served thereby. The Commission confirms the disposition heretofore made of Unit "C" in the said letter and declares that Unit "C" has been abandoned pursuant to said agreement on the date of said letter and that all right, title and interest which the State had in said right of way passed to and vested in the said County as of the date of said letter.

4. That the portions or units of the old right of way which by reason of the relocation of said highway are no longer within the boundaries of the new right of way and which for the purpose of this resolution are identified as Units "A" and "B" are shown colored in brown on the attached Exhibit "A". The locations of Units "A" and "B" are more particularly described as follows: *

UNIT "A"

Beginning at State Highway Engineer's Station 265+50 of the relocated Medford-Provolt Highway in the northeast quarter of the southeast quarter of Section 1, T. 38 S., R. 3 W., W.M.; thence northerly via the former route of the Medford-Provolt Highway to the range line between T. 38 S., R. 3 W., W.M., and T. 38 S., R. 2 W., W.M.

EXHIBIT "C-2" (cont)

UNIT "B"

Beginning on the township line between T. 37 S., R. 2 W., W.M., and T. 38 S., R. 2 W., W.M.; thence northerly via the former route of the Medford-Provolt Highway to State Highway Engineer's Station 309+50 in the southwest quarter of the southwest quarter of Section 31, T. 37 S., R. 2 W., W.M.

5. That said Unit "A" and Unit "B" shall be and hereby are abandoned as part of said highway, and hereafter all right, title, and interest which the State has in said right of way shall be permitted to revert to the owners of the abutting land.

6. The area shown colored in green on the attached Exhibit "A" includes right of way acquired for the relocated section of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and other highway purposes and uses. Therefore the commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.*

7. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with monuments, and such boundary monuments shall thereafter be maintained in place.

8. That this resolution shall be entered in the minutes and records of the Commission on this 7th day of December, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Jackson County.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 272, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-3"

Minutes of December 7 and 8, 1954

R E S O L U T I O N

WHEREAS, the section of the Central Oregon Highway, State Primary Highway No. 7, located in Malheur County and known as the Vale-Cairo Junction Section, the westerly terminus of which is at Highway Engineer's Station 864+04. 22 on the relocated highway and the easterly terminus of which is at Highway Engineer's Station 615+01 on the relocated highway is now open for public travel;

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and

WHEREAS, Malheur County and the Highway Commission entered into an agreement under date of February 25, 1954, relating to the disposition to be made of the eliminated portion or unit; and

WHEREAS, the said agreement provided that after the said relocated section was opened to public travel the Commission would notify the County of same by letter and that, effective upon the date of said letter, the eliminated portion or unit, therein and herein referred to as Unit "A", would be abandoned as part of the said highway and would be maintained thereafter by Malheur County as a county road under the jurisdiction and control of said county; and

WHEREAS, Malheur County was duly notified by letter dated November 22, 1954, that the said section had been completed and opened to public travel and that as of November 22, 1954, jurisdiction and control over Unit "A" became vested in Malheur County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The Location of Unit "A" is more particularly described as follows:*

EXHIBIT "C-3" (cont)

Unit "A"

Beginning at State Highway Engineer's Station 271+50 of the relocated Central Oregon Highway in the northwest quarter of the northeast quarter (NW 1/4 - NE 1/4) of Section 30, Township 18 South, Range 46 East, W. M.; thence easterly via the former route of the Central Oregon Highway to State Highway Engineer's Station 311+60 of the former route of the Central Oregon Highway in the northeast quarter of the northwest quarter (NE 1/4 - NW 1/4) of Section 29, Township 18 South, Range 46 East, W. M.

2. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of the Central Oregon Highway, State Primary Highway No. 7, and the jurisdiction and control over said unit is hereby transferred to Malheur County, effective as of November 22, 1954, the date of said letter to Malheur County, and that all right, title and interest which the State has in the right of way of Unit "A" hereby passes to and vests in the said County and shall hereafter be maintained by said County as a county road, so long as it is needed or valuable for public use.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title or other such interest as the State may have to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

4. That this resolution shall be entered in the minutes and records of the Commission on this 7 day of December, 1954, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Malheur County.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 287, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of December 7 and 8, 1954

R E S O L U T I O N

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Funds accruing during second half of 1953 and allocated in first half of 1954:

Eastside	$3,129.31	Shaniko	$ 214.48

Funds accruing during first half of 1954 and allocated in second half of 1954:

Adams	438.51	Island City.....	392.95
Aurora.....	689.09	Long Creek.....	820.07
Canyon City	1,446.52	Manzanita	965.30
Cornelius	2,841.79	Maupin	888.41
Creswell	1,885.03	Metolius	447.05
Detroit.....	780.21	Powers	2,548.50
Dundee	877.02	Rogue River....	1,680.01
Eastside	2,534.26	Siletz	1,623.06
Granite	113.90	Sisters	2,058.73
Ione	948.21	Troutdale	1,463.61

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive

EXHIBIT "D" (cont)

and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 7th day of December, 1954.

EXHIBIT "E-1"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and moreparticularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY (Tillamook County)

Highway number 9 Route number US 101

Location of Termini			Established Speed
M.P. 33.70 (0.19 mile north of Simmons Creek)	to M.P.	85.00 (0.21 mile north of the Pleasant Valley Store)	50 M.P.H.
M.P. 85.00 (0.21 mile north of the Pleasant Valley Store)	to M.P.	85.26 (250 feet south of the Pleasant Valley Store)	40 M.P.H.

EXHIBIT "E-1" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 175 be entered in the minutes and records of the Commission as of the 7th day of December, 1954.

EXHIBIT "E-2"

Minutes of December 7, and 8, 1954

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditons found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY (Lane County)

Highway number 1 Route number US 99

Location of Termini		Established Speed
M. P. 118.83 (0.15 mile north of Prairie Road)	to M. P. 120.22 (0.19 mile south of the Bonneville Substation)	50 M. P. H.
M. P. 120.22 (0.19 mile south of the Bonneville Substation)	to M. P. 122.25 (north city limits of Eugene)	40 M. P. H.

EXHIBIT "E-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to the highway section described herein which is in conflict with the provisions of this order, particularly Speed Limit Resolution No. 12 approved by the State Highway Commission on July 21, 1947, establishing a 40-mile per hour speed zone on that section of the Pacific Highway between Prairie Road (M. P. 118.98) and the north city limits of Eugene (M. P. 122.25), hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 176 be entered in the minutes and records of the Commission as of the 7th day of December, 1954.

24269

EXHIBIT "F-1"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the Old Oregon Trail Highway No. 6 (US30) is a major state primary highway and likewise a Federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that a hazardous condition is created and sight distance impaired by the parking of vehicles within the confines of the triangular area at the junction of US 30 with Weiser Spur; and

WHEREAS, in the opinion of this Commission, in order to provide for safe and efficient movement of traffic, and to eliminate the hazard of impaired sight distance at the afore-mentioned junction, the parking of vehicles should be prohibited within the confines of said triangular area.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigations, reports, and recommendation by members of its staff, that the parking of vehicles shall be prohibited within the confines of the triangular area at the junction of US 30 with Weiser Spur (M.P. 402.46 on US 30), in Malheur County.

2. That the State Highway Engineer be and he hereby is instructed to erect signs at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, the signs to bear in plain, legible letters the words, "NO PARKING AT ANY TIME".

3 That the State Highway Engineer hereby is authorized to erect suitable barricades as he may consider necessary to control such prohibition.

4. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

5. That this resolution be entered in the minutes and records of the State Highway Commission as of the 7th day of December, 1954, as "No Parking" Resolution No. 122.

EXHIBIT "F-2"

Minutes of December 7 and 8, 1954

R E S O L U T I O N

WHEREAS, the Alsea Highway is a primary state highway and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 27; and

WHEREAS, it appears that on said highway in the community of Alsea, Benton County, "head-in" parking is practiced; and

WHEREAS, in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the "head-in" parking of vehicles and at the same time provide the degree of safety and convenience which in the opinion of this Commission should be provided the traveling public; and

WHEREAS, "head-in" parking of vehicles in said community creates a hazard not only to through traffic on the highway but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public safety requires that "head-in" parking of vehicles be prohibited and parallel parking only be allowed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations made by and under the supervision of the State Highway Engineer, that "head-in" parking of vehicles in the community of Alsea between the easterly property line of First Street (M. P. 40.39) (Engineer's Station 650+85.3) and the westerly property line of Third Street (M. P. 40.53) (Engineer's Station 658+25.5) be prohibited and that parallel parking only on both sides of the highway be substituted therefor.

2. That the State Highway Engineer be and he hereby is instructed to erect "PARALLEL PARKING ONLY" signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 7th day of December, 1954 as "Parallel Parking" Resolution No. 6.

EXHIBIT "F-3"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, North Sixth Avenue and North Seventh Avenue in the City of Eugene are streets heretofore selected and designated as streets over which to route Pacific Highway Traffic within the corporate limits of Eugene; and,

WHEREAS, investigations conducted by the Engineer have determined that the parking of vehicles on the south side of Sixth Avenue between Garfield Street and McKinley Street (Engineer's Station 657+00 to 662+25), and on the north side of Seventh Avenue between Garfield Street and McKinley Street (Engineer's Station 654+65 to 669+35), in said city constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said streets; and,

WHEREAS, it appears that the Common Council of the City of Eugene on the 22nd day of November, 1954, passed a resolution amending the City's Traffic Ordinance No. 10419 making it unlawful for any person to park any motor vehicle or trailer on the south side of said Sixth Avenue between Garfield and McKinley Streets and on the north side of said Seventh Avenue between Garfield and McKinley Streets; and,

WHEREAS, it is the judgment of this Commission that the State through its Highway Commission should cooperate with the City of Eugene in the accomplishment of the purpose of said ordinance.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the Commission does hereby ratify and approve said amended Ordinance No. 10419 as adopted November 22, 1954 by the Common Council of the City of Eugene, and hereby offers the cooperation of the State Highway Department to the end that the full benefit of said ordinance may be accomplished and the convenience and safety of the traveling public thereby advanced.

2. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING AT ANY TIME" signs on the southerly side of Sixth Avenue between Garfield Street and McKinley Street and on the northerly side of Seventh Avenue between Garfield Street and McKinley Street and at such points between said termini as in the judgment of the said Engineer are necessary to accomplish the purpose of said city ordinance and the action of the Highway Commission as herein declared.

EXHIBIT "F-3" (cont)

3. That a certified copy of this resolution be sent to the Eugene City Council for its information and guidance.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 7th day of December, 1954, as "No Parking" Resolution No. 123.

EXHIBIT "G-1"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final survey of the route and location of the Seaside Section of the Oregon Coast Highway in Clatsop County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Seaside Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 525+00, at Necanicum River Bridge near the north city limits of the City of Seaside, and extending southerly therefrom on "Roosevelt Drive", to Highway Engineer's Station 625+00, near the south city limits of the City of Seaside, together with the map, which for identification purposes bears Map File No. 1R-5-618 and the date, November, 1954, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "G-1" (cont)

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Oregon Coast Highway has been designated as a "Throughway" within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named section of said highway should be declared a "Throughway", and it hereby is directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law, except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a "Throughway".

5. That this resolution be entered in the minutes and records of the Commission as of the seventh day of December, 1954, as "Survey Resolution No. 112."

24275

EXHIBIT "G-2"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Carlton Junction-Newberg Section of the Yamhill-Newberg Secondary Highway in Yamhill County and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Carlton Junction-Newberg Section of the Yamhill-Newberg Secondary Highway, beginning at Highway Engineer's Station 290+39.44 at the junction of a County road leading to Carlton, and extending therefrom in an easterly direction to Highway Engineer's Station 576+50 near the westerly city limits of the city of Newberg, together with the map, which for identification purposes bears Map File No. 1R-5-616 and the date of November, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 7th day of December, 1954, as Survey Resolution No. 111.

EXHIBIT "G-3"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the Pacific Highway, a section of which highway located in Jackson County passes through the city of Ashland over streets selected and designated by the Highway Commission, is a part of the State highway system; and

WHEREAS, said highway enters the city of Ashland from the north and proceeds in a general southeasterly direction along North Main Street to East Main Street, thence along East Main Street to Siskiyou Boulevard, thence along Siskiyou Boulevard to the city limits in the southeastern portion of the city of Ashland; and

WHEREAS, for the purpose of relieving traffic congestion and to afford the traveling public a more convenient route through the city of Ashland and for the further purpose of accommodating local business concerns and industries the Highway Commission has found it advisable to alter the routing of said highway through the city of Ashland; and

WHEREAS, for such purpose the Highway Commission has heretofore authorized and directed the Highway Engineer to make a complete and final survey of the route and location of a northbound route in Ashland Section of the Pacific Highway in Jackson County as part of a one-way couplet for said highway and in connection therewith to prepare maps showing the route and location of said section and to file said reports and records with the Commission for consideration; and

WHEREAS, the engineer has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, the City Officials of the city of Ashland have been apprised of the survey and have given their approval to the plans of the survey which provide for a one-way couplet in the City of Ashland and have further advised the Highway Commission of the city of Ashland's complete support and cooperation in this matter; and

WHEREAS, after due consideration of said survey, field notes and other engineering data it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. The survey of the northbound route in Ashland Section of the Pacific Highway in Jackson County beginning on the center line of North Main Street in the city of Ashland approximately 115 feet west of Helman Street and extending southeasterly across Helman Street where said

EXHIBIT "G-3" (Cont)

Helman Street intersects North Main Street, across Water Street, Oak Street and North Pioneer Street to "C" Street, thence along "C" Street crossing 1st Street and 2nd Street, thence leaving "C" Street and proceeding more southerly across 3rd Street and East Main Street to intersect the center line of Siskiyou Boulevard approximately 20 feet west of the west line of 4th Street extended southerly, and being entirely located within the city of Ashland, Oregon, which survey together with the reconnaissance plan and profile of said northbound route dated September 19, 1954, the field notes and other engineering data submitted by the Highway Engineer are all hereby approved and the Highway Engineer is hereby directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. When said highway section is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. The approval and adoption of said survey shall constitute and be deemed instructions to the Highway Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real property needed for and in connection with the construction, reconstruction or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of right of way pursuant to the normal approved method.

4. The route and location of the Pacific Highway entering the city of Ashland, as selected and designated by the State, under the authority and direction of ORS 373.010, shall be as follows:

> Southbound traffic shall enter the city of Ashland at the northerly city limits on North Main Street and shall proceed in a southeasterly direction along North Main Street, thence along East Main Street to Siskiyou Boulevard, thence along Siskiyou Boulevard to the city limits of the city of Ashland; and
>
> Northbound traffic shall enter the city of Ashland on Siskiyou Boulevard at the southeasterly city limits and proceed in a general northwesterly direction along Siskiyou Boulevard to the intersection with the survey for the northbound route in Ashland Section as afore-described, thence leaving Siskiyou Boulevard and proceeding along the route of said survey in a general northwesterly direction to its intersection with North Main Street, thence proceeding along North Main Street in a general northwesterly direction to the north city limits of the city of Ashland,

provided, however, that these above-described routes shall not go into effect until the State has constructed and opened to traffic the northbound route in Ashland Section hereinbefore described in paragraph No. 1 above.

5. When the afore-described northbound route of Ashland Section of the Pacific Highway has been constructed and opened to traffic the following streets are designated and established as one-way traffic streets:

a. For southbound traffic only:

North Main Street, from its intersection with the afore-described survey for the northbound route of the Ashland Section, in a southwesterly direction to its intersection with East Main Street.

East Main Street, from its intersection with North Main Street, in a southwesterly direction to its intersection with Siskiyou Boulevard.

Siskiyou Boulevard, from its intersection with East Main Street, in a southeasterly direction to its intersection with the afore-described survey for the northbound route of the Ashland Section.

b. For northbound traffic only:

The surveyed route for the northbound route of Ashland Section, as afore-described, from the intersection with Siskiyou Boulevard, in a northwesterly direction, to its intersection with North Main Street.

Such one-way traffic shall not be put into effect or routed over the above course until the State has constructed the northbound route of the Ashland Section of the Pacific Highway in Jackson County, and opened same to public travel.

6. The municipal authorities of the city of Ashland be requested to pass and adopt by appropriate procedure, measures necessary to supplement the action of the Highway Commission so that those portions of the streets of the city of Ashland hereinbefore designated as streets to be converted to one-way traffic shall be, when the northbound route has been constructed and made ready for use, converted into one-way traffic streets.

This Resolution be entered in the minutes and records of the Commission this 7th day of December, 1954, as Survey Resolution No. 118.

EXHIBIT "H"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the Union County Historical Society has urged that a resolution be adopted by the Highway Commission naming and designating that section of U. S. Route #30, which in Oregon is known as the Old Oregon Trail Highway, extending from the railroad over-crossing structure near the junction of Blackhawk Trail with the Old Oregon Trail Highway to Adams Avenue near the Grande Ronde hospital in La Grande, the "Oro Dell Boulevard", in honor of the former community of Oro Dell; and

WHEREAS, it is the opinion of the Highway Commission that this community, one of Oregon's oldest pioneer communities, which during its existence was located in a little dell at the mouth of the Grande Ronde River Canyon and which did so much, in its setting, to cause the Oregon pioneers to fall in love with the distinctive greenery of Oregon's scenery, as well as to assist Oregon pioneers to achieve their objectives in Oregon, should be suitably commemorated; and

WHEREAS, it is the further opinion of the Highway Commission that such commemoration can be most suitably depicted by naming a section of the illustrious road used by the pioneers in the early days of Oregon's birth, the Old Oregon Trail, in honor of one of Oregon's first pioneer communities, the former town of Oro Dell:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. That section of the Old Oregon Trail Highway which extends from the railroad over-crossing structure near the junction of Blackhawk Trail with the Old Oregon Trail Highway to Adams Avenue near the Grande Ronde hospital in La Grande, is hereby designated, and shall hereafter be known as "Oro Dell Boulevard".

2. The said Oro Dell Boulevard section of the Old Oregon Trail Highway shall, in honor of the former pioneer community of Oro Dell be appropriately marked with tablets and ornaments to give life and perpetuity to this resolution and its purpose.

3. The Highway Engineer be, and he hereby is instructed to prepare and bring to this Commission for consideration designs of tablets and ornaments, and upon selection and approval of the type, design, number and locations of the tablets and ornaments, the said engineer is hereby instructed to erect and thereafter maintain the same along the aforesaid section of the Old Oregon Trail Highway.

4. The Engineer be, and he hereby is instructed to have prepared for submission to the Memorials Committee of the Oregon Historical Society a suitable text to be inscribed upon the said tablets. That the text

shall contain no reference to any individual in conformity with long-established policy, and said tablets shall not be erected until approval of such text has been obtained from the Memorials Committee of the Oregon Historical Society.

5. This resolution be entered in the minutes and records of the Commission on the 7th day of December, 1954, as Miscellaneous Resolution No. 129, and a true copy thereof filed with the Secretary of State.

"EXHIBIT "I"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, Chapter 483 of Oregon Revised statutes sets forth maximum limits with respect to the size and weight of vehicles or combination of vehicles, and the number of vehicles that may be coupled together in a combination of vehicles; and

WHEREAS, under the provisions of said law the State Highway Commission is authorized to issue permits for the operation, upon state highways, of vehicles and combinations of vehicles having a size, weight and number in combination in excess of said maximum limits; and

WHEREAS, under the provisions of ORS Section 483.525, when in the judgment of the State Highway Commission any state highway, or section thereof, is capable of carrying any combination of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an over-all length in excess of that authorized in subsection (4) of ORS 483.504. the Commission is authorized to so declare be resolution and to fix the maximum gross weight and length and types and classes of combinations of vehicles which may be operated thereon. Said law further provides that after such resolution is filed with the Secretary of State no permit shall be required for the operation upon such highway, or section thereof, of any combination of vehicles not exceeding the maximum gross weight and length fixed for combinations of vehicles of that type and class; and

WHEREAS, the State Highway Engineer has made investigations and studies and has compiled information and statistics relative to the strength, stability, design and alignment of all state highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That based upon the studies, investigations, information and statistics made and compiled by the State Highway Engineer, it is the judgment of this Commission that certain highways, or sections thereof, as set forth hereinafter, are capable of carrying combinations of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an over-all length in excess of that authorized in paragraph subsection (4) of ORS 483.504, or a number of vehicles in the combination in excess of that authorized in subsection (1) of ORS 483.508.

2. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles having an over-all length not in excess of 50 feet and a combination of vehicles gross weight not in excess of 68,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group II Highways", which for identification is marked "Attachment A", the attached list of "Group I Highways", which for

EXHIBIT "I" (Cont)

identification is marked "Attachment B", and the attached list of "Special Group I Highways", which for identification is marked "Attachment "C".

3. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck and full trailer, or of a truck-tractor and semitrailer drawing one trailer, or of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel, having an overall length not in excess of 60 feet and a combination of vehicles gross weight not in excess of 76,000 pounds, may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group I Highways", which for identification is marked "Attachment B".

4. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck-tractor and semitrailer having an over-all length not in excess of 55 feet and a combination of vehicles gross weight not in excess of 72,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Special Group I Highways", which for identification is marked "Attachment C".

5. That nothing contained in this resolution shall be deemed to authorize the operation of vehicles having any gross weight in excess of the applicable gross weights set forth in the tables of weights in subsection (3) and (4) of ORS 483.524, nor any gross wheel, axle or tandem axle weight in excess of that set forth in subsection (3) of ORS 483.506. Nothing contained in this resolution shall be deemed to authorize the operation of any combination of vehicles which is not properly licensed, or does not carry proper Oregon P. U. C. plates and certificates or, except as otherwise expressly provided herein, which does not comply in all respects with the Oregon motor vehicle laws and the Oregon Motor Transportation Code.

6. That the State Highway Engineer shall prepare, or have prepared, prints of a map to be issued to any person requesting the same, showing in contrasting colors the Group I Highways, the Group II Highways, and the Special Group I Highways referred to in paragraphs 2, 3 and 4 of this resolution. Attached hereto, and for identification marked "Attachment D" is a map showing such highways in contrasting colors. Said map and table of permissible dimensions and weights is hereby approved by this Commission and prints thereof shall be issued to any interested person requesting the same.

7. That the provisions of this resolution are subject to any order heretofore or hereafter made by this Commission pursuant to ORS 483.532, and the posting of any highway, section of highway, or highway structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions authorized by this resolution. This resolution may be changed, amended or rescinded at any time by resolution adopted by this Commission.

EXHIBIT "I" (Cont)

8. That this resolution revokes and supersedes a previous resolution of September, 1953, dealing with this subject.

9. That this resolution be entered in the minutes of this Commission as of the 7th day of December, 1954, that the original of this resolution be filed in the records of the Secretary of the Commission, and that a duly certified copy thereof be filed with the Secretary of State, the Public Utilities Commissioner, and the Superintendent of State Police.

EXHIBIT "I" (Cont)

"ATTACHMENT A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
3	Oswego	Jct. US26 in Portland to Jct. US99E in Oregon City	Ore 43
12	Baker-Homestead	Richland to Robinette	Ore 86
22	Crater Lake	Jct. Ore 230 near Union Creek to Crater Lake Park Boundary	Ore 62
26	Mt. Hood	Odell Junction to Parkdale	Ore 35
33	Corvallis-Newport	Jct. Ore 34 near Philomath to Toledo	US 20
38	Oregon Caves	Jct. US199 at Cave Junction to Oregon Caves	Ore 46
40	Beaverton-Hillsdale	Jct. Ore 6 at Beaverton to Jct. US99W in Portland	Ore 10
55	Halfway	Jct. Ore 82 north of Robinette to Halfway	- - -
102	Nehalem	Jct. US101 at Astoria to Jct. Ore 47 at Mist	Ore 202
103	Fishhawk Falls	Jct. US26 near Elsie to Jct. Ore 202 at Jewell	- - -
110	Mist-Clatskanie	Jct. US30 at Clatskanie to Mist	Ore 47
125	Crown Point	Larch Mt. Road, Mile Post 10.74 to Jct. US30 Expressway at Dodson	US30 Scenic
140	Hillsboro-Silverton	Jct. Ore 6 at Hillsboro to Jct. US99W at Newberg; also St. Paul to Jct. US99E at Woodburn; also Mt. Angel to Jct. Ore 213 at Silverton	Ore 219-Ore 214
142	Farmington	Jct. Ore 6 at Beaverton to Jct. Ore. 219 via Farmington	Ore 208
143	Scholls	Jct. Ore 10 near Hillsdale to Jct. Ore 219 at Scholls	Ore 210

"ATTACHMENT A"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
151	Yamhill-Newberg	Jct. Ore 47 at Yamhill to Jct. US 99W at Newberg	Ore 240
153	Bellevue-Hopewell	Jct. Ore 18 at Bellevue to Jct. Ore 221 near Hopewell	-----
154	Lafayette	Jct. Bellevue-Hopewell Hwy. to Jct. Three Mile Lane Hwy.	-----
155	Amity-Dayton	Jct. Three Mile Lane Hwy. to Jct. Salem-Dayton Hwy.	-----
160	Cascade	Oregon City to Liberal	Ore 213
161	Woodburn-Estacada	Jct. US99E near Woodburn to Hamrick's Corner, Mile Post 7.61; also Colton to Estacada	Ore 211
163	Silver Creek Falls	Jct. Ore 22 near Shaw to Jct. Ore 213 at Silverton	Ore 214
180	Eddyville-Blodgett	Jct. US20 at Blodgett to Jct. US20 near Eddyville via Nortons	-----
191	Kings Valley	Jct. Ore 22 at Dallas to Jct. US20 near Wren	Ore 223
200	Territorial	Jct. US99W at Monroe to Jct. US99 at Anlauf	-----
211	Albany-Lyons	Jct. US20 near Crabtree to Lyons	Ore 226
212	Halsey-Sweet Home	Jct. US99E at Halsey to Jct. US20 at Sweet Home	Ore 228
221	Fox Hollow	Jct. US99 at Eugene to Christensen Ranch, M.P. 6.75	-----
230	Tiller-Trail	Tiller to Jct. Ore 62 at Trail	Ore 227
231	Elkton-Sutherlin	Jct. Ore 38 at Elkton to Mile Post 14.31	Ore 225
242	Powers	Mile Post 6.0 to Powers	-----
250	Cape Blanco	Jct. US101 near Sixes to Cape Blanco	-----

"ATTACHMENT A"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
251	Port Orford	Jct. US101 at Port Orford to U. S. Coast Guard Station Boundary	-----
261	Williams	Provolt to Williams	Ore 238
270	Little Butte	Jct. Ore 62 at Eagle Point to Jackson-Klamath County Line	-----
272	Medford-Provolt	Applegate to Jct. US99 at Medford	Ore 238
273	Siskiyou	Jct. Ore 66 near Ashland to Jct. US99 at Siskiyou	-----
282	Odell	Odell to Jct. Hood River Hwy.	-----
290	Sherars Bridge	Jct. US197 near Tygh Valley to Jct. US97 at Grass Valley	Ore 216
301	Fulton Canyon	Jct. US30 to end of highway	-----
320	Lexington-Echo	Jct. Ore 207 at Mile Post 27.28 to Jct. US30 east of Starfield Jct. via Echo	-----
321	Heppner-Spray	Jct. Ore 206 near Eight Mile to Jct. Ore 19 near Spray	Ore 207
332	Sunnyside-Umapine	Jct. with Freewater Hwy. at Sunnyside to Washington State Line	-----
333	Hermiston	Jct. US730 near Cold Springs to Jct. US30 at Mile Post 12.61	Ore 207
337	Stanfield-Pendleton	Jct. US30 near Stanfield to Jct. US30 near Pendleton via Echo	-----
340	Medical Springs	Jct. Ore 203 at Union to Jct. Ore 86 near Baker	Ore 203
342	Cove	Jct. Ore 82 at Island City to Jct. Ore 203 at Union	-----
375	Redmond-Bend	Jct. US97 at Redmond to Jct. US20 near Tumalo	-----

"ATTACHMENT A"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
402	Kimberley-Long Creek	Jct. Ore 19 at Kimberley to Jct. US395 at Long Creek	------
410	Sumpter Valley	Jct. Ore 7 at Salisbury to Sumpter	Ore 220
424	Sand Creek	Jct. Sun Mountain Highway to East boundary Crater Lake National Park	Ore 232
431	Warner	Jct. US395 near Lakeview to Plush via Adel	-----
451	Vale West	Jct. US20 at Vale to Jct. US20 at Mile Post 10.72	-----
452	Adrian-Parma	Jct. Ore 201 near Adrian to Idaho State Line near Parma	-----
453	Adrian-Arena Valley	Jct. Adrian-Caldwell Highway to Idaho State Line	-----
454	Adrian-Caldwell	Jct. Adrian-Parma Highway to Idaho State Line near Caldwell	-----

EXHIBIT "I" (Cont)

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Junction City to California State Line near Hilt	US99
1E	Pacific East	Washington State Line north of Portland to Junction City	US99E
1W	Pacific West	Jct. US99E north of Portland to Junction City	US99W
2	Columbia River	Astoria to Washington State Line near Wallula	US30-730
4	The Dalles-California	Jct. US30 near The Dalles to California State Line near Dorris	US197-97
5	John Day	Jct. US30 near Arlington to Jct. US20 at Vale	Ore 19-US26
6	Old Oregon Trail	Jct. US730 east of Boardman to Idaho State Line near Nyssa, including Weiser Payette and Ontario Spurs	US30-Ore 90-Ore 201-US26-US20
7	Central Oregon	Jct. US97 at Bend to Jct. Ore 201 at Cairo	US20
8	Oregon-Washington	Jct. US30 near Pendleton to Washington State Line near Walla Walla	Ore 11
9	Oregon Coast	Astoria to California State Line near Brookings	US101
10	Wallowa Lake	Jct. US30 at La Grande to Joseph	Ore 82
12	Baker-Homestead	Jct. US30 at Baker to Richland	Ore 86
13	Baker-Unity	Jct. US30 at Baker to Jct. US26 near Unity	Ore 7
15	McKenzie	Jct. US99 near Eugene to Belknap Springs, M.P. 55	US126

"ATTACHMENT B"
of
EXHIBIT "I" (Cont)

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
16	Santiam	Jct. US99E at Albany to Jct. US126 east of Sisters	US20
17	McKenzie-Bend	Jct. US126 east of Sisters to Jct. US97 north of Bend	US20
18	Willamette	Jct. US99 near Goshen to Jct. US97 north of Chemult	Ore 58
19	Fremont	Jct. US97 south of Lapine to California State Line near New Pine Creek	Ore 31-US395
20	Klamath Falls-Lakeview	Jct. US97 at Klamath Falls to Jct. US395 at Lakeview	Ore 66
21	Green Springs	Jct. US99 at Ashland to Jct. US97 near Klamath Falls	Ore 66
22	Crater Lake	Jct. US99 at Medford to Jct. Ore 230 near Union Creek	Ore 62
22	Crater Lake	Jct. Sun Mountain Highway near Fort Klamath to Jct. US97 south of Chiloquin	Ore 62
23	Dairy-Bonanza	Jct. Ore 66 at Dairy to Bonanza	Ore 70
24	Burns-Crane	Jct. US20 at Burns to Crane	Ore 78
25	Redwood	Jct. US99 near Grants Pass to California State Line near O'Brien	US199
26	Mt. Hood	Jct. US99W at Portland to Jct. Warm Springs Hwy. near Government Camp; also Odell Jct. to Jct. with US30 at Hood River	US26
27	Alsea	Jct. US101 at Waldport to Jct. US20 near Philomath	Ore 34
28	Pendleton-John Day	Jct. US30 at Pendleton to Jct. with Beech Creek Highway near Mt. Vernon	US395
29	Tualatin Valley	Jct. US26 West of Portland to Jct. US99W near McMinnville	Ore 6-Ore 47

"ATTACHMENT B"
of
EXHIBIT "I" (Cont)

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
30	Salem-Dallas	Jct. US99E at Salem to Dallas	Ore 22
31	Albany-Corvallis	Jct. US99E at Albany to Jct. US99W at Corvallis	US20
32	Three Rivers	Jct. US101 at Hebo to Jct. Ore 18 at Valley Jct.	Ore 22
33	Corvallis-Newport	Jct. US99W at Corvallis to Jct. Ore 34 near Philomath; also Toledo to Jct. US101 at Newport	US20
34	Siuslaw	Jct. US101 at Florence to Jct. US99 south of Junction City	Ore 36
35	Coos Bay-Roseburg	Jct. US101 at Coquille to Jct. US99 south of Roseburg	Ore 42
36	Pendleton-Cold Springs	Jct. US730 near Cold Springs to Jct. US30 at Pendleton	US395
37	Wilson River	Jct. Ore 47 at Forest Grove to Jct. US101 at Tillamook	Ore 6
39	Salmon River	Jct. US101 at Otis to Jct. US99W outh of McMinnville	Ore 18
41	Ochoco	Jct. US97 at Redmond to Jct. Ore 19 north of Dayville	US126-US26
42	Sherman	Jct. US30 at Biggs to Jct. US197 south of Shaniko	US97
43	Monmouth-Independence	Jct. US99W at Monmouth to Independence	Ore 51
44	Wapinitia	Jct. US26 near Bear Springs to Jct. US197 north of Maupin	Ore 52
45	Umpqua	Jct. US101 at Reedsport to Jct. US99 at Drain	Ore 38
46	Necanicum	Jct. US26 at Necanicum to Jct. US101 near Wheeler	Ore 53
47	Sunset	Jct. US101 north of Cannon Beach to Jct. US99W at Portland	US26

"ATTACHMENT B"
of
EXHIBIT "I" (Cont)

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
48	John Day-Burns	Jct. US26 at John Day to Jct. US20 east of Burns	US395
49	Lakeview-Burns	Jct. US20 near Oakerman Ranch to Jct. Ore 31 at Valley Falls	US395
50	Klamath Falls-Malin	Jct. US97 at Klamath Falls to California State Line near Malin	Ore 39
51	Wilsonville-Hubbard	Aurora Interchange to Jct. US99E near Hubbard	-----
52	Heppner	Jct. US30 at Heppner Jct. to Jct. US395 at Nye	Ore 74
53	Warm Springs	Jct. Ore 35 near Government Camp to Jct. US97 at Madras	US26
54	Umatilla-Stanfield	Jct. US730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	-----
57	Portland-Salem Expressway	Jct. US99W near Tigard to Aurora Interchange	-----
102	Nehalem	Mist to Jct. Ore 6 at Forest Grove	Ore 47
120	Swift	Jct. Columbia Blvd. to Jct. Denver & Union Aves. north of Portland	-----
121	Lombard St. By-Pass	Jct. US30 at St. Johns Bridge to Jct. Union Ave. in Portland	US30 By-Pass
122	Vancouver Ave.	Columbia Blvd. to Union Ave. in Portland	-----
123	N.E. Portland	Jct. US99E at Union Ave. to Jct. US30 at Sandy Blvd. in Portland	US30 By-Pass
124	Sun Dial	Jct. US30 near Troutdale to the Troutdale Airport Boundary	-----
125	Crown Point	Jct. US30 at Troutdale to Larch Mountain Road, Mile Post 10.74	US30 Scenic
140	Hillsboro-Silverton	Jct. US99E near Woodburn to Mt. Angel	Ore 214

"ATTACHMENT B"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
141	Beaverton-Aurora	Jct. Ore 6 at Beaverton to Jct. US99W near Tigard	Ore 217
150	Salem-Dayton	Jct. Ore 22 at West Salem to Dayton	Ore 221
155	Amity-Dayton	Dayton to Jct. US99W near Lafayette	Ore 233
156	McMinnville	McMinnville to Jct. US99W north of McMinnville	-----
160	Cascade	Jct. US30 By-Pass at Killingsworth St. Portland to Oregon City; also Liberal to Silverton	Ore 213
161	Woodburn-Estacada	Jct. Canby-Marquan Hwy. Mile Post 7.61 to Colton	Ore 211
162	North Santiam	Jct. Ore 214 to Jct. US20	Ore 22
163	Silver Creek Falls	Jct. US99E in Salem to Jct. North Santiam Highway at Mile Post 8.64	Ore 22
164	Jefferson	Jct. US99E to Jct. US99E via Jefferson	-----
170	Canby-Marquam	Jct. US99E at Canby to Jct. Ore 211 at Hamrick's Corner	-----
171	Clackamas	Jct. US99E at Milwaukie to Estacada	Ore 211
192	Dallas-Coast	Jct. Ore 18 near Valley Jct. to Dallas	Ore 22
193	Independence	Independence to Jct. Ore 22 near Salem	Ore 51
213	Mehama-Mill City	Jct. Ore 22 at Mehama to Jct. Ore 22 at Mill City via Lyons	-----
220	Richardson-Eugene	Jct. US99 at Eugene to Veneta	-----
222	Springfield-Creswell	Jct. US126 near Springfield to Jct. Ore 58 near Pleasant Hill	-----

"ATTACHMENT B"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
223	Junction City-Eugene	Jct. US99 at Junction City to Jct. US99 at Eugene	-----
225	McVay Secondary	Jct. US126 to Jct. US99 north of Goshen	-----
230	Tiller-Trail	Jct. US99 at Canyonville to Tiller	Ore 227
231	Elkton-Sutherlin	M. P. 14. 31 to Sutherlin via North Connection	Ore 225
232	Crater Lake North	Jct. West Diamond Lake Hwy., M. P. 0. 36 to Jct. East Diamond Lake Hwy. M. P. 3. 81	Ore 230
233	West Diamond Lake	Jct. Ore 62 near Union Creek to Jct. Crater Lake North Highway	Ore 230
240	Cape Arago	Jct. US101 at North Bend to South Bay	-----
242	Powers	Jct. Ore 42 to Mile Post 6. 0	-----
243	Empire-Coos Bay	Jct. US101 to Jct. Cape Arago Hwy. to Empire	-----
261	Williams	Jct. US99 near Grants Pass to Provolt	Ore 238
271	Sams Valley	Jct. US99 at Gold Hill to Jct. Ore 62	Ore 234
272	Medford-Provolt	Provolt to Applegate	Ore 238
281	Hood River	Jct. Ore 35 at Hood River to Jct. Ore 35 near Parkdale	-----
282	Odell	Jct. Ore 35 to Odell	-----
300	Wasco-Heppner	Jct. Ore 19 at Condon to Jct. Ore 74 at Heppner	Ore 206-Ore 207
320	Lexington-Echo	Jct. Ore 74 at Lexington to Jct. Hermiston Hwy. at M. P. 27. 28	Ore 207

"ATTACHMENT B"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
330	Weston-Elgin	Jct. Ore 11 at Weston to Jct. Ore 82 at Elgin	Ore 204
333	Hermiston	Jct. US30 near Ordnance to Jct. Lexington-Echo Highway at Mile Post 17.92	Ore 207
334	Athena-Holdman	Jct. Ore 11 at Athena to Jct. US395 near Holdman	-----
335	Havana-Helix	Havana to Helix	-----
339	Freewater	Jct. Ore 11 near Milton to Washington State Line	-----
341	Starkey	Jct. US30 near Five Points to Starkey	-----
343	La Grande-North Powder	Jct. US30 near La Grande to Jct. US30 near North Powder via Union	Ore 203
360	Madras-Prineville	Jct. US97 near Madras to Jct. US126 at Prineville	US26
361	Culver	Jct. US97 at Madras to Jct. US97 South of Culver	-----
371	Powell Butte	Jct. US126 at Powell Butte to Jct. US20 east of Bend	-----
374	Tumalo-Deschutes	Jct. US20 at Tumalo to Jct. US97 at Deschutes	-----
401	Beech Creek	Jct. Pendleton-John Day Highway to Jct. US26 at Mt. Vernon	US395
420	Midland	Jct. Ore 66 near Klamath Falls to Jct. US97 near Midland	-----
422	Chiloquin	Jct. US97 to Jct. US97 via Chiloquin	-----
423	Lower Klamath Lake	Jct. US97 near Midland to Jct. Ore 39	-----
425	East Diamond Lake	Jct. Crater Lake North Highway to Jct. US97	Ore 230

"ATTACHMENT B"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
426	Hatfield	Jct. Ore 39 near Merrill to California State Line	Ore 39
428	Sun Mountain	Jct. US97 to Jct. Ore 62 near Fort Klamath	-----
440	Frenchglen	Jct. Ore 78 near Burns to Frenchglen except between Mile Post 9.5 and Mile Post 12.0	Ore 205
441	Diamond Valley	Jct. Ore 78 near Princeton to Mile Post 25.50 north of Diamond	-----
442	Crane-Scotts Butte	Jct. Burns-Crane Highway near Crane to Jct. US95 near Scotts Butte	Ore 78
450	Nyssa-Adrian	Jct. US26-20 at Nyssa to Idaho State Line near Homedale	Ore 201
456	Idaho-Oregon-Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt	US95

EXHIBIT "I" (Cont)

"ATTACHMENT C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Jct. City to California State Line near Hilt	US99
1E	Pacific East	Washington State Line north of Portland to Junction City	US99E
1W	Pacific West	Junction US99E north of Portland to Junction City	US99W
2	Columbia River	Rainier to Washington State Line near Wallula	US30-730
4	The Dalles-Calif	Junction Ore 52 near Maupin to California State Line near Dorris	US197-97
5	John Day	Ochoco Jct., Ore 19 to Prairie City; Also Brogan to Vale	US26
6	Old Oregon Trail	Jct. US730 East of Boardman to Idaho State Line near Nyssa including Weiser, Payette and Ontario Spurs	US30-Ore 90 Ore 201-US26-20
7	Central Oregon	Jct. US97 at Bend to Jct. Ore 201 at Cairo	US20
8	Oregon-Wash.	Jct. US30 near Pendleton to Washington State Line near Walla Walla	Ore 11
9	Oregon Coast	Astoria to Jct. Sunset Highway near Cannon Beach; also Garibaldi to Jct. Ore 6 at Tillamook; also Otis to Kernville; also Florence to Port Orford; also Brookings to California State Line	US101
15	McKenzie	Jct. US99 at Eugene to McKenzie Bridge	US126
16	Santiam	Jct. US99E at Albany to Jct. US126 east of Sisters	US20

"ATTACHMENT C"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
17	McKenzie-Bend	Jct. US126 east of Sisters to Jct. US97 north of Bend	US20
18	Willamette	Jct. US99 near Goshen to Jct. US97 north of Chemult	Ore 58
19	Fremont	Jct. US97 south of Lapine to California State Line near New Pine Creek	Ore 31-US395
20	Klamath Falls-Lakeview	Jct. US97 at Klamath Falls to Jct. US395 at Lakeview	Ore 66
23	Dairy-Bonanza	Jct. Ore 66 at Dairy to Bonanza	Ore 70
24	Burns-Crane	Burns to Jct. with Diamond Valley Highway	Ore 78
25	Redwood	Jct. US99 near Grants Pass to California State Line near O'Brien	US199
26	Mt. Hood	Jct. US99W in Portland to Jct. Warm Springs Highway near Government Camp; also Odell Jct. to Jct. US30 at Hood River	US 26-Ore 35
28	Pendleton-John Day	Jct. US30 at Pendleton to Pilot Rock	US395
29	Tualatin Valley	Jct. US26 west of Portland to Jct. Ore 47 at Forest Grove	Ore 6
30	Salem-Dallas	Jct. US99E at Salem to Dallas	Ore 22
31	Albany-Corvallis	Jct. US99E at Albany to Jct. US99W at Corvallis	US20
37	Wilson River	Jct. Ore 47 at Forest Grove to Jct. US101 at Tillamook	Ore 6
39	Salmon River	Jct. US99W near McMinnville to Otis	Ore 18
41	Ochoco	Jct. US97 at Redmond to Jct. Ore 19	US126-26
42	Sherman	Jct. US30 at Biggs to Jct. US197 South of Shaniko	US97
44	Wapinitia	Jct. US26 near Bear Springs to Jct. US197 north of Maupin	Ore 52

"ATTACHMENT C"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
45	Umpqua	Jct. US101 at Reedsport to Jct. US99 at Drain	Ore 38
47	Sunset	Jct. US101 near Cannon Beach to Jct. US99W at Portland	US26
49	Lakeview-Burns	Jct. US20 near Oakerman Ranch to Valley Falls	US395
50	Klamath Falls-Malin	Jct. US97 at Klamath Falls to California State line near Malin	Ore 39
51	Wilsonville-Hubbard	Aurora Interchange to Jct. US99E near Hubbard	-----
53	Warm Springs	Jct. Ore 35 near Government Camp to Jct. US97 at Madras	US26
54	Umatilla-Stanfield	Jct. US730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	-----
57	Portland-Salem Expressway	Jct. US99W near Tigard to Aurora Interchange	-----
102	Nehalem	Jct. Ore 6 at Forest Grove to Jct. US26 near Manning	Ore 47
121	Lombard Street By-Pass	Jct. US30 at St. Johns Bridge to Jct. Union Ave. in Portland	US30 By-Pass
123	N.E. Portland	Jct. US99E (Union Ave.) to Jct. US30 (Sandy Blvd.) Portland	US30 By-Pass
150	Salem-Dayton	Jct. Ore 22 at West Salem to Dayton	Ore 221
155	Amity-Dayton	Dayton to Jct. US99W near Lafayette	Ore 233
160	Cascade	Jct. US30 By-Pass (Killingsworth St., Portland) to Gladstone	Ore 213
162	North Santiam	Jct. Ore 214 to Jct. US20	Ore 22
163	Silver Creek Falls	Jct. US99E at Salem to Jct. North Santiam Highway at Mile Post 8.64	Ore 22

"ATTACHMENT C"
of
EXHIBIT "I" (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
171	Clackamas	Jct. US99E at Milwaukie to Estacada	Ore 211
213	Mehama-Mill City	Jct. Ore 22 at Mehama to Jct. Ore 22 at Mill City via Lyons	-----
225	McVay Secondary	Jct. US126 to Jct. US99 north of Goshen	-----
281	Hood River	Jct. Ore 35 in Hood River to Jct. Ore 35 near Parkdale	-----
282	Odell	Jct. Ore 35 to Odell	-----
339	Freewater	Jct. Ore 11 near Milton to Wash. State Line	-----
343	La Grande-North Powder	Jct. US30 near La Grande to Jct. US30 near North Powder via Union	Ore 203
360	Madras-Prineville	Jct. US97 near Madras to Jct. US126 at Prineville	US26
361	Culver	Entire Length	-----
371	Powell Butte	Jct. US126 at Powell Butte to Jct. US20	-----
374	Tumalo-Deschutes	Jct. US20 at Tumalo to Jct. US97 at Deschutes	-----
426	Hatfield	Jct. Ore 39 near Merrill to Calif. State Line	Ore 39
442	Crane-Scotts Butte	Jct. Burns-Crane to Jct. I. O. N. Hwy. US95	Ore 78
456	Idaho-Oregon-Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt	US95

EXHIBIT "I" (Cont)

"ATTACHMENT D"

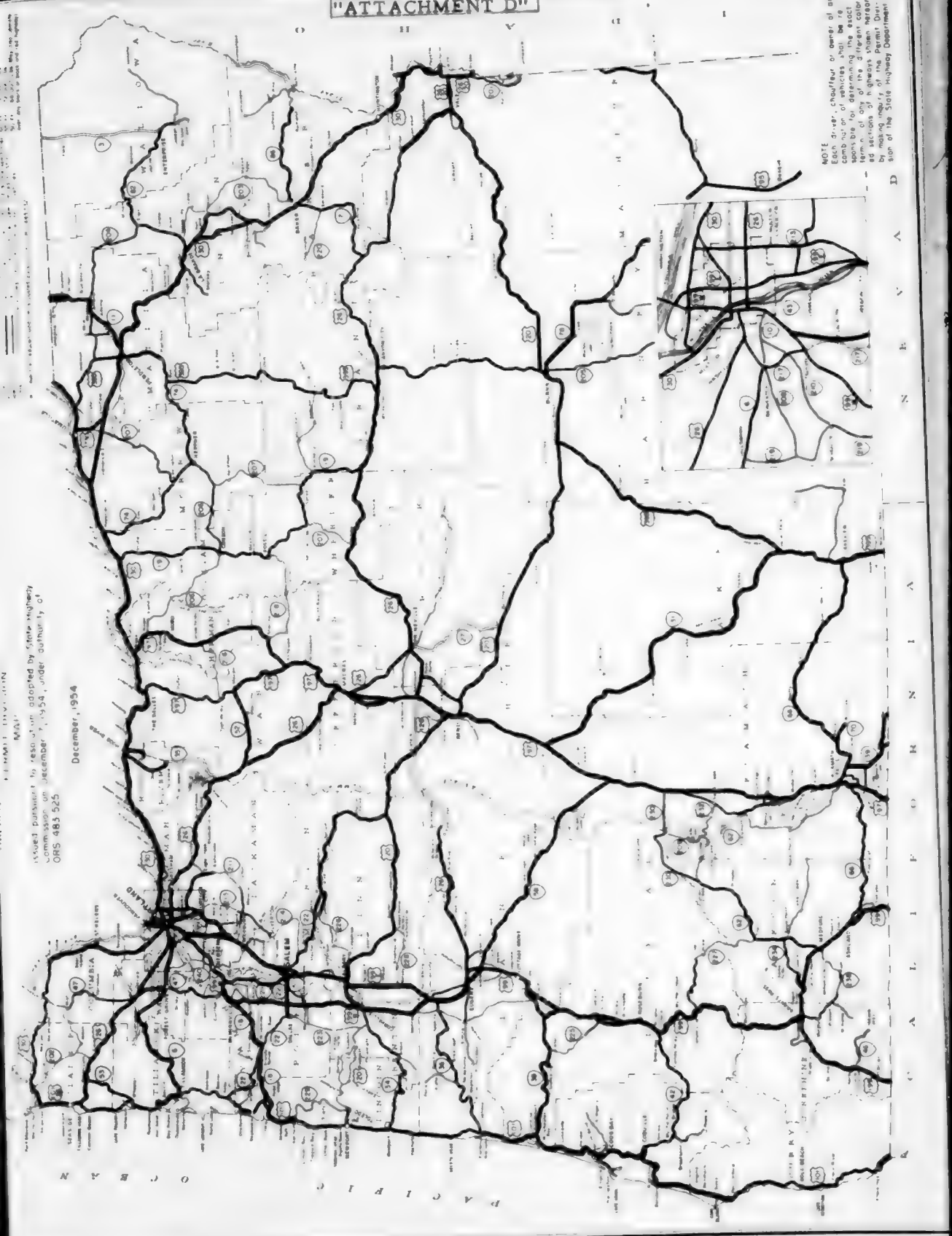

EXHIBIT "J"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the State Highway Commission is authorized by the provisions of ORS 483.520 (2) to issue permits for the movement of any single vehicle engaged in the transportation of peeler bolts, blocks, cores, railroad ties, logs or poles loaded crosswise of the vehicle, having an over-all width and load thereon in excess of eight feet but not in excess of eight and one-half feet, if it is first determined by trial load that the vehicle with load thereon, moving in a normal manner, can stay on the right side of the center line of the traveled way at all times and that there is sufficient room in the opposing traffic lane for the safe movement of other vehicles, and

WHEREAS, based upon the advice and recommendation of the State Highway Engineer, it is the judgment and opinion of the Commission that permits may be issued upon application therefor when meeting requirements of the provisions of ORS 483.520 (2), which permits shall authorize the movement over highways set forth therein of single vehicles engaged in the transportation of peeler bolts, blocks, cores, railroad ties, logs or poles loaded crosswise on the vehicle, having an over-all width in excess of eight feet but not in excess of eight and one-half feet.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Commission as follows:

1. That subject to such action as the Commission may hereafter deem to be in the public interest, the issuance of permits pursuant to the provisions of ORS 483.520 (2), hereby is authorized in a form of permit attached hereto, marked Exhibit "A", and by this reference made a part hereof. Said form of permit is hereby approved and adopted as to form and as to all provisions and regulations contained therein.

2. That no permit on said form marked Exhibit "A" shall be issued pursuant to the provisions of ORS 483.520 (2), authorizing the movement of any vehicle including any load thereon having a width in excess of eight feet until it is first determined by trial load that the vehicle with load thereon, moving in a normal manner, can stay on the right side of the center line of the traveled way at all times and that there is sufficient room in the opposing traffic lane for the safe movement of other vehicles, and in no event shall such permit authorize the movement of any single vehicle including any load thereon having a width in excess of eight and one-half feet.

3. That permits on said permit form marked Exhibit "A" may be issued for and by the State Highway Commission within the meaning, purpose and intent of ORS 483.520 (2), and shall be valid when bearing the facsimile signature of R. H. Baldock, State Highway Engineer, and signed by any other of the following designated persons:

EXHIBIT "J" (Cont)

State Highway Engineer
First Assistant State Highway Engineer
Second Assistant State Highway Engineer
Director of Permits
Transportation Permit Supervisor

4. That any permit issued upon said permit form marked Exhibit "A", as above provided, shall be in full force and effect until the date of expiration specified upon the permit, which said date shall not extend beyond one year from the date of issuance of the permit.

5. That no permit shall be issued under the authority of ORS 483.520 (2) and this resolution and order unless and until the permittee shall have furnished to the Director of Permits evidence satisfactory to the Director of Permits that he has procured and has in full force and effect, covering the proposed operation of the vehicle pursuant to the permit to be issued, a policy or policies of public liability and property damage insurance in any insurance company duly qualified and licensed to do business in the State of Oregon; said public liability insurance shall be not less than $10,000/$20,000, and said property damage insurance shall be not less than $10,000.

6. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification should be evidenced by resolution or order entered in the minutes and records of the Commission.

7. That this resolution revokes and supersedes a prior resolution of November, 1951, on the same subject; provided, however, that all valid and outstanding permits issued under authority of said prior resolution shall remain in full force and effect according to the terms of each such permit until cancelled as hereinafter provided.

8. It is the judgment and opinion of this Commission that the public interest requires the cancellation of all outstanding permits issued under the said prior resolution and issuance of a new permit as herein provided; therefore, the State Highway Engineer is hereby authorized and directed to cancel all permits presently outstanding and issue a new permit under and pursuant to the terms and conditions hereof.

9. That this resolution be entered in the minutes and records of the Commission as of the 7th day of December, 1954, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Superintendent of State Police and the Public Utilities Commissioner.

24303

Form E-207—6500—Rev. 12-64

OREGON
STATE HIGHWAY DEPARTMENT

EXHIBIT "A"
of
EXHIBIT "J"

....., Oregon, ..., 19.....

Transportation Permit for Continuous Operation of Overwidth Loads—Forest Products

SINGLE VEHICLE

THIS COPY FOR	
P. U. C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

Subject to each and all of the following terms and conditions, printed, typed or written below, and on the reverse side hereof, and not otherwise, the above named permittee is hereby authorized to

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF TRUCK | MOTOR No. | PUC or PLATE No. | LICENSE No. | FIRM No.

This permit is issued under authority of ORS 483.520.

1. The overall length of any vehicle, including any load thereon, operated under this permit shall not exceed 35 feet. The OVERALL WIDTH of load thereon may exceed 8 feet, but SHALL NOT EXCEED 8½ feet.

2. The gross weight of any single axle of a vehicle operated under this permit shall not exceed 18,000 pounds, and the gross weight of any tandem axle of a vehicle shall not excede 32,000 pounds. The gross weight of any vehicle shall not exceed the applicable gross weight set forth in the table of weights on the reverse side of this permit or the sum of the permissible axle weights, whichever is the lesser.

3. The posting of any highway or structure to reduced limits of weight or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

4. All equipment operating under authority of this permit shall be properly licensed, shall carry proper Oregon P.U.C. authorization, and shall conform in all other respects with the Oregon Motor Vehicle Laws, the Oregon Motor Transportation Code and the mandatory regulations issued by the Public Utilities Commissioner governing the transportation of logs, poles or piling by motor truck, in particular paragraphs B 5, B 6 and C 5, except that on any load in excess of 8 feet in width hauled during hours of darkness between 4:00 a.m. and 8:00 p.m. there shall be displayed at each bottom corner of the load in such manner as to be clearly visible to other vehicles approaching from the front and rear, amber side marker lamps, in addition to such other lighted lamps and illuminating devices required to be on the equipment by statute.

5. Notwithstanding anything in this permit to the contrary, the permittee shall be subject to all regulatory powers vested in the Interstate Commerce Commission, and shall be subject also to the regulatory powers vested in the Public Utilities Commissioner, but any such regulatory power, or any order of any Federal or State office, Board, or Commission having regulatory power over transportation, shall not be construed as permitting the operation of vehicles exceeding in any respect the provisions of this permit in regard to weight or dimensions.

6. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, or over, beyond or to the left of the center line of the traveled roadway in case there be no painted stripe, except when overtaking or passing other vehicles or obstructions on the highway.

7. This permit must be carried at all times in the cab of the truck and shall be available for inspection by any police officer and any representative of the State Highway Commission or the Public Utilities Commissioner.

8. This permit is of a temporary nature only and will expire on ....., provided that any time prior thereto this permit may be cancelled by the State Highway Commission for violation of any of the terms or provisions of this permit, or when, in the judgment of the Highway Commission, public interest requires cancellation of this permit.

OREGON STATE HIGHWAY DEPARTMENT

R. H. Baldock

By R. H. BALDOCK, State Highway Engineer

Countersigned by .....

Title .....

(OVER)

TABLE OF PERMISSIBLE WEIGHTS

9. The gross weight of any vehicle where the distance between the first and last axles is 18 feet or less, shall not exceed that set forth in the following table; or the sum of the permissible axle weights, whichever is the lesser:

Distance Between First and Last Axles (feet)	Maximum Gross Weight (pounds)	Distance Between First and Last Axles (feet)	Maximum Gross Weight (pounds)
less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43,200
8	33,600	15	44,000
9	34,300	16	44,800
10	35,000	17	45,600
11	35,700	18	46,400

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

State Printing 81230

EXHIBIT "K-1"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the State Highway Commission, on the 29th day of October, 1953, by resolution declared the necessity for the acquisition of certain real property owned by George E. Hill and Dorothy Hill, File No. R-18456, situated in Section 24, Township 18 South, Range 3 West, W.M., Lane County, Oregon, for right of way purposes for the relocation, construction, improvement and maintenance of the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the said resolution declared the necessity for the acquisition or extinguishment of all rights of access between the right of way of the said relocated Goshen-Divide Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property described in said resolution, except for two rights of access for the production and transportation to market of farm products and for private residential use only; and,

WHEREAS, the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the said owners to change the location of one of the said rights of access;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That paragraph B on page 3, Exhibit A, of that said certain resolution duly made and entered in full in the minutes and records of the Commission on the 29th day of October, 1953, pertaining to the property owned by George E. Hill and Dorothy Hill, File No. R-18456, be and the same hereby is amended to read as follows:

> A right of access to the Eastbound leg of the Willamette Highway of a width not to exceed 25 feet on the Southerly side of the said highway, opposite Highway Engineer's center line Station L^2 81+75, for the production and transportation to market of farm products of the owners' remaining land, and for private residential use only.

2. That this resolution be entered in full in the minutes and records of the Commission this 7th day of December, 1954, as Condemnation Resolution No. 530.

December 7, 1954

EXHIBIT "K-2"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

EXHIBIT "K-2" (Cont)

and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 7th day of December, 1954, as Condemnation Resolution No. 541.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission. Salem, being Resolution No. 541, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-3"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry site; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the

EXHIBIT "K-3" (cont.)

interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment, and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Goshen-Divide Section of the relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 7th day of December, 1954, as Condemnation Resolution No. 595.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 595, under heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-4"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "K-4" (Cont)

2. That the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 7th day of December, 1956, as Condemnation Resolution No. 634

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 634, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-5"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Weston-Weston Mountain Section of the Weston-Elgin Highway; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Weston-Weston Mountain Section of the Weston-Elgin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "K-5" (Cont)

2. That the relocation, construction, improvement and maintenance of the Weston-Weston Mountain Section of the Weston-Elgin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 7th day of December, 1954, as Condemnation Resolution No. 635.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 635, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-6"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits; storage sites, stock pile sites, or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire a stockpile site for the storage of roadbuilding materials, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said real property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "K-6" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners or other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 7th day of December, 1954, as Condemnation Resolution No. 636.

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*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 636, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-7"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, the State Highway Commission on the 24th day of September, 1953, by resolution declared the necessity for the acquisition of certain real property owned by Dale M. Cornelius, et ux., File No. R-20587, situated in the Milton Riggs Donation Land Claim No. 57, and also in the Northwest quarter ($NW\frac{1}{4}$) of Section 24, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon, for right of way purposes, for the improvement and betterment of the Willamette Highway; and

WHEREAS, said resolution declared the necessity that there shall be no rights of access between the right of way of the said Willamette Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property therein described, except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land certain rights of access therein more specifically set forth; and

WHEREAS, the State Highway Commission after further investigating the necessity for the control of access from said remaining land to the said Willamette Highway has found that it will be to the best interest of the State and the owners to make certain changes with respect to the access to said Willamette Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the access control language contained in subparagraph "a" in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 24th day of September, 1953, pertaining to the property owned by Dale M. Cornelius, et ux., File No. R-20587, as set forth on page 1 of Exhibit "A" in said resolution, be and the same is amended to read as follows:

> a. Rights of access to a service road to be constructed by the State Highway Commission, at its sole cost, within the right of way of the said Willamette Highway and North of the center line thereof, between Highway Engineer's centerline Stations 91+40 and 90+00, which said service road will connect with the relocated Lane County Road No. 95 approximately opposite Highway Engineer's centerline Station I 12+40 thereof.

2. That this resolution be entered in full in the minutes and records of the Commission this 7th day of December, 1954, as Condemnation Resolution No. 458a.

December 7, 1954

24318

EXHIBIT "K-8"

Minutes of December 7 and 8, 1954

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Adams-Milton Section of the Oregon-Washington Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the Adams-Milton Section of the Oregon-Washington Highway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "K-8" (Cont)

2. That the widening, improvement and maintenance of the said Adams-Milton Section of the Oregon-Washington Highway and the highway facilities for which the said parcel of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 7th day of December, 1954, as Condemnation Resolution No. 646.

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*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 646, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 39

PART IV

PART IV

OF

VOLUME XXXIX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JANUARY 1, 1955

TO

MARCH 31, 1955

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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		Marion County. Silver Falls State Park. Extension of concession agreement to the Campbells for one year approved.
		Marion County. Champoeg State Park. DAR's request to use area for construction of garage approved.
24321		Rate Schedule for use of facilities in State Parks - 1955. Adopted. See EXHIBIT "L".
		Lane County. Honeyman State Park. 1954 report on use of swimming facilities accepted.
		Marion County. Champoeg State Park. Renewal of lease to Mr. Zorn for 1955 approved.
		Development of State Parks - Five-Year Program. Parks Supt's. report approved.
24322		Lincoln County. State Park development during 20-year period. Parks Supt's report re possibilities accepted.
		Designation of State Parks and Wayside Areas. Action on Parks Supt's recommendation deferred.
24323		Douglas County. Proposed Susan Creek State Park. Parks Supt. to negotiate for acquisition of this area.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		REAL PROPERTY. Acquisition of property for which no previous authority had been granted approved.
24324		SALE OF MISCELLANEOUS PROPERTIES report accepted.
		ACCESS CHANGES approved for:
		Curry County. Oregon Coast Hwy. Rocky Point-Gold Beach Section. Rinehart Creek-Frankport Unit. Chenoweth property.
		Linn County. South Santiam Hwy. Noble Slough-Foster Section. Shelton property.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Doran property. Van Volkinburg property. Holden property.
		Marion County. Pacific Hwy. East. Salem-Hayesville School Section. Olsen property.
		Jackson County. Pacific Hwy. Medford-County Farm Section.
24325		Stevenson-Herried property. Boyd property. Stancliffe property. Barnum property. Anderson property. Jackson County property.
		JEFFERSON COUNTY. Madras-Prineville Secdy. Hwy. Reconveyance of gravel pit and haul road to US Government approved.
		LANE COUNTY. Pacific Hwy. Coast Fork-Divide Section. Damage claim settlement with Molitors approved.

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24325	Jan.18	TILLAMOOK COUNTY. Oregon Coast Hwy. Hebo-Neskowin Section. Cross property. "Renewal of Lease" for use of roadway approved.
		DOUGLAS COUNTY. Pacific Hwy. Canyonville Section. Sale of 1.43 acres approved. See EXHIBIT "B-1".
24326		BENTON COUNTY. Pacific Hwy. West. Corvallis. Front Street south. Acquisition of Corvallis Lumber Co. property discussed.
		CONDEMNATION OF REAL PROPERTY. Authority granted. See EXHIBITS "M-1" through "M-5".
24328		COURT CASES tried. Counsel's report approved.
24329		COURT CASES settled. Counsel's report approved.
24332		CONDEMNATION CASES. Offers for property approved.
24333		CONDEMNATION CASES. Offers for property previously authorized for acquisition approved.
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		DISPOSITION OF BUILDINGS, PERSONAL PROPERTY AND RENTAL OF REAL PROPERTY BY COUNSEL confirmed. See EXHIBIT "C".
		SALARY INCREASES. Legal and R/W Departments. Increases in salary for 12 employees approved.
24335		TILLAMOOK COUNTY. Trask River Road. Stowers Logging Company. Abandonment of damage claim against Company approved.
		MULTNOMAH COUNTY. Banfield Expressway. Fred Meyer property. Sale to Friedman Bag Company approved. See EXHIBIT "B-2".
		MULTNOMAH COUNTY. Banfield Expressway. Vacation of part of NE 84th Avenue; NE Clackamas St.; Gannon Addition (Blocks A, B, C) approved.
24336		LEGISLATIVE MATTERS. Counsel presents status report re hwy. bills before State Legislature.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
24337		UNFINISHED BUSINESS MATTERS discussed:
		FEDERAL-AID SECONDARY HWY. FUNDS. Program for 1957 adopted.
24340		DEFERRED CONTRACT PROJECTS REPORT. Engineer authorized to advertise projects for bids.
		GRANT COUNTY. Kimberly-Long Creek Secdy. Hwy. Oiling project. Provision made on FAS Program for improvement.
		RECLASSIFICATION OF HWYS. to Group I:
		Baker County. Baker-Homestead Hwy. Blackbridge-Richland Section.
		Umatilla County. Stanfield-Pendleton Secdy. Hwy. Rieth-Pendleton Section.
24341		MOVEMENT OF POLE LINE FACILITIES. West Coast Tel. Company. Engineer's report not complete.
		LINN COUNTY. Corvallis-East Side Secdy. Hwy. Albany. Paving of Queen Avenue approved conditionally.
		LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz north. Request for oiling approved.
		CLACKAMAS COUNTY. Pacific Hwy. East. River Road Jct. Request for stop light installation deferred.

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24341	Jan. 18	RECLASSIFICATION OF HWYS. approved: Coos County. Coos River Secdy. Hwy. Part to Group I and part to Group II.
24342		JACKSON AND KLAMATH COUNTIES. Green Springs Hwy. and Lake-of-the-Woods Route. Improvements denied. LANE COUNTY. Eugene. 7th Avenue and 11th Avenue. Conveyance of r/w to City approved conditionally. See EXHIBIT "G-9". KLAMATH COUNTY. Klamath Falls West Side By-Pass Route. Agreement signed and resolution adopted. See EXHIBIT "J-1".
24343		STATE HIGHWAY DEPARTMENT PHOTOGRAPHS. Use by private publications discussed and approved conditionally. See EXHIBIT "K". FOREST HIGHWAY PROGRAM - 1956. Approval of projects deferred pending appearance of US Forest Service and BPR representatives. FEDERAL AID CONSTRUCTION PROGRAMS - 1957. Interstate. Urban. Primary. Projects selected to be submitted to BPR.
24346		SURVEYS completed and approved: (See EXHIBITS "J-1" through "J-3). Washington County. Tualatin Valley Hwy. Reedville-Beaverton Section.
24347		Polk County. Willamina-Salem Hwy. Buell Slide Section. Clackamas-Multnomah Counties. Cascade Secdy. Hwy. SE Flavel St.-Lake Road Section. Umatilla-Union Counties. Old Oregon Trail. Meacham-Hilgard Section. Josephine County. Redwood Hwy. Wilderville-Grants Pass Section. Yamhill County. Pacific Hwy. West. Hess Creek Section. PROJECT AUTHORIZATION INCREASES approved for following: Lane County. Pacific Hwy. Goshen-Coast Fork Willamette River Section. Contract #4065. Grant County. John Day Hwy. Mt. Vernon-John Day Section. Contract #3986.
24348		Coos County. Oregon Coast Hwy. China Camp Marsh Section. Contract #3959. Klamath County. The Dalles-California Hwy. Modoc Point-Barkley Springs Section. Contract #4201. Klamath County. The Dalles-California Hwy. Willamette Jct.-Diamond Lake Jct. Section. Contract #4200. Curry County. Harris Beach State Park. Contract #3940. Marion County. Pacific Hwy. East. Salem By-Pass Section. Hayesville School-Battle Creek Jct. Unit. Contract #3914. WAYSIDES. Oregon Roadside Council's letter requesting additional "rest areas" acknowledged and ordered filed. MULTNOMAH COUNTY. Portland. Lombard St.-NE 27th Avenue Jct. Traffic signals denied. Flashing beacon approved.

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24348	Jan. 18	POLK COUNTY. Monmouth. East St.(US99W)-Main St.(ORE51)Jct. Request for traffic signals approved on cooperative basis.
24349		JOSEPHINE COUNTY. Redwood Hwy.-Oregon Caves Hwy. Jct., Cave Junction. Installation of flashing beacon approved.
		JACKSON COUNTY. Pacific Hwy. Talent Grade Intersection. Installation of luminaire units approved.
		BAKER COUNTY. Sumpter Valley Secdy. Hwy. Request for improvements and oiling deferred. Survey authorized.
24350		TILLAMOOK COUNTY. Oregon Coast Hwy. Wheeler. Request for full width paving through city referred to Engineer for report.
		WASHINGTON COUNTY. Portland-Salem Expressway. Avery Road Jct. Request for opening of road denied.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Cloud Cap Inn Access Road. Road construction, parking lot and snow removal requested.
		JACKSON COUNTY. Pacific Hwy. Medford. 9th St.-South Central Avenue Section. Request for full width paving denied.
		LANE COUNTY. Pacific Hwy. Eugene. Airport Road Jct. Request for left-turn refuge deferred. Pavement widening approved.
24351		BAKER COUNTY. Baker-Homestead Hwy. Anthony Lakes Secdy. Hwy. Improvement requested.
		LINN COUNTY. Santiam River Revetment. Sanderson Bridge upstream. Payment of State's share for revetment repairs approved.
		COOS AND DOUGLAS COUNTIES. Proposed Myrtle Point-Roseburg Road. Request for construction via Sitkum denied.
		STATE TAX STREET FUNDS. Funds for last half of 1954. Allocation to towns and cities. See EXHIBIT "D".
24352		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "E".
		MARION COUNTY. Salem. State Highway Building. Placing asphalt tile in two basement rooms approved.
		MULTNOMAH COUNTY. Portland. Union Ave.(US99E)-Marine Drive Connecting Road. Request for construction denied.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		MULTNOMAH COUNTY. Banfield Expressway. Fred Meyer Warehouse. Expenditure authorized for repairs to building.
24353		CONTRACT MAINTENANCE BUDGET. 3 projects authorized: Umatilla County. Old Oregon Trail. Stanfield Jct.-Pendleton Section. Umatilla County. Old Oregon Trail. Pendleton-Emigrant Hill Section. Umatilla-Union Counties. Weston-Elgin Secdy. Hwy. MP 7.3-MP 29.0.
		MULTNOMAH COUNTY. Sunset Hwy. Sylvan. SW Humphrey Blvd. Jct. Request for improvements denied.
		MALHEUR COUNTY. Nyssa. Snake River Bridge. Filing of claim for damages and preparation of agreement for new bridge authorized.
		LINN COUNTY. Corvallis Eastside Secdy. Hwy. West Queen Ave.-Broadway St. Jct. Request for improvements denied.
24354		MARION COUNTY. Pacific Hwy. East. Salem Underpass north. Request for pavement widening for parking purposes denied.

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24354	Jan. 18	MULTNOMAH COUNTY. Canyon Road (Sunset Hwy.). Request for installation of enclosed sewer pipe denied.
		EXTENSIONS OF TIME to complete contracts granted.
24358		CONTRACTS completed and accepted. See EXHIBIT "F".
		MARION COUNTY. North Santiam Secdy. Hwy. Salem-Mehama Section. Construction discussed. FAS funds previously allocated.
		LANE COUNTY. Alsea-Deadwood Secdy. Hwy. Request for improvements to be investigated by Engineer.
24359		SPEED ZONES-NO PARKING ZONES considered as follows:
		Clatsop County. Oregon Coast Hwy. Astoria south. Request to prohibit shoulder parking denied. Speed zone established. See EXHIBIT "H-1"
		Washington County. Farmington Secdy. Hwy. 185th Avenue. Flashing beacon denied. Speed zone approved. See EXHIBIT "H-2".
		TRAVEL - OUT OF STATE:
		W. W. Stiffler and Roy Edgerton to Washington State College, Pullman, for Road Builders Clinic.
24360		LINCOLN COUNTY. Depoe Bay. Restroom facilities and concession building discussed. Moore property to be considered.
		MARION COUNTY. North Santiam Secdy. Hwy. Stout Creek-Mehama Section. Abandonment agreement approved. See EXHIBIT "G-1".
		CLATSOP COUNTY. Columbia River Hwy. Gnat Creek-Bradley Park Section. Abandonment agreement approved. See EXHIBIT "G-2".
		ABANDONMENT AGREEMENTS approved: (See EXHIBITS "G-3" through "G-8".)
24361		Coos County. Oregon Coast Hwy. Douglas County Line-Glasgow Section.
		Jackson County. Pacific Hwy. Blackwell Hill-Seven Oaks Section.
		Polk County. Pacific Hwy. West. Orr Corner-Monmouth Sec
		Douglas County. Tiller-Trail Secdy. Hwy. Canyonville-O'Shea Creek Section.
		Clackamas and Marion Counties. Beaverton-Aurora Secdy. Hwy. Washington County Line-Aurora Section.
		SPECIALIZED TRAINING COURSES. State to pay part of tuition. Matter approved on one-year trial basis.
		GRANT COUNTY. John Day. John Day Hwy. - John Day-Burns Hwy. Jct. Intersection to be designated a four-way stop.
24362		LOG HAULING. Grant, Wheeler and Crook Counties. John Day Hwy. and Ochoco Hwy. Hudspeth Pine, Inc., request to haul logs denied.
		MALHEUR COUNTY. Old Oregon Trail. Ontario. Oregon Street. Payment of automobile damage claim to Mr. Johnson approved.
		WASCO COUNTY. Deschutes River. Sherars Bridge. Request for erection of memorial textboard approved.

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24362	Jan. 18	CLACKAMAS COUNTY. Pacific Hwy. East. Canby north. Agreement with Crown-Zellerbach- Weyerhaeuser for overhead structure approved.
		AASHO AND WASHO. Payment of membership dues for 1955 approved.
		SECRETARY'S REPORT on papers signed approved.
24363		COMMISSION MEETING DATES set for: March 2-3, 1955 and tentatively for April 13-14, 1955.
		MARION COUNTY. Portland-Salem Expressway. Gervais Road-Hayesville Section. Agreement with Central Paving re stockpiling approved.
		DELEGATION PROBLEMS discussed.
		FOREST HIGHWAY PROGRAM - 1956. Engineer presented list of eligible projects.
24365		LANE COUNTY. County Road No. 360. Lookout Point Reservoir Project. Release approved. US to pay for engineering services.
		MEETING ADJOURNED at 5:00 p.m. to reconvene at 9:00 a.m. following day.
24366	Jan. 19.	BIDS received on construction projects.
24372		WASCO COUNTY. The Dalles-California Hwy. Eight Mile Creek-Columbia River Hwy. Jct. Request for hwy. rerouting deferred.
24373		MARION COUNTY. North Santiam Secdy. Hwy. Mehama-Salem Section. Request for hwy. construction discussed.
		OSEA. Life and Hospital Insurance Premiums. Request to
24374		make payroll deductions deferred. Counsel to prepare resolution.
		HIGHWAYS IN SOUTHERN OREGON. Delegation urges improvements: Jackson County. Crater Lake Hwy. Flounce Rock Section. Jackson County. Pacific Hwy. Medford By-Pass. Jackson-Douglas Counties. West Diamond Lake Secdy. Hwy. Engineer to report re snow removal. Jackson-Klamath Counties. Eagle Point-Klamath Falls Road. Most of r/w needed for logging road owned by Counties.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		LINN COUNTY. Corvallis-Eastside Secdy. Hwy. Albany. Queen Avenue. Request for improvement approved on cooperative basis.
24375		BAKER COUNTY. Improvements requested for: Baker-Homestead Hwy. Black Bridge-Richland Section. $150,000 allocated for improvement. Haines-Anthony Secdy. Hwy. Improvements denied. Sumpter Valley Secdy. Hwy. Engineer to investigate.
		SHERMAN COUNTY. Columbia River. Maryhill. State to contribute towards economic study re bridge construction across River
		RECREATIONAL AREAS. Designation as State Parks and Waysides. Resolutions adopted. See EXHIBITS "I-1" and "I-2".
		PARK PROGRAM - FIVE YEAR. Program adopted.

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24376	Jan. 19	GEORGE C. HESTER. Receipt of resignation. Secretary to convey by letter regrets of Commission and wishes for success.
		AMANDA WICKLANDER. Receipt of letter re retirement certificate. Secretary to convey thanks for fine service and best wishes.
		EMPLOYEES. Retirement. Secretary to write letters upon retirement of all employees having served five years or more.
		DOUGLAS COUNTY. Proposed Susan Creek State Park. Parks Supt. to report re cost of development of area.
		LOAD LIMITS. Wasco County. Wapinitia Hwy. MP 28.00 to MP 40.00. Reduced 1/17/55.
		DEFERRED CONSTRUCTION PROJECTS. Engineer explains President's message to Congress and bill providing additional Federal grants.
		R. H. Baldock to Washington, D.C., in February re President's bill on this subject.
24377		Lane County. Pacific Hwy. Goshen-Divide Section. Paving project to be completed in summer of 1955.
		Engineer clarifies his letter re deferred projects.
		UMATILLA COUNTY. Old Oregon Trail. Pendleton Overcrossing. Inquiry re status of project plans. Engineer reports.
		CONTRACTS. Award of contracts publicly announced.
24379		DESCHUTES COUNTY. Bend east. Pilot Butte. 1.55 acres of land deeded to County.
		MULTNOMAH COUNTY. Portland. Proposed Clay Street Interchange. Inquiry re project. Engineer to present complete report.
24380		CLACKAMAS COUNTY. Clackamas Secdx. Hwy. Clackamas Overcrossing.
		LAND FOR NATIONAL GUARD RAMP to be condemned by State Land Board.
		AGREEMENTS and papers approved and signed.
24383		EXHIBIT "A". Real Property Acquisition
24406		EXHIBIT "B-1"-"B-2". Sale of Excess Property Authorized.
24411		EXHIBIT "C". Disposition of Bldgs., Personal Property and Rental of Real Property by Counsel.
24414		EXHIBIT "D". Allocation of State Tax Street Funds.
24423		EXHIBIT "E". State Tax Street Funds.
24425		EXHIBIT "F". Contracts Completed and Accepted.
24428		EXHIBIT "G-1" through "G-9". Abandonment Resolutions
24453		EXHIBIT "H-1" and "H-2". Speed Limit Resolutions.
24457		EXHIBIT "I-1" and "I-2". Designation of State Parks and Waysides as Recreational Areas.
24463		EXHIBITS "J-1" through "J-3". Surveys.
24469		EXHIBIT "K". Authorization of publication of Highway Department Photographs.
24472		EXHIBIT "L". Rate Schedule for use of State Park Facilities.
24478		EXHIBIT "M-1" through "M-5". Condemnations.

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		BIDS received on construction projects.
24495		COMMISSION MEETING MINUTES for January 18-19, 1955 approved.
		PARKS SUPT. reports on following matters:
		Lava Caves State Park. Deschutes County. Mr. Van Leuven to operate concession during 1955 season.
24496		Douglas County. Proposed Susan Creek State Park. Acquisition of land approved. See EXHIBIT "G".
		Coos County. Bandon. Sickels property. Acquisition of 3.83 acres of land for park purposes denied.
		Yaquina Bay State Park. Lincoln County. Minor repairs to Yaquina Lighthouse approved.
24497		Wallowa Lake State Park. Wallowa County. Easement for ditch across Idaho Methodist Conference property approved.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Request for information booth on west side of hwy. denied.
		Lincoln County. Depoe Bay. Moore property. Building discussed. Engineer to obtain appraisals on property.
24498		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		REAL PROPERTY. Acquisition of property for which no previous authority had been granted approved.
		SALE OF MISCELLANEOUS PROPERTIES report accepted.
24499		ACCESS CHANGES approved for:
		Jackson County. Pacific Hwy. Medford County Farm Section. Smith property.
		Curry County. Oregon Coast Hwy. Brush Creek-Rinehart Creek Section. Fromm property.
		Curry County. Oregon Coast Hwy. Rinehart Creek-Frankport Unit. Mark property.
		Wasco County. The Dalles-California Hwy. Sherman Jct.-Willowdale Section. Moore property.
		Jackson County. Pacific Hwy. Medford County Farm Section. Thomas property.
		Washington County. Pacific Hwy. West. Tigard-Newberg Section. Onion Flat-Middleton Unit. Zell property.
		MULTNOMAH COUNTY. Sunset Hwy. Sylvan Section. Gollihur property. Option rejected as too high.
		LANE COUNTY. Pacific Hwy. Goshen-Divide Section. Easement from SP Company for construction of dike approved.
		YAMHILL COUNTY. Pacific Hwy. West. Hess Creek Fill (Newberg). Payment of $500 to Spaulding Pulp & Paper Co. approved.
24500		WASHINGTON COUNTY. Pacific Hwy. West. Tigard-Newberg Section. Reconveyance of property to Albert Johnson approved.
		LANE COUNTY. Oregon Coast Hwy. Florence. Block 9, Lots 2-3. Sale of property approved. See EXHIBIT "B-1".
		MARION COUNTY Portland-Salem Expressway. Gervais-Hayesville Section. Wymore damage claim for $500 approved.
		CROOK COUNTY. Powell Butte Secdy. Hwy. Sale of 1.456 acres of land to the Whitsetts approved.

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24500	Mar. 2	COOS COUNTY. Oregon Coast Hwy. Chrome-Coquille Section. Sale of 0.74 acre of excess r/w to Vera Shaw approved.
24501		MULTNOMAH COUNTY. Banfield Expressway. Vacation of streets: NE 49th Avenue; NE 52nd Avenue; NE Oregon Street. Action deferred. 91st Avenue; NE Wasco Street. Approved.
		MULTNOMAH COUNTY. Banfield Expressway. Howard Cooper Building. Expenditure of $200 to ground 70 electrical outlets approved.
		YAMHILL COUNTY. Pacific Hwy. West. Hess Creek-Newberg Section. Agreement with Newberg re construction of section approved.
		JACKSON COUNTY. Sams Valley Secdy. Hwy. Gravel bar. Reconveyance of 9.85 acres of land to J. D. Douglas approved.
24502		SHERMAN AND JEFFERSON COUNTIES. The Dalles-California Hwy. Sherman Jct.-Willowdale Section. Right to operate farm equipment across hwy. granted to Mr. Bolter.
		JACKSON COUNTY. Little Butte Secdy. Hwy. Sale of timber on hwy. r/w authorized.
		DOUGLAS COUNTY. Pacific Hwy. Winchester-Garden Valley Road Section. Option from Walter E. Mack rejected.
		MARION COUNTY. Pacific Hwy. East. Jefferson Jct. Restaurant property. Lease agreement with the Fernaus approved.
		PERMITS from BPA for use of r/w approved on following: Umatilla County. Old Oregon Trail. Pendleton-Deadman's Pass Section. Columbia County. Columbia River Hwy. Clatskanie-Delena Section.
		MULTNOMAH COUNTY Banfield Expressway. NE Halsey Street and NE 99th Avenue. Request from Fred Meyer, Inc., for change in access control approved conditionally.
24503		LANE COUNTY. Willamette Hwy. Deception Creek-Oakridge Section. Agreement with BPR to pay for borrow materials approved.
		APPRAISALS OF PROPERTY. Procedure followed in securing independent appraisals of property approved.
		RIGHT OF WAY for projects not on construction schedules. Inquiry re amount of money invested. Engineer to report.
		CONSTRUCTION PROJECTS. Status for April letting discussed.
24504		CONDEMNATION OF REAL PROPERTY. Authority granted. See EXHIBITS "H-1" through "H-5"
24506		COURT CASES tried. Counsel's report approved.
24507		COURT CASES settled. Counsel's report approved.
24508		CONDEMNATION CASES. Offers for property approved.
24509		TRAVEL - OUT OF STATE. C. W. Enfield to Chicago, February 18, 1955, for National Committee on Urban Transportation.
		JACKSON COUNTY. Willamette Hwy. Eagle Point. Damage claim against Morrison-Kiewit-Macco Company settled.
		MULTNOMAH COUNTY. Banfield Expressway. Unit No. 3. State vs Rushlight's Inc. New trial granted.
		LANE COUNTY. Pacific Hwy. Goshen-Divide Section. State vs Philip S. Holt. Case appealed.
		COURT ACTIONS instituted against State Hwy. Commission. Counsel reported on cases.

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24510	Mar. 2	JACKSON COUNTY. Pacific Hwy. Medford-County Farm Section. George W. Read vs State of Oregon. Counsel's report accepted.
		BENTON COUNTY. Pacific Hwy. West. North Corvallis Section. State vs J. A. Gallagher. Counsel's report accepted.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
24511		POLE LINE FACILITIES. West Coast Telephone Company. Engineer submits report re movement.
		BAKER COUNTY Sumpter Valley Secdy. Hwy. Boulder Gorge Sec. Location survey authorized.
24512		WEIGHMASTER RECORDS. October through December. 1950-1954. Engineer's report accepted.
		RECLASSIFICATION OF HWYS. to Group I approved: Josephine County. Oregon Caves Hwy. MP.0.00 to MP 6.16. Linn County. Halsey-Sweet Home Secdy. Hwy. MP 0.00 to MP 21.51
		LOAD LIMITS: Wasco County. Wapinitia Hwy. MP 28 to MP 40. Malheur County. Crane-Scotts Butte Secdy. Hwy. MP 28.0 to MP 40.5. Union County. Medical Springs Secdy. Hwy. MP 0.05 to MP 20.35.
		JACKSON COUNTY. Pacific Hwy. Bear Creek Gravel Bar. Cancellation of lease with Roy W. Colpitts approved.
24513		CLACKAMAS COUNTY. Pacific Hwy. East. River Road Jct. Installation of traffic light deferred.
		NEW CONTRACTORS' EQUIPMENT. Inquiry re physical check made on equipment. Explanation of procedure given.
		BENTON COUNTY. Pacific Hwy. West. Corvallis. First Street. Negotiations to acquire Corvallis Lumber Mill property authorized.
24514		EAST AND WEST DIAMOND LAKE SECDY. HWYS. Request of Jackson County for year-around travel denied. Opening of passes around June 1st explained.
		INSURANCE. California-Western States and OPS. Payroll deductions for OSEA plan authorized. See EXHIBITS "C-1" and "C-2".
24515		Attitude of Commission re-stated re insurance and OSEA.
		TILLAMOOK COUNTY. Tillamook. Smoke and dust damage claims. Settlement of 13 claims approved.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Wheeler. Request for hwy. widening and curb construction denied.
		USED EQUIPMENT AND SCRAP MATERIALS. Sale approved
24516		LANE COUNTY. Alsea-Deadwood Secdy. Hwy. Request for improvements deferred pending completion of Green Creek Road.
		LANE COUNTY. Siuslaw Hwy. Swisshome area. Dynamite blast claims. Property damage claims approved. Claim for lost wages denied.
24517		UNFINISHED BUSINESS MATTERS discussed: MOVEMENT OF POLE LINE FACILITIES. West Coast Telephone Company.

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24517	Mar. 2	CLACKAMAS COUNTY. Pacific Hwy. East. River Road Jct. Request for installation of stop light.
		DOUGLAS COUNTY. Proposed Susan Creek State Park.
		BENTON COUNTY. Pacific Hwy. West. Corvallis. First Street. Acquisition of mill property.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Wheeler. Request for widening and curbs.
		LINCOLN COUNTY. Depoe Bay. Request for building construction.
		PAYROLL DEDUCTIONS California-Western States and OPS Premiums.
		BAKER COUNTY. Baker-Homestead Hwy., Sumpter Valley Secdy. Hwy. and Haines-Anthony Secdy. Hwy. improvements.
24518		MULTNOMAH COUNTY. Portland. Proposed Clay Street Interchange. Engineer's report to be ready for May meeting.
		LANE COUNTY. Alsea-Deadwood Secdy. Hwy. Improvements requested.
		UMATILLA COUNTY. Starkey Secdy. Hwy. Ukiah By-pass. Engineer to re-investigate.
		CROOK COUNTY. Ochoco Hwy. Prineville. Third Street. Request for flashing beacons near school denied.
		JACKSON COUNTY. Little Butte Secdy. Hwy. Eagle Point. Main St. Jct. Request for traffic signal denied.
24519		JACKSON COUNTY. Medford-Provolt Secdy. Hwy. Medford. Lozier Lane and Oak Grove Road Jcts. Request for traffic signals denied.
		SIGNALS. Necessity for Commission to pass on requests from individuals not representing organizations questioned.
		MARION AND LINN COUNTIES. Pacific Hwy. East. Santiam River. Miller Bend Revetment. Army Engineers request for maintenance denied.
		POLK COUNTY. Salem-Willamina Hwy. Derry Grade Crossing. Flashing light signal installation approved on 50-50 basis with SP RR Co.
		YAMHILL COUNTY. Pacific Hwy. West. Whiteson. Request for improvement deferred pending hwy. re-alignment
24520		WASCO COUNTY. Columbia River Hwy.-The Dalles-California Hwy. Jct. Seufert property. Construction of frontage road authorized.
		FAS FUNDS - 1957. Division No. 5. Error in total summarization of funds corrected and proper adjustment made.
		DESCHUTES-KLAMATH COUNTIES. The Dalles-California Hwy. Funds for fence construction transferred to Central Oregon Hwy.
		FAS COUNTY ROAD SYSTEM. Requests from several counties for additions to system approved
24522		FAS COUNTY ROAD PROJECTS - 1956-57. Additional projects approved.
24523		MARION COUNTY. Salem. State Hwy. Building. Asphaltic tile authorized for Multilith Room and Building Supt's. Office.

Page	Date 1955	Subject
24523	Mar. 2	HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks-Wyeth Section. Payment of RR Company claim for slide damage approved.
24524		BASE COURSES UNDER FLEXIBLE PAVEMENTS. Oregon State College. Continuance of cooperative experimental project approved.
		LANE COUNTY. Eugene. Washington and Jefferson Streets Overcrossings. Immediate construction of footings and column sections approved.
		KLAMATH COUNTY. Klamath Lake Secdy. Hwy. Request for early improvement denied.
24525		CURRY COUNTY. Oregon Coast Hwy. Wedderburn north. Contractor reimbursed for work and supplies due to revision of plans.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Letter from American Legion favoring Smith Point route ordered filed.
		PROJECT AUTHORIZATION INCREASES approved for following:
		Curry County. Oregon Coast Hwy. Rocky Point-Brush Creek Section. Repairs of storm damage.
		Curry County. Oregon Coast Hwy. Rinehart Creek Bridge. Contract #3970.
		POLK COUNTY. Dallas. Levens Street Bridge. Request that Hwy. Dept. prepare plans and supervise construction approved.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Estacada. Request for hwy. rerouting to avoid City schools denied.
24526		WASCO COUNTY. The Dalles-California Hwy. US30 Jct.-Dufur Section. Request for improvements deferred.
		MALHEUR COUNTY. Old Oregon Trail. Ontario Section. Survey for hwy. rerouting and by-pass completed. Adoption deferred.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass-Jump-Off Joe Creek Section. Adoption of survey deferred.
		Merlin Hill Route favored. Acquisition of r/w authorized.
24527		MARION COUNTY. Pacific Hwy. East. Salem north. Request for pavement widening and curb construction approved conditionally.
		MULTNOMAH COUNTY. Banfield Expressway. NE 122nd Avenue. Meier & Frank's request for ramps. Off-ramp from west approved.
24528		MULTNOMAH COUNTY. Banfield Expressway. Halsey Street. Fred Meyer Company's request for ramps denied.
		EXTENSIONS OF TIME to complete contracts granted.
24529		CONTRACTS completed and accepted. See EXHIBIT "D".
24530		DOUGLAS-LANE COUNTIES. Territorial Secdy. Hwy. Lorane-Anlauf Section. Request for improvement deferred.
		UMATILLA COUNTY. Old Oregon Trail. Emigrant Hill Quarry. Use of rock for improvement on Reservation roads approved.
		MULTNOMAH COUNTY. Pacific Hwy. West. North Lombard Street Jct. Improvement of traffic conditions approved on 50-50 basis.
		SPEED ZONES-NO PARKING ZONES adopted as follows:
		Multnomah County. Cascade Secdy. Hwy. Portland. Speed zones established. See EXHIBIT "E-1".
24531		Douglas County. Pacific Hwy. Oakland and Yoncalla. Speed zones established. See EXHIBIT "E-2".

Page	Date 1955	Subject
24531	Mar. 2	Lane County. Pacific Hwy. East and West. Junction City. Speed zones established. See EXHIBITS "E-3","E-4","E-5".
24532		Lane County. Richardson-Eugene Secdy. Hwy. Eugene. Chambers Street-Seneca Road. Prohibition of shoulder parking approved.
		Wasco County. Columbia River Hwy. The Dalles east. Prohibition of shoulder parking. See EXHIBIT "F-1".
		Multnomah County. Pacific Hwy. West. SW 53rd Ave.-SW 55th Ave. Prohibition of shoulder parking. See EXHIBIT "F-2".
		EMPLOYEES. Promotion of P.M. Stephenson from Assistant Bridge Engineer to Bridge Engineer effective March 1, 1955.
24533		SALE of photostat machine confirmed.
		WASCO COUNTY. Sherars Bridge Secdy. Hwy. Sherars Bridge. Text of memorial marker and erection of marker approved.
		WALLOWA COUNTY. Wallowa Valley. Nez Perce Indian War. Text of memorial marker and erection of marker approved.
24534		JOSEPHINE COUNTY. Pacific Hwy. "Speaker" County Road Connection. Request for new hwy. connection approved at County's expense.
24535		UMATILLA COUNTY. Mission North-Mission South County Road. Request for secdy. hwy. designation denied. FAS Hwy. suggested.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Coquille-Rink Creek Sec. Settlement of Pettengill claim for tree destruction approved.
		MULTNOMAH COUNTY. Banfield Expressway. 162nd Avenue. Settlement of Molitor claim for tulip bulbs destruction approved.
		MULTNOMAH COUNTY. Portland. Interstate Bridge. Settlement of Ward claim for car damage approved.
24536		DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. Tipton property. Request for commercial access to new connecting road denied.
		JACKSON COUNTY. Central Point. School District #6. Griffith Creek. Agreement re splash boards approved.
		CLATSOP COUNTY. Astoria-Megler Ferry. Hull and Machinery Insurance. Calling for bids at April meeting authorized.
24537		COPCO billing for revision of facilities to be examined for: Lane County. Pacific Hwy. Goshen-Coast Fork Section. Douglas County. Pacific Hwy. Booth Ranch Section Jackson County. Pacific Hwy. Central Point.
		UNION COUNTY. La Grande NE. Mt. Harris Remote-controlled Station. Agreement for power line construction approved.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for: April 13-14, 1955, and May 25-26, 1955, tentatively.
		TRAVEL - OUT OF STATE. R. H. Baldock to: Tacoma, April 22-23, 1955, for American Society of Civil Engineers; Chicago, March 28-29, 1955 for AASHO meeting.
		DELEGATION PROBLEMS discussed.
		MULTNOMAH COUNTY. Portland. Gannon Addition. Blocks A and C. Lots 1 to 20 inclusive. Request for zone change approved.
24538		TILLAMOOK COUNTY. Salmon River Hwy. Van Duzer Corridor. Request from Longview Fiber Co. for new roadway entrance approved.

Page	Date 1955	Subject
24538	Mar. 2	MULTNOMAH COUNTY. Portland. North Denver Avenue. Interstate Bridge Approach. Inquiry from Kernan re r/w acquisition.
		CONTRACTS. Award of contracts publicly announced.
24540		AGREEMENTS and other papers signed.
24543		MULTNOMAH COUNTY. Columbia Gorge. George Ruby conferred with Commission.
		MEETING ADJOURNED at 4:45 p.m. to reconvene at 9:00 a.m. following day.
	Mar. 3	BIDS received on construction projects.
24547		SHERMAN COUNTY. Columbia River. Proposed Biggs-Maryhill Bridge. Increase in financial assistance for economic study approved.
24548		SHERMAN COUNTY. US97 and US197 Junction. Revision of hwy. signs at Jct. requested. Engineer to investigate.
		SHERMAN COUNTY. Moro. State Hwy. employees holding city offices. Problem discussed. Decision to adhere to past practice approved.
24549		LANE COUNTY. Springfield-Creswell Secdy. Hwy. Request for oil surfacing to be investigated.
		UMATILLA COUNTY. Starkey Secdy. Hwy. Proposed Ukiah By-pass. Proposed hwy. relocation to be investigated further.
24550		CLACKAMAS COUNTY. Mt. Hood. Cloud Cap Inn area. Development planned. Snow removal to be investigated.
		KLAMATH COUNTY. Klamath Lake Secdy. Hwy. Lake-of-the-Woods Road-Fort Klamath Section. Request for improvement to be studied.
24551		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		DOUGLAS COUNTY. Proposed Susan Creek State Park. Delegation extends thanks for Commission's decision to acquire area.
24552		WALLOWA COUNTY. Little Sheep Creek Secdy. Hwy. Little Sheep Creek Hill north. Request for survey to be considered.
		MULTNOMAH COUNTY. Bertha-Beaverton District to E.167th & Division Streets. Permit for moving building denied Mr. Sturtevant.
		LANE COUNTY. Siuslaw Hwy. Swisshome area. St. Helens Wood Products Co. Claim for lost wages of 88 employees denied.
24553		UNION COUNTY. Grande Ronde Valley Flood Control District. Cooperative improvement of hwys. and bridges approved: Cove Secdy. Hwy. Grande Ronde River Bridge. Medical Springs Hwy. Catherine Creek Bridge and Hwy. Sec.
		DOUGLAS COUNTY. Pacific Hwy. Canyonville. Sale of excess property approved. See EXHIBIT "B-2".
		TRAVEL - OUT OF STATE. R. L. Porter to Tacoma, April 22, 1955, for NW Conference on Access Control.
		NATIONAL COMMITTEE ON URBAN TRANSPORTATION. Counsel reports on trip to Chicago.
		JACKSON COUNTY. Pacific Hwy. Medford. By-pass route and Hawthorne Park route being surveyed. Engineer to so inform the City.

Page	Date 1955	Subject
24554	Mar. 3	UMATILLA COUNTY. Old Oregon Trail. Stanfield Jct. Divider a hazard. Engineer to investigate and report.
		CONTRACTS. Award of contracts publicly announced.
24556		MEETING ADJOURNED at 3:35 p.m.
24557		EXHIBIT "A". Acquisition of Real Property.
24581		EXHIBIT "B-1" - "B-2". Sale of Excess Property.
24584		EXHIBIT "C-1 - "C-2". OSEA Payroll Deduction Plan. California-Western States and OPS.
24588		EXHIBIT "D". Contracts Completed and Accepted.
24590		EXHIBITS "E-1" through "E-5". Speed Limit Resolutions.
24600		EXHIBITS "F-1" - "F-2". No Parking on Highway Shoulders.
24603		EXHIBIT "G". Acquisition of Land Approved. Susan Creek State Park.
24605		EXHIBITS "H-1" through "H-5". Condemnations.

Portland, Oregon
January 18, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Tyrolean Room of the Benson Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The minutes of the meetings held on October 28 and 29, 1954, and on December 7 and 8, 1954, were approved by the Commission unanimously.

The State Parks Superintendent, C. H. Armstrong, reported on the following park matters:

1. Request of Mr. D. C. Burkes that the State purchase his property immediately north of Boiler Bay for state park purposes: The Parks Superintendent recalled that the Commission at the September meeting asked him to re-examine the area. That has been done, he said, and a thorough study has been made of the recreational possibilities in Lincoln County, which discloses that other and more suitable areas could be developed at less expense. He, therefore, recommended that the request be again denied. The Commission accepted the recommendation.

2. Request of Mr. and Mrs. J. L. Campbell for an extension of their lease to operate concessions in Silver Falls State Park: The Parks Superintendent reported that these people satisfactorily operated the concession in 1954 under agreement which expired December 31, 1954; that it is their wish to renew the lease for the year 1955. The concession, he said, serves a useful purpose in the park, and because the operation by the Campbells has been satisfactory, he recommended that the agreement be extended for the calendar year 1955 under the same terms as contained in the former agreement. The recommendation was approved by the Commission.

3. Request from the Daughters of the American Revolution through Mrs. Albert Powers, for use of an area in Champoeg State Park on which to construct a caretaker's garage: The Parks Superintendent stated that there is no suitable space for a garage in the area that the

D.A.R. now occupies and that the proposed garage will not be detrimental to the state park. He recommended approval of the request. The recommendation was approved by the Commission.

4. Adoption of rate schedule for use of facilities in state parks during the year 1955: The State Parks Superintendent presented a proposed schedule with the comment that the rates proposed are the same as those contained in the 1954 schedule. He recommended approval of the same. The Commission approved the rates as recommended by adoption of the attached resolution relative thereto marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

5. Report concerning expenditures for and use of swimming facilities in Jessie M. Honeyman State Park during 1954: The Parks Superintendent reported that the total expense for operating the swimming facilities was $2,151.42 whereas the income from the swimmers amounted to $1,617.55, a net loss of $533.87 compared with a net loss in 1953 of $628.47. He also said that there was a decrease in the number of swimmers from 7,539 during 1953 to 5,799 in 1954. It was his thought that the decrease may not have been due altogether to the additional charge made in 1954, but that it could have been partially attributed to unusually damp, cool weather during the summer months which curtailed interest in swimming. As to adverse criticism as to the manner in which the facilities are being handled, he advised that he has heard none. He recommended that they be handled in the same manner during 1955. The Commission accepted the report.

6. Request of Henry Zorn for renewal of a lease of an area in the south part of Champoeg State Park during the year 1955: The Parks Superintendent commented that this area of 45 acres has been leased to Mr. Zorn for a number of years for the purpose of growing grass, the consideration being $225 per year. He further stated that it is not planned to develop the area in 1955, and he recommended in view thereof that the request be granted. The Commission accepted his recommendation.

7. Five-Year program for the development of state parks: The State Parks Superintendent submitted a written report on this subject which included a five-year development and budgetary plan for state parks with a budget of $3,100,000 for development and $3,000,000 for operation, and acquisition of some 720 acres of land. He explained that the contemplated program anticipates that 3,000,000 additional people would use park facilities during this five-year period. He pointed out that additional land purchases are not expected to be large but that accent has been placed on development and operation of existing property. He called attention to the fact that the trend to overnight camping and the use of lake and river facilities by boat enthusiasts and fishermen is very much on the increase; also, that leeway has been left within the plan to shift the development of the parks to fit the demands of the park users which cannot be accurately foretold so far in the future.

The State Highway Engineer expressed his opinion that the report is an excellent one. Commissioner Reynolds commented that the report should be adopted. Commissioner McIver gave as his feeling that the report is fine, but should be given careful study before adoption. Chairman Chandler inquired if the report contains information as to what park work has been done during the past five years. It was his thought that such information will reflect the Commission's attitude with respect to development of state parks better than will a statement of future plans. As a result of the discussion the Commission indicated its approval of the program as prepared but deferred a final decision pending further study. (On the following day the matter was again discussed and at that time the Commission by unanimous vote approved the program as presented by the Parks Superintendent. In approving the program the Commission called attention that there has been a big increase in the use of the parks during the past five years as a result of the Commission's action in spending funds for development purposes, making possible greater use of the recreational facilities that have been provided. For details, see copy of the Parks Superintendent's letter of January 10, 1955 with program attached, in General Files.)

8. Possibilities of State Park development in Lincoln County during the next 20-year period: The Parks Superintendent reported that pursuant to instructions of the Commission a study of probable use in the area up to 1975 has been made. He pointed out that the areas most in need of park development are (1) south of Yaquina Bay (2) at Fogarty Creek about 5 miles south of Kernville and (3) the district at the south end of Devils Lake. Mr. and Mrs. James C. Drury own 80 acres of land south of Yaquina Bay which would be suitable, and a small area is now owned at Fogarty Creek, but no land has been acquired in the Devils Lake area. Overnight camp use, he stated, could be expanded by purchasing additional areas adjoining the Big Creek area on the south, and by acquiring the land to the east of the present site at Beverly Beach. If these developments cannot be made, he said, it will be necessary to expand either in the Fogarty Creek area or south of Yaquina Bay. He recommended that authority be granted to negotiate the purchase of the 80-acre tract south of Yaquina Bay owned by the Drurys , and acquisition of land in the Fogarty Creek area. The Commission accepted the report and approved the recommendations.

9. Designation of state parks and wayside areas: The Parks Superintendent advised that pursuant to legal authority the Commission has acquired during past years numerous parcels of land for use as state parks and other parcels for wayside purposes,but the several parcels have not always been segregated in the department records as to which are to be used for park purpose and which are to be developed as waysides. In order to clarify the status of each group, he suggested that the Commission take appropriate action to defining each. He presented for the Commission's consideration two resolutions--one listing those areas that are known as highway waysides and the other listing those areas that are known as state parks. He recommended adoption of both resolutions. The Commission deferred action in this matter

until the following day. (See ahead for additional entry adopting both resolutions.)

10. Proposed Susan Creek State Park on the North Umpqua River about 30 miles east of Roseburg: Commissioner Reynolds recalled that there had been several requests during the past few years that this area be developed as a state park. He suggested that it might be advisable to reopen the matter in view of changed conditions and the fact that there now is a good road leading to the area. The State Parks Superintendent commented that it is an unusually beautiful area; that it provides very good bank fishing and is built up with a number of summer homes. Chairman Chandler recalled that the matter had been previously denied as the area was located on an unimproved road at a considerable distance from the state highway. He pointed out, however, that the highway now is oiled up to this point and eventually will be constructed easterly to Diamond Lake. The matter was discussed at some length but the Commission deferred action until the following day. The Parks Superintendent was requested to bring in a report at that time. (On the following day the Commission again considered this matter. The Parks Superintendent pointed out that the area consists of county and federally owned lands, some of which cannot be leased. He requested authority to conduct negotiations for the acquisition of this area as a state park. The Commission approved the request and instructed the Parks Superintendent to present at the next meeting an estimate of cost to acquire the property and to develop it. See additional entry ahead.)

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer requested authority to negotiate purchase of the following properties for which no specific authority previously has been granted:

COUNTY AND SECTION	FILE NO. AND NAME	AREA	PURPOSE	HIGHWAY
COOS				
Coquille-Myrtle Point	22782-McCloskey James H.	3.83	Stockpile Site	Coos Bay-Roseburg
DOUGLAS				
Suicide Creek-Winston	22785-Cyril H. Nichols	.64	Loado-meter	Coos Bay-Roseburg

DESCHUTES				
Horse Ridge-Brothers	22707-Martha Good	28.48	Gravel Pit	Central Oregon
UMATILLA				
Boardman-Stanfield Junction	22626-Geo. J. & Irene Hanel	.21	R/W	Old Oregon Trail

The Commission unanimously granted the request.

A report on miscellaneous properties sold since the last Commission meeting was submitted by the Right of Way Engineer and was approved by the Commission. (For a list of properties sold, see copy of the report prepared by C. W. Parker, Property Manager, dated January 18 and 19, 1955, filed in the Secretary's office under the heading "Miscellaneous Sales Report".)

Changes in points of access to state highways, as follows, were approved by the Commission on recommendation of the Right of Way Engineer who explained that in each instance with the exception of access from the Olsen property in Salem, no additional access is involved:

a. Chenoweth property, File No. 20203, on the Rinehart Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County.

b. Shelton property, File No. 19793, on the Noble Slough-Foster Section of the South Santiam Highway in Linn County.

c. Doran property, File No. 20314, on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

d. Van Volkinburg property, File No. 20268, on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

e. Olsen property, File No. 13891, on the Salem-Hayesville School Section of the Pacific Highway East in Marion County.

f. Holden property, File No. 20315, on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

g. Stevenson-Herried property, File No. 18382, on the Medford-County Farm Section of the Pacific Highway in Jackson County.

h. Boyd property, File No. 19171, on the Medford-County Farm Section of the Pacific Highway in Jackson County.

i. Stancliffe property, File No. 19159, on the Medford-County Farm Section of the Pacific Highway in Jackson County,

j. Barnum property, File No. 19170, on the Medford-County Farm Section of the Pacific Highway in Jackson County.

k. Anderson property, File No. 18380, on the Medford-County Farm Section of the Pacific Highway in Jackson County.

l. Jackson County property, File No. 18379, on the Medford-County Farm Section of the Pacific Highway in Jackson County.

Consideration was given to reconveying to the US Government a gravel pit and haul road adjacent to the Jefferson County Line-Prineville Section of the Madras-Prineville Secondary Highway in Jefferson County. The Right of Way Engineer explained that the property originally acquired from the Government no longer is needed for highway purposes and he recommended that it be reconveyed to the Government for a consideration of $1.00. The Commission approved the recommendation.

The Right of Way Engineer reported that during construction of the Coast Fork-Divide Section on the Pacific Highway in Lane County, the contractor inadvertently trespassed upon property owned by George and Dorothy Molitor who now demand damages. The contractor, he said, took some gravel from the Molitor property by reason of a wrongly placed survey stake, but additional material was removed as a result of his own error. As a result of negotiation, settlement has been reached with the Molitors whereby the State is to pay for the material secured within the State stakes amounting to $154, and the contractor is to compensate the Molitors for the amount taken beyond the State stakes. He recommended approval of the settlement. The Commission approved the payment of $154 as recommended by the Right of Way Engineer.

"Renewal of Lease" with Mrs. and Mrs. Homer H. Cross for use of a roadway on the Cross property adjacent to the Hebo-Neskowin Section of the Oregon Coast Highway in Tillamook County, was discussed. The Right of Way Engineer stated that the present lease expires on January 25, 1954, and it is desirous to renew it for another 10-year period, from January 25, 1954 to January 25, 1964, the consideration for the entire period to be the sum of $500. The Commission unanimously approved extension of the lease.

The sale of 1.43 acres in the Southeast quarter of the Southwest quarter of Sections 27 and 34, Township 30 S., R. 5 W. in Douglas County, was considered by the Commission. The Right of Way Engineer advised that the land lies adjacent to the Canyonville Section of the Pacific Highway and no longer is needed for highway purposes. Access to the property, he said, would be by limited access to a frontage road. He added that the property was purchased at the rate of $1,000 per acre and that an offer has been received in the sum of $2,250 for 1.43 acres. He recommended sale

of the property at not less than such amount and requested authority to advertise it for sale by public auction at a minimum sale price of $2,250. The Commission approved the request by adopting the attached resolution relative thereto marked EXHIBIT "B-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported a conference with the City Manager of Corvallis regarding acquisition of the Corvallis Lumber Co. property at the south end of First Street, in Corvallis, in connection with the proposed rerouting of US99W along Front Street through the City. He recalled previous discussions of this matter by the Commission and advised that the Company now is willing to sell the property for $125,000. He further stated that the City of Corvallis has offered to cooperate in the expense on the basis, one-third city and two-thirds State. He said that the property will be needed in connection with the ultimate improvement in view of which he suggested that negotiations be authorized with the City and the Company to acquire the property on the basis that the City will pay one-half of the cost and the State the balance. The matter was discussed at some length and as a result thereof the Engineer was instructed to submit a "refresher" report on the subject at the next meeting, covering commitments and other details in full.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Clackamas Overcrossing Section of the Cascade Highway

R 21880- Harmony Development Company
Roadbuilding Materials (Clackamas)
8.76 acres

Clatskanie-Delena Section of the Columbia River Highway

R 22645- Ola F. Pratt
Haul Road (Columbia)
0.60 acre

Myrtle Creek-Umpqua Bend Section of the Pacific Highway

R 21024- George D. Weaver
Right of Way (Douglas)
3.14 acres

R 21015- Eleanor Jones
Right of Way (Douglas)
Parcel No. 1: 4.16 acres
Parcel No. 2: 0.14 acre

Sylvan Section of the Sunset Highway

R 20695- George Aloysius Raab
Right of Way (Multnomah)
Parcel No. 1: 548 square feet
Parcel No. 2: 0.1 acre

R 20696- Joseph Raab
Right of Way (Multnomah)
0.306 acre

Carlton Junction-Newberg Section of the Yamhill-Newberg Highway

R 22399- Adolph Wohlgemuth
Right of Way (Yamhill)
1.00 acre

R 22414- Wesley I. Crow
Right of Way (Yamhill)
0.44 acre

R 22411- Kenneth Branchflower
Right of Way (Yamhill)
Parcel No. 1: 80 square feet
Parcel No. 2: 2.55 acres

R 22398- Harry H. Daniel
Right of Way (Yamhill)
0.15 acre

R 22648- Daisy Hall, Melvin D. Hall, Velda Hall Jungwirth
Right of Way (Yamhill)
0.12 acre

Pistol River-Macks Arch Section of the Oregon Coast Highway

R 22386- Harvey D. Crook
Right of Way (Curry)
Parcel No. 1: 31.27 acres
Parcel No. 2: 6.5 acres
Parcel No. 3: 0.67 acre

R 22387- Harvey D. Crook
Curry
Parcel No. 1: 29.75 acres for right of way
Parcel No. 2: 31.5 acres for park

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

L 2328- Ruby A. Bailey, et al.
New resolution required for change of access

January 18, 1955

Washburn-North Plains Section of the Wilson River Highway

R-22910- James L. Chapman, et al.

New resolution required for additional taking of 0.01 acre

Adams-Milton Section of the Oregon-Washington Highway

R 22371- W. S. Price, et al.
Right of Way (Umatilla)
0.93 acre

R 22505- Lwayne O'Harra, et ux.
Right of Way (Umatilla)
0.37 acre

Weston-Weston Mountain Section of the Weston-Elgin Highway

R 22372- Lester D. Wilsey
Right of Way (Umatilla)
Parcel No. 2: 1 acre

The Commission approved the request by adopting the attached resolutions relative thereto marked EXHIBITS "M-1" through "M-5 ", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried in court by his staff since the December meeting of the Commission as follows:

1. State vs. Dale M. Cornelius, et ux., L 2095 (R 20578), for 0.79 acre for relocation of Lane County Road No. 95. An offer in the amount of $2,305 was made which the defendants rejected and demanded the sum of $5,500. The jury returned a verdict in the amount of $2,300 plus interest since June 18, 1954, plus $350 attorney's fees.

2. State vs. John Jurgens, et al., L 2162 (R 19684), for 3.83 acres on the Tualatin River-Midland Section of the Pacific Highway West. Prior to filing of the complaint the defendants were offered $17,200 for this property which they refused demanding the sum of $45,000. The jury returned a verdict in the sum of $30,000 plus attorney's fees of $1,500.

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3. State vs. Philip S. Holt, et ux., L 2091 (R 20509), for 1.26 acres on the Goshen-Divide Section of the Pacific Highway. This case, the Chief Counsel stated, had been reported by letter December 1, 1954, indicating that the attorneys for the defendants would demand a new trial. The jury had awarded $700, being $256 less than the offer of the State. On December 31 the court overruled the motion of the defendants and a letter has been received that an appeal will be taken to the Supreme Court.

4. State vs. Albert Diss, et al., L 2199 (R 21329), for 0.46 acre on the Goble-St. Helens Section of the Columbia River Highway and for 0.72 acre of excess taking. The defendants were offered $28,000 for this property which they rejected, demanding the sum of $50,000 plus $5,000 attorney's fees. The jury returned a verdict in the amount of $34,700 plus attorney's fees in the amount of $2,000.

5. State vs. Horace J. Smith, et ux., L 2136 (R 13926), for 6.5 acres at the Hayesville interchange in connection with construction of the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway. Prior to filing of the complaint, the defendants were offered $31,550 which they rejected and demanded the sum of $50,000. The jury returned a verdict in the amount of $35,000.

(For details, see copies of the Chief Counsel's letters to the Commission, dated January 14 and 17, 1955 in the General Files.)

The Commission also considered and accepted the Chief Counsel's report on court cases which have been settled by his office since the Commission meeting held December 7 and 8, 1954, as follows:

1. State vs. Gladis E. Peterson, et al., L 2227 (R 21830), for 3.76 acres on the Goble-St. Helens Section of the Columbia River Highway. The owners of this property were offered the sum of $19,500 which they rejected contending that the offer did not represent the fair value of the property. Subsequent to this offer an appraisal was received from Mr. Jeffery Holbrook in the amount of $25,275 and Mr. Leroy Draper increased his estimate from $19,350 to $23,850. Further negotiations resulted in a settlement of $25,000.

2. State vs. N. Cromwell Norene, et ux., L 2341 (R 21954), for 0.14 acre on the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway. The defendants were offered $900 for this property, which offer was rejected and a demand made for the sum of $4,000. Further negotiations resulted in the defendants signing an option in the amount of $924.

3. State vs. Chester D. Pape, et al., L 2349 (R 19694), for 140 square feet of real property on the Tigard-Newberg Section of the Pacific Highway West. An offer was made in the amount of $150,

which offer was rejected by the owners although they failed to state any reason. Subsequently, they agreed to accept the sum of $150 and have executed a deed to the property.

4. State vs. James Oules, et ux., L 2342 (R 21939), for 0.146 acre on the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway. The sum of $2,025 was offered for this property and was rejected by the defendants who demanded the sum of $6,750 plus $1,500 attorney's fees. Subsequent discussions with Mr. Wiener, attorney for the defendants, revealed that the defendants had in their possession a note written by Mr. Carl Smith, Right of Way Agent, setting forth the sum of $4,435 as the amount which he was willing to recommend for the purchase of the property; however, Mr. Smith at this time did not have the benefit of the independent fee appraisals which were later furnished and his recommendation was based upon that of Mr. William Witt, staff line appraiser. A settlement was made in the sum of $4,435 and the State to construct a black-topped approach to serve the defendant's driveway. In discussing this matter, the Commission instructed the Chief Counsel to caution the right of way agents about making future commitments of this sort.

5. State vs. William I. Fisher, et al., L 2192 (R 18647 and R 18648), for 1.945 acres on the Tigard-Tualatin River Section of the Pacific Highway West. Prior to filing the condemnation complaint, an offer was made in the amount of $11,320, which offer was rejected by the defendants who demanded the sum of $25,000 plus $5,000 attorney's fees. Subsequent negotiations have resulted in a settlement of $11,000.

6. State vs. Harriet E. Harsch, et vir., L 2164 (R 19688), for 0.128 acre on the Tigard-Newberg Section of the Pacific Highway West. The defendants were offered $285 for this property, which offer they rejected and demanded direct access to the improved Pacific Highway West instead of access to a frontage road as had been originally contemplated. However, plans for the frontage road have since been eliminated and the area to be acquired reduced to 0.092 acre with access completely restricted to the improved Pacific Highway West. As a result of numerous conferences, a settlement has been reached whereby the defendants will be allowed access to the county road very near its intersection with the improved Pacific Highway West and will be paid the sum of $220.

7. State vs. John M. Burge, et al., L 2346 (R 19701, R 19716 R 21593), for three parcels of property containing 600 square feet, 0.028 acre and 0.555 acre on the Tualatin River-Middleton Section of the Pacific Highway West. The existence of a lease prevents settlement with respect to Parcel No. 1. On Parcel No. 2, an offer was made in the amount of $160 and an offer in the amount of $1,555 was made for Parcel No. 3. As a result of subsequent appraisals and further negotiations, options have been executed by the defendants to convey Parcel No. 2 for the sum of $310 and Parcel No. 3 for the sum

of $1,690. The option for Parcel No. 3 provides that the previous owners will be granted a permit to remove to their own land, earth between the right of way line and the highway ditch to a level conforming with the highway elevation. The option also provides that the State will construct and pave a 40-foot approach; however, the approach is not to be constructed unless Mr. Burge has removed the dirt between the highway ditch and the right of way line not later than 30 days prior to the date upon which the paving contractor completes his contract.

8. State vs. Elizabeth Rose, et al., L 2348 (R 19743), for 0.165 acre on the Tualatin River-Middleton Section of the Pacific Highway West. The State offered to pay $175, which offer was rejected by the defendants who demanded the sum of $1,000. Further negotiations resulted in a settlement for the sum of $200 with the State to reconstruct the defendants' existing access road.

9. State vs. Julius Siller, et ux., L 1945 (R17744), for specific performance of an option for real property on the Winchester Bay-Forest Boundary Section of the Oregon Coast Highway. The Chief Counsel explained that under the terms of the settlement approved by the Commission at its last meeting the State retained the right to construct a frontage road and thereby terminate the defendants' right of access to the main highway. He pointed out that in some sixteen cases in this area it had been necessary to renegotiate because of errors of survey and description on the part of the Bureau of Public Roads. If the precedent is established of obligating the State to connect frontage roads to the main highway at points which coincide with accesses allowed for the service of abutting property, it is almost certain that owners of the property involved in the sixteen cases mentioned will demand similar treatment. To avoid the establishment of such a precedent, he recommended elimination of the frontage road clause entirely. The Commission approved the change in settlement as recommended.

10. Harry Perkins, et ux., vs. State, L 2296, concerning a settlement approved by the Commission at the December meeting. The Chief Counsel explained that during negotiations for this property on the Zigzag-Rhododendron Section of the Mt. Hood Highway, it had been the impression of all concerned that the grade of the existing highway would not be materially changed, but it later appeared that the grade in front of the Perkins' property would be raised approximately four feet. A suit has now been filed against the Highway Commission demanding the sum of $25,000 as damage to the property by reason of the change in grade. After considerable negotiations, a settlement has been reached based on the cost of raising the residence building plus the cost of raising and moving away from the highway those buildings which fronted upon the portion of the property acquired for right of way purposes. In addition the sum of $150 is to be paid for replacing a driveway and $65.25 for 0.01 acre of land. A bid in the amount of $9,950 has been received for raising and moving the buildings, making a total settlement in the amount of $10,165.25.

11. William S. Walton vs. State, L 2175 (R 21757), for the recovery of damages allegedly caused the plaintiff's property by the change of grade of Center Street in connection with construction of the Center Street Bridge in Salem. The plaintiff demanded the sum of $70,000. Total damages were appraised by the State at a high figure of $25,000. A settlement was finally effected in the sum of $23,000.

12. State vs. G. C. Long, et ux., L 1972 (R 19958), for 38.38 acres as a quarry site on the Elk Head Road-Rice Hill Section of the Pacific Highway and for easement for a haul road across 0.43 acres. An offer in the amount of $5,275 was made, which offer the defendants rejected demanding payment upon a royalty basis which would have totaled $94,000. Upon opening of the quarry site, it was found that it did not contain the amount or quality of materials anticipated, and a settlement was effected for the sum of $9,000.

13. State vs. Nels Holmberg, et ux., L 1892 (R 18242), for 0.78 acre from the Forest Boundary-Hauser Section of the Oregon Coast Highway. An offer was made to the defendants in the amount of $390 which they refused, demanding the sum of $3,000 or unrestricted access to the Oregon Coast Highway. Negotiations over a $2\frac{1}{2}$-year period have resulted in a settlement of $695. He stated that Mr. McKeown, attorney for the defendants, had insisted that he ask the Commission for a settlement in the amount of $780, but indicated his clients would accept the sum of $695. The Commission approved settlement in the amount of $695.

(For details see copies of the Chief Counsel's letters of October 26, 1954, January 14 and January 17, 1955 to the Commission in General Files.)

The Chief Counsel reported that the following offers for the acquisition of real property were tendered to the owners prior to the institution of condemnation proceedings in conformity with the resolution adopted by the Commission on December 20, 1951:

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway:

R-21553-Owner: Schnitzer-Wolf Investment Company. 0.85 acre for right of way. Offer of $17,000 approved by Mr. McIver on January 5, 1955.

Clackamas Overcrossing Section of the Clackamas Secondary Highway.

R-21575-Owner: Raymond W. Piper, et ux. 1.18 acres for right of way. Offer of $2,000 approved by Mr. McIver on January 5, 1955.

R-21576-Owner: Franz O. Kruschke, et ux. 0.69 acre for right of way. Offer of $1,850 approved by Mr. McIver on January 5, 1955.

Clackamas Overcrossing Section of the Clackamas Secondary Highway (cont)

R-21592-Owner: M. C. Curtis, et ux. 4,300 square feet for right of way. Offer of $600 approved by Mr. McIver on January 5, 1955.

R-21753-Owner: Christian Cadonau, et al. 1.1 acres for right of way purposes and 0.9 acre for the acquisition of roadbuilding materials. Offer of $800 approved by Mr. McIver on January 5, 1955.

Siuslaw Junction-Smithfield Section of the Territorial Highway:

R-21667-Owner: Ray A. Sweet, et ux. 0.16 acre for right of way. Offer of $179 approved by Mr. McIver on January 5, 1955.

Reedsport-Dean Creek Section of the Umpqua Highway:

R-22447-Owner: City of Reedsport, et al. 0.11 acre for right of way. Offer of $100 approved by Mr. McIver on January 5, 1955.

Anlauf-Rice Hill Section of the Pacific Highway:

L-1972-Owner: G. C. Long, et ux. 26.46 acres for easement for roadbuilding materials, 9.30 acres for easement for stockpile site and 0.43 acre for easement for haul road. Offer of $5,275 approved by Mr. Reynolds on December 16, 1954.

The Commission approved the offers as presented.

The Commission considered and approved the following offers in condemnation cases heretofore authorized for acquisition of real property required for various highway purposes, as recommended by the Chief Counsel.

	Recommended Offer
Adams-Milton Section of the Oregon-Washington Highway	
R-22371- J. M. Price (Umatilla) 0.93 acre for right of way	$ 580.00
R-22505- Lwayne O'Harra (Umatilla) 0.37 acre for right of way	$ 680.00
Weston-Milton Section of the Weston-Elgin Highway	
R-22372- Lester D. Wilsey (Umatilla) 7.83 acres for right of way 1.00 acre for right of way	$6,000.00
R-22376- Keith E. Tucker (Umatilla) 14.49 acres for right of way	$6,500.00

The Chief Counsel requested confirmation of the appointment of Mr. James B. Daniels as an Assistant Attorney to serve in the legal department. Daniels, he stated, is well qualified and he recommended that he be employed at a beginning salary of $459 per month, effective January 1, 1955. He also requested approval of the appointment of Prentice K. Puckett as an additional member of the legal staff at a beginning salary of $410 per month, effective February 14, 1955. The Commission approved both appointments as recommended.

The matter of combining into one resolution the various actions taken by the Commission in granting the Chief Counsel authority to dispose of buildings, personal property, etc., and the rental of real property was presented by the Chief Counsel. He pointed out that during the past several years the Commission has taken action, separately, authorizing the Chief Counsel to sell real and personal property not needed for highway purposes. As an aid to efficient and economical administration of property owned by the State, he recommended that these various grants of authority, including the right to rent property, be combined in one resolution. The proposed resolution, he stated, would authorize the Chief Counsel to sell at private sale, without calling for bids, items of personal property, structures, trees and timber having an appraised value of $500 or less. Items valued at more than $500 would be sold only after calling for bids or at public auction. The resolution would also authorize the Chief Counsel to issue land use permits for periods not exceeding one year and would also authorize him, subject to approval by the State Highway Engineer, to rent buildings and other property owned by the highway department. The Commission accepted the recommendation unanimously by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Salary increases for attorneys in the Legal and Right of Way Department were recommended by the Chief Counsel to be effective February 1, 1955 as follows:

Name	Position Title	Present Monthly Salary	Recommended Monthly Salary
C. W. Enfield	Chief Counsel	$700.00	
Robert L. May, Jr.	Assistant Counsel	610.00	$651.00
Leonard I. Lindas	Chief, Trial Section	651.00	672.00
J. W. DeSouza	Chief, Options-R.R.-P.U.C. Section	630.00	651.00
Charles Peterson	Trial Attorney	610.00	630.00
George E. Rohde	Chief, Office Section	551.00	570.00
Fred A. Morgan	Chief, Title Section	495.00	513.00
Ralph Wyckoff	Trial Attorney	590.00	610.00

Name	Position Title	Present Monthly Salary	Recommended Monthly Salary
Frank C. McKinney	Trial Attorney	$551.00	$590.00
Owen McAdams	Office Attorney	477.00	495.00
John McLean	Office Attorney	426.00	459.00
Leslie Hampton	Office Attorney	410.00	442.00

He explained that the increases have been approved by the Attorney General and were designed to make the salary of each individual reflect his experience, abilities and responsibilities, and as far as possible to bring the salaries of the State's attorneys more in line with private practitioners. The Commission approved the increases, effective as of the date recommended.

Abandonment of a damage claim against Stowers Logging Company was presented by the Chief Counsel. He explained that the claim involves a collision between a logging truck and a State pick-up which occurred on September 20, 1954, on the Trask River Road east of Tillamook. It appears that the statement made by the driver of the State vehicle, and on which the State's claim was based, could not be verified. Instead, it appeared that the driver of the State vehicle was at fault and the owner of the log truck has submitted a claim in excess of $2,000 to the insurance carrier for the State. Upon his favorable recommendation, the Commission approved abandonment of the claim.

Sale of a portion of the former Fred Meyer property on the T. H. Banfield Expressway in Portland was discussed. The Chief Counsel explained that the sale of this property, which is no longer needed for highway purposes, was authorized by the Commission at the meeting of June 23 and 24, 1954, at a price not less than $250,000, and the property was offered for sale at public auction but no bid equalling the minimum price was received. Since that time, he said, negotiations have been conducted with the Friedman Bag Company, Inc., which has offered to purchase the property for the sum of $250,000,and has deposited $25,000 as earnest money. He asked the Commission to approve the sale at such figure, and to take formal action with respect thereto in order that legal aspects of the transaction may be completely and adequately covered. The Commission approved the sale of the property as recommended, by adopting the attached resolution relative thereto, marked EXHIBIT "B-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The matter of consenting to vacation of portions of N.E. 84th Avenue, N. E. Clackamas Street and Blocks A, B and C, Gannon Addition to the City of Portland, was discussed. The Chief Counsel explained that this property fronts on the T. H. Banfield Expressway and because the State has title to the right of way it is necessary for the petitioners to ob-

tain the consent of the Highway Commission to the vacation of the above-mentioned highway and streets. The matter, he stated, has been carefully studied and discussed with the Engineering Department and there appears to be no good reason why the vacation should be opposed. He recommended that the Commission consent to the vacation and that he be authorized to execute the necessary instruments of consent. The Commission approved the recommendation.

The Chief Counsel and the Assistant Counsel reviewed briefly for the Commission's information the status of highway bills before the State Legislature. It appears that Legislative Committees to date have taken little action other than to establish matters of policy. The Chief Counsel advised that, starting shortly, a weekly summary re legislative matters will be issued by his office to keep all concerned up to date on matters in which they are interested. Chairman Chandler commented that some other states propose severe penalties for depositing litter on state highways. He suggested that similar legislation be discussed with the Highway Committee.

The Engineer reported that as previously authorized by the Commission he awarded contracts for the following projects which were referred to him by the Commission to award when certain conditions had been satisfied:

1. Grading, paving and construction of two concrete bridges on Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of Oregon Coast Highway, Lincoln County. Bids received October 28, 1954. Conditions of award satisfied December 9, 1954. J. C. Compton, McMinnville, contractor.

2. Grading and oiling on West Unit, Reedsport-Dean Creek Section of Umpqua Highway, Douglas County. Bids received October 28, 1954. Conditions of award satisfied December 10, 1954. Coos Bay Dredging Company, Coos Bay, contractor.

3. Grading, paving and construction of a concrete bridge on Tualatin River-Middleton Unit, Tigard-Newberg Section of Pacific Highway West, Washington County. Bids received October 28, 1954. Conditions of award satisfied December 10, 1954. Rogers Construction, Inc., Portland, contractor.

4. Construction of reinforced concrete bridge on Elk City Road over Yaquina River, Lincoln County. Bids received December 7, 1954. Conditions of award satisfied December 16, 1954. Chas. E. Wiedman Dallas, contractor.

5. Grading and oiling on Locust Grove-Mud Hollow Canyon Section of Fulton Canyon-Wasco County Road, Sherman County. Bids received December 7, 1954. Conditions of award satisfied December 17, 1954. C & W Crushing Company, Seaside, contractor.

6. Grading on Ritter-Rush Creek Section of Ritter County Road, Grant County. Bids received December 7, 1954. Conditions of award satisfied December 17, 1954. White Bros. Co., Walla Walla, Washington, contractor.

7. Grading, paving, roadbed reshaping and furnishing crushed materials in stockpile on Crow-Gillespie Corner Section of Territorial Highway west of Eugene, Lane County. Bids received December 7, 1954. Conditions of award satisfied December 20, 1954. Warren Northwest, Inc., Portland, contractor.

8. Construction of concrete viaduct over Union Pacific Railroad tracks to connect Banfield Expressway with 42nd Avenue, construction of pedestrian overcrossing and concrete retaining walls, Multnomah County. Bids received December 7, 1954. Conditions of award satisfied December 23, 1954. Lord Bros., Contractors, Portland, contractor.

9. Construction of Cottage Grove Connection Overcrossing, Lane County. Bids received December 7, 1954. Conditions of award satisfied December 29, 1954. Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, Portland, contractor.

10. Construction of the Blodgett Overcrossing on Corvallis-Newport Highway, Benton County. Bids received December 7, 1954. Conditions of award satisfied December 30, 1954. L. B. Read, Portland, contractor.

The Commission accepted his report.

The Commission gave attention to the following items of unfinished business as they appear on the Secretary's summary dated December 8, 1954:

1. Adoption of construction program for 1957 Federal-aid Secondary Highway Funds: The Engineer presented a list of eligible projects dated December 2, 1954, totaling $3,120,000, from which the Commission after careful consideration, selected and approved the following for such program:

PROGRAM, 1957 FEDERAL-AID FUNDS, SECONDARY

ON STATE HIGHWAYS

County	Highway, Section and Description	Miles	Allotted Amount
	Division No. 1		
Yamhill	Hillsboro-Silverton Highway. Chehalem Mt.-Newberg, Grade and Pave	2.1	$100,000
Washington	Hillsboro-Silverton Highway. Baker Creek Bridge Replacement, Fill and Culvert or Bridge	1.0	50,000
Yamhill	Hillsboro-Silverton Highway. Willamette River Bridge. Piers only or hold funds until another year.		500,000
Clackamas	Woodburn-Estacada Highway. Meadowbrook Bridge		100,000
	Subtotal, Division No. 1		$750,000
	Division No. 2		
Marion	North Santiam Highway. Units 3 and 4, Sublimity Gun Club-Stout Creek, Grading	9.475	$300,000
Tillamook	Little Nestucca Highway. Meda Bridge Section, Grade, Pave and Bridge	2.0	150,000
Linn	Corvallis-Eastside Highway. Calapooya River Bridge, Bridge and Approaches		50,000
Columbia	Nehalem Highway. Nehalem River Bridge at M.P. 39.32		100,000
	Subtotal, Division No. 2		$600,000
	Division No. 3		
Coos	Coos River Highway. Millicoma River Bridge		$ 75,000

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1957 Federal-aid Funds, Secondary, Division No. 3 (cont)

Coos	Powers Highway. Yellow Creek Bridge		$ 25,000
Lane	Richardson-Eugene Highway. Richardson-Siuslaw River Crossing, Grading	3.75	200,000
	Reserve		400,000
	Subtotal, Division No. 3		$700,000
	Division No. 4		
Crook	Paulina Highway. East Unit, Eagle Rock-Post, Grading and Paving	4.8	140,000
Klamath	Klamath Falls-Malin Highway. Lost River-Hatfield Junction, Grading and Paving	4.3	220,000
Wheeler	Service Creek-Mitchell Highway. John Day River Bridge		100,000
	Subtotal, Division No. 4		$460,000
	Division No. 5		
Malheur	I.O.N. Highway. Idaho Line-Sucker Creek, Grade Stabilization and Pavement	2.2	$100,000
Baker	Baker-Homestead Highway. Black Bridge-Richland, West Unit, Grading, Surfacing and Paving	3.5	150,000
Umatilla	Ukiah-Starkey Highway. West Unit, Ukiah-Forest Boundary, Grading	8.0	285,000
Umatilla	Havana-Helix Highway. Havana Section, Grade and Pave	1.0	75,000
Grant	Kimberly-Long Creek Highway. East Unit, Hamilton-Long Creek, Grading and Paving	2.0	100,000
	Subtotal, Division No. 5		$610,000

Division No. 1	$ 750,000
Division No. 2	600,000
Division No. 3	700,000
Division No. 4	460,000
Division No. 5	610,000
Total, all Divisions	$3,120,000

2. Report on deferred contract projects as shown on the schedule of contract lettings dated December 6, 1954: The Engineer recalled that at the last Commission meeting he was requested to ascertain if some of the deferred projects can be advertised for bids prior to the first of July so that paving work could be completed in 1955. He recommended as follows: (1). that Item No. 1 reserved tentatively for the Merrill Hill Section, in the amount of $420,000, and that Item No. 2 in the sum of $367,000 for the Durkee Overcrossing be retained on the deferred list; (2). that Item No. 3 for the T. H. Banfield Expressway in the amount of $450,000 and Items No. 4, 5 and 6 for the Goshen-Divide Section of the Pacific Highway in the amounts of $85,000, $572,000 and $926,000 respectively, be transferred to the active list, and that these projects be contracted prior to July, 1955; (3). that Items 7, 8, 9 and 10 on the Shady-Canyonville Section of the Pacific Highway in the amounts of $150,000, $460,000, $320,000 and $50,000 respectively, be retained on the deferred list pending further clarification of President Eisenhower's suggested highway program; (4). that Item No. 11 for guard rail construction on the Emigrant Hill Section of the Old Oregon Trail, in the amount of $75,000, be transferred to the active list and the work contracted so it will be completed by the time the paving work is completed. The Commission unanimously approved the Engineer's recommendations. The Engineer was authorized to advertise the several projects for bids in conformity therewith.

3. Proposed oiling on the Kimberly-Long Creek Secondary Highway: This item was ordered removed from the list of unfinished business inasmuch as the Commission already had made provision for improving a 2-mile section of this road in the program just adopted for 1957 Federal-aid Secondary Highway Funds.

4. Request for reclassification of the Blackbridge -Richland Section of the Baker-Homestead Highway as a Group I Highway: The Engineer reported that pursuant to authority previously granted him, he had approved reclassification of the section between Baker (M.P. 0.00) and Richland (M.P. 42.81) as a Group I Highway, based upon test runs observed over the route in both directions; also, that he had reclassified as a Group I Highway the section of the Stanfield-

Pendleton Secondary Highway, between Rieth (M. P. 22.00) and the junction with US30 near the west city limits of Pendleton, (M. P. 24.65). The Commission approved such reclassifications and ordered this item removed from the list of unfinished business.

5. Request of West Coast Telephone Company that the State pay the cost to move its pole line facilities a second and a third time to accommodate highway construction: The Engineer stated that his report on this matter is not yet complete. The Commission ordered this item retained on the list of unfinished business.

6. Request of Albany delegation for full width paving on Queen Avenue in Albany, route of the Corvallis-East Side Secondary Highway: Action was deferred pending the appearance of a delegation on the following day. (The Commission informed the delegation that it would undertake improvement of this street at an estimated cost of $82,000 if the City and adjoining property owners will contribute 25 per cent of $82,000 or $20,500.) This item is to be deleted from the list of unfinished business.

7. Request of Siletz delegation for improvement of a 9-mile section of the Siletz Secondary Highway immediately north of the town of Siletz: The Engineer recalled that the delegation particularly urged the oiling of this 9-mile section. An investigation of the entire uncompleted section, he stated, reveals that with the addition of approximately two inches of rock and the stabilizing of a few weak spots, the road can be oiled in its existing location and maintained in a satisfactory condition for travel for a construction cost of $150,000. He estimated the cost to reconstruct the section to high standards at $1,000,000. He recommended improvement of the entire uncompleted 16½-mile section to an oiled standard on its existing location at $150,000, such improvement to be divided into two projects costing approximately $75,000 each, one to be performed in 1955, and the other in 1956. The Commission approved the recommendation.

8. Request of Clackamas County delegation for installation of a stop light at the junction of US99E with River Road, a short distance south of the town of Milwaukie: The Engineer stated that his report on this matter is not yet complete. The Commission ordered the item retained on the list of unfinished business.

The Engineer reported that under authority previously granted him by the Commission, he has approved reclassification of a portion of Coos River Secondary Highway from a Group III Highway to a Group I Highway, particularly from M. P. 0.00, at its junction with the Oregon Coast Highway, to M. P. 1.13 in the town of Eastside, and that he has reclassified the balance of the highway, from M. P. 1.13 to M. P. 18.86, as a Group II Highway. These changes, he explained, were based on the results of test runs conducted over the highway. The Commission accepted the report.

A report was submitted by the Engineer concerning the relative values to be obtained in improving the Lake-of-the-Woods Highway and the Green Springs Highway. He pointed out that the study indicates that improvement of the Green Springs Highway will cost about $5,549,030 and will provide a benefit quotient of 1.12, whereas improvement of the shorter of the two Lake-of-the-Woods routes will cost about $5,684,044 and will provide a benefit quotient of only 0.70. The longer of the two Lake-of-the-Woods alternates, he said, will cost slightly less than the other, but will provide a benefit quotient of 0.53. It was his opinion that the study clearly indicates the impracticability of the Lake-of-the-Woods route and the meager benefits that would be secured by reconstruction of the Green Springs Highway. He recommended against improvement of either route at this time. The Commission accepted his report.

Consideration was given to a request from the City of Eugene that the property that the State purchased some years ago as right of way for a proposed revision of U.S. 99 between Seventh Avenue and 11th Avenue in Eugene, be conveyed to the City. The Engineer explained that it was originally planned to route the Pacific Highway via Fox Hollow and right of way between Seventh and 11th Avenues was purchased with that thought in mind; however, subsequently the highway was routed to the east of the City so that the right of way that was acquired between Seventh Avenue and 11th Avenue no longer is required for highway purposes. The City of Eugene, he said, wishes to construct at its expense a connecting street between Seventh and 11th Avenues by extending Garfield Street, and would like to have the State's property to trade for right of way needed for that connection. He recommended, in view of the fact that the State will have no use for the right of way after the city street connection is constructed, that the property be conveyed to the City of Eugene at cost or $2,908.20 which is the amount the State paid for it. The Commission approved the recommendation subject to the condition that the transfer shall not become effective unless the City actually constructs the Garfield Street connection between Seventh Avenue and 11th Avenue.

In this connection the Engineer pointed out that inasmuch as the property between Seventh Avenue and 11th Avenue was purchased for and designated as a part of the W. 7th Street-W. 11th Street Secondary Highway No. 224, it would be necessary for the Commission to remove this section of highway from the state highway system by adoption of an appropriate resolution, and he so recommended. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-9", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a memorandum filed by the "Property Owners Committee" of Klamath Falls protesting against the closing of streets and the adoption of the West Side By-Pass route through the City of Klamath Falls; and requesting a public hearing on the subject in Klamath Falls. The Engineer called attention to some misstatements in the memorandum, particularly the cost to construct the West Side route

when compared with the cost to construct the East Side Route which the Committee prefers. The estimated cost to construct the West Side route, he said, is $3,082,000 compared with $3,221,000 to construct the East side route; furthermore, the East Side route is 0.5 mile longer than the West Side route. He added that a very careful study has been made of the relative costs and benefits of both routes which reveals that the West Side route is far better than the other. He recommended adoption of the West Side By-Pass route. Chairman Chandler recalled the understanding had with the City that the Commission would adopt the West Side By-Pass route if the City would agree to perform certain obligations. The City, he said, has agreed to the conditions by signing an agreement, so in his estimation the Commission is committed to the project as planned. Commissioner Reynolds expressed himself similarly whereupon the Commission approved and signed the agreement. Motion was then made by Commissioner Reynolds that the survey for the West Side routing as reported by the Engineer be adopted. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Chandler. The Commission thereupon adopted the attached resolution relative thereto marked EXHIBIT "J-1 ", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Secretary was instructed to inform the Property Owners Committee of the action taken.

The matter of allowing State Highway Department photographs to be used by private publications was discussed. The Engineer stated that quite frequently requests are received for permission to reprint and publish pictures taken by the State Highway Department photographers, and that up to the present time the Commission has not authorized any officer of the Highway Department to permit the use of the pictures by private publications. It was his thought that the State would benefit were pictures illustrating the scenic beauty and other advantages be given the widest possible publication. He recommended adoption of a resolution authorizing the Director of the Travel and Information Department to permit publication of Highway Department photographs if they are not to be used for advertising purposes, and provided further that appropriate credit is given the State Highway Department; also, that in the event recognizable persons appear in the pictures, the Director of the Travel Department shall not permit publication of the pictures without having in his files a release from such person or persons. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A tentative Forest Highway Program for the year 1956 was discussed with the Engineer, who recommended that the Commission approve the projects which he had listed in order of construction priority. Action was deferred pending the appearance of representatives of the U. S. Forest Service and Bureau of Public Roads later in the day. (See ahead for results of the conference.)

Consideration was given to tentative construction programs suggested by the Engineer for Fiscal Year 1957 Interstate, Urban and Primary

Federal Aid Funds. As a result of careful study, the Commission selected the following projects for such programs and authorized the Engineer to submit them to the Bureau of Public Roads for confirmation:

PROGRAM, 1957 FEDERAL FUNDS, INTERSTATE

County	Highway, Section and Description	Allotted Amount
	Division No. 3	
Douglas	Pacific. Myrtle Creek-Canyonville Section, Grading and Structures	$ 570,000
	Division No. 5	
Malheur	Old Oregon Trail. Olds Ferry-Ontario Section, Paving	1,290,000
	Total, All Divisions	$1,860,000

PROGRAM, 1957 FEDERAL FUNDS, URBAN

County	Highway, Section and Description	Allotted Amount
	Division No. 1	
Multnomah	Banfield Expressway. East Unit, Union Ave.-42nd Ave. Section, Grade and Pave	$1,110,000
Multnomah	Banfield Expressway. 39th Ave. Interchange	310,000
	Total, All Divisions	$1,420,000

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PROGRAM, 1957 FEDERAL FUNDS, PRIMARY

County	Highway, Section and Description	Allotted Amount
	Division No. 1	
Multnomah	Banfield Expressway. Unit of Union Ave.-42nd Ave. Section, Grade and Pave	$ 251,000
Washington	Tualatin. Forest Grove-Hillsboro Section, Pave	600,000
	Subtotal, Division No. 1	$ 851,000
	Division No. 2	
Clatsop	Columbia River. Bugby Loops-Wauna Section, Grade and Pave	$1,140,000
Tillamook	Wilson River. Tillamook-Donaldson Creek Section, Grade and Pave	500,000
	Reserve	315,000
	Subtotal, Division No. 2	$1,955,000

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Program, 1957 Federal Funds, Primary (cont)

	Division No. 3	
Douglas	Pacific. Myrtle Creek-Canyonville Section, Grade and Bridge	$ 158,000
Josephine	Redwood. Bridges over East and West Forks Illinois River, Bridges	310,000
Lane	McKenzie. Willamette River Bridge at Springfield, Bridge	700,000
Coos	Coos Bay-Roseburg. Coquille-East Section, 2 Miles, Grade and Pave	350,000
	Subtotal, Division No. 3	$1,518,000
	Division No. 4	
Sherman	Sherman. Unit of Moro-Grass Valley Section, Grade and Pave	$ 400,000
Klamath	The Dalles-California. Lapine-Diamond Lake Jct. Intermittent Units, Grade, Pave and R.R. O'Xing	600,000
Deschutes	McKenzie. Deep Canyon & Deschutes River Sections, Grade, Pave and Bridge	435,000
	Subtotal, Division No. 4	$1,435,000
	Division No. 5	
Malheur	Central Oregon. Juntura-Vale Section, Grade and Pave	$ 246,000
Malheur	Old Oregon Trail. Olds Ferry-Ontario, Pave	335,000
	Subtotal, Division No. 5	$ 581,000
	Total, All Divisions	$6,340,000

The Engineer reported completion of surveys for a number of proposed highway improvements as follows:

1. Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County. Widening only-"no change" in location.

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2. Buell Slide Section of the Willamina-Salem Highway (formerly known as the Dallas Coast Highway) in Polk County. Short relocation necessary to avoid the slide area.

3. S.E. Flavel Street-Lake Road Section of the Cascade Secondary Highway in Clackamas and Multnomah Counties. Widening only to accommodate four traffic lanes.

4. Meacham-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties for relocation.

5. Wilderville-Grants Pass Section of the Redwood Highway in Josephine County. New location. Survey required in connection with construction of new bridge over Applegate River which carries a No. 1 priority in Josephine County. The Engineer recommended that $347,000 tentatively allocated in the 1956 Federal Aid Program to finance construction of the East and West Illinois River Bridges on the Redwood Highway be used to finance the Applegate Bridge and that funds for the two Illinois River bridges be placed in the 1957 Program. He pointed out that the connections on either side of the Applegate Bridge will cost an additional $53,000, making a total for that project of approximately $400,000. The Commission approved the tranfer of funds as recommended.

6. Hess Creek (Newberg) Section of the Pacific Highway West in Yamhill County. It was explained that this survey provides for replacement of a narrow bridge spanning Hess Creek in north Newberg with a box culvert and a fill.

The Engineer explained details of each survey and recommended their approval by the Commission and that negotiations for needed right of way be authorized. The Commission accepted the recommendation by adoption of the attached resolutions relative thereto marked EXHIBIT "J-2" and "J-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission approved increases in project authorizations in connection with the following highway contracts as recommended by the Engineer who explained details:

1. Contract No. 4065 on the Goshen-Coast Fork Willamette River Section of the Pacific Highway increased by $59,000 due to unanticipated costs for moving power lines, additional fill material necessitated by swampy conditions and unsuitable clay materials which had to be wasted.

2. Contract No. 3986 on the Mt. Vernon-John Day Section of the John Day Highway increased by $28,000 to pay for additional special borrow surfacing materials, extra drainage items, riprap, movement

of power poles, and some minor slide removal.

3. Contract No. 3959 for construction of the China Camp Marsh Section of the Oregon Coast Highway increased by $10,000 due to additional materials required because of subsidence in a swampy area.

4. Contract No. 4201 on the Modoc Point-Barkley Springs Section of The Dalles-California Highway increased by $12,000 to pay for removal of unstable talus material.

5. Contract No. 4200 on the Willamette Jct.-Diamond Lake Jct. Section of The Dalles-California Highway increased by $40,000 to pay extra grading and paving costs. The Commission also confirmed an additional expenditure of $45,000 in connection with this project to finance construction of a traffic interchange structure in lieu of an intersection at grade at the junction of the Willamette Highway and The Dalles-California Highway.

6. Contract No. 3940 for construction of an overnight camping area at Harris Beach Park in Curry County increased by $4,000, because of unfavorable soil conditions which required additional excavation and surfacing materials.

7. Contract No. 3914 on the Hayesville School-Battle Creek Junction Unit of the Salem By-Pass increased by $41,000 due to increasing the thickness of the pavement from $3\frac{1}{2}$ inches to 4 inches and the addition of 4-foot paved shoulders.

A letter from the Oregon Roadside Council, signed by Glenn Stanton and Alfred A. Loeb, requesting additional allocations for "rest area" construction, was presented. The letter commended the Commission for the establishment and development of wayside or picnic areas along state highways and urged establishment of more of them. The letter was ordered acknowledged and filed.

A request from Mr. Alfred A. Loeb, Portland, requesting installation of traffic signals at the intersection of Lombard Street and N. E. 27th Avenue in the City of Portland was considered. The Engineer pointed out that this is a four-way intersection and that Lombard Street is used as a by-pass route for US30. The traffic condition at the intersection, he stated, was carefully investigated, and upon comparison with minimum warrants for signalization of intersections of this type, it was found that none of the warrants are met because of the low side street volume. He, therefore, recommended that the request for signalization be denied but that a flashing beacon be installed provided the City of Portland will pay the operation and maintenance costs. The Commission adopted the recommendation.

Consideration was also given to a request from the Monmouth Chamber of Commerce for installation of traffic signals at the intersection

of East Street (US99W) and Main Street (ORE 51) in the City of Monmouth. The Engineer advised that presently traffic entering the intersection from Main Street is required to stop before proceeding and that a flashing beacon is now installed at this point; also that a traffic engineering investigation discloses that the volume of traffic entering the intersection is almost evenly distributed between the two streets, and the total volume of traffic is such that signalization is warranted. He therefore recommended that a fully actuated traffic signal be installed at this intersection at an estimated cost of $4,000, to be financed from 1955 Minor Betterment Funds, provided the City of Monmouth will pay 50 per cent of the cost (not to exceed $2,000) and will agree to furnish electrical energy and to maintain the signal after the installation is completed. The recommendation was approved by the Commission.

Attention was given to a suggestion submitted by the Illinois Valley Chamber of Commerce concerning installation of caution lights on US 199 through Cave Junction. This matter, the Engineer stated, was investigated by the Traffic Engineering Department, and it was explained to local officials that the installation of flashing beacons would not offer a remedy for excessive speed. In the course of this investigation it was found that there is justification for the installation of a flashing beacon at the junction of US199 and ORE46 as the stop signs on ORE46 are not easily seen. He therefore recommended that a flashing beacon be installed at this junction with an amber light facing traffic on US199 and a flashing red indication to vehicles approaching on ORE46. He estimated the cost of this installation at $500 and he recommended approval of the installation on the usual arrangement whereby the State pays the cost of installation and the City pays for maintenance and the cost of electrical energy to operate the signal. The Commission approved the project as recommended.

The Engineer reported that there is a channelized grade intersection in the town of Talent on the Pacific Highway in Jackson County which is a hazard during hours of darkness and that an engineering study indicates that the intersection should be illuminated as a safety measure for the traveling public. He therefore recommended the installation of five luminaire units at an estimated total cost of $2,000. The Commission approved the installation.

A petition from taxpayers and users of the Sumpter Valley Secondary Highway requesting improvement and oiling of a portion of this highway was considered. The Engineer recalled that the Commission sometime ago authorized an experimental treatment on a five-mile section of this highway, using calcium chloride. He advised that the work has not yet been done although it is planned for this coming summer, so it is not known if the treatment will prove successful. He recommended that no action be taken until the results of the experiment are ascertained which will require at least one season's use of the section. The Commission accepted his recommendation and ordered that the petitioners be advised of the facts. In this connection the Engineer reported several short sections of this highway through a canyon suitable for one-way traffic only. He requested authority to conduct a survey of such sections to determine the cost to widen them. The Commission ap-

proved the request and instructed the Secretary to bring this action also to the attention of the petitioners.

A letter from the Wheeler City Council requesting the paving of the Oregon Coast Highway full width through the City of Wheeler was discussed. It was referred to the Engineer for a report on the cost and feasibility of the project.

The Commission gave attention to a request from Mr. D. R. Mobley, Sherwood, Oregon, for a merging traffic entrance to the Portland-Salem Expressway, or a service road from Avery Road to Sagert Road. The Engineer advised that right of way for the expressway was acquired from Leonard and Juanita J. Pohl and that later the Pohls sold their remaining land to Mr. Mobley. He also said that Mr. Pohl was paid an additional sum of $1,500 when it was decided to close Avery Road at its junction with the expressway, and that the Pohls executed an agreement releasing the State from all claims, present and future, arising out of the closing of the road. The release of damages, he stated, runs with the property and Mr. Mobley has no reason or right to demand either an overcrossing or construction of frontage roads. For this reason and because the road serves only two people he recommended that the request be denied. The Commission accepted the recommendation and so ordered.

Attention was given to a letter from Mr. Roy Webster, President of the Hood River County Chamber of Commerce, regarding construction of 5½ miles of road leading to Cloud Cap Inn on Mt. Hood, construction of a parking lot and removal of snow at Cloud Cap Inn, and development of the Mt. Hood Highway into a year round facility. The Engineer commented that the letter had been addressed to the Hon. Paul L. Patterson, Governor, and referred to the Commission. He pointed out that no investigation has been made as the road requested is now covered with snow. Chairman Chandler gave as his opinion that it is more important to rebuild the Mt. Hood Highway between Sandy and Government Camp than to improve the section between Wapinitia Junction and Parkdale. The Commission took no action on the request.

The Commission gave attention to a request from the Medford City Council for widening, installation of curbs and gutters and the resurfacing of South Riverside Avenue (US99) from 9th Street to the intersection of South Central Avenue in Medford. The Engineer advised that the length of the section is about 3,600 feet and that a portion of it is already curbed, the average distance between curbs being 36 feet. The existing paved surface, he said, is adequate to accommodate two lanes of traffic in one direction and the only particular advantage of the improvement would be to obtain a full street-width pavement. He estimated the cost of the improvement at about $100,000, and he recommended that the request be denied because it does not have high priority status. The Commission accepted the recommendation.

Requests from Mr. C. A. Eberhardt of United Airlines and Mr. R. A. Finlayson, Eugene City Manager, for construction of a left turn re-

fuge at the junction of the Pacific Highway and the road leading to the Eugene Airport, a short distance north of Eugene, was considered. The Engineer advised that investigation reveals that on a weekday in December, 1954, 196 vehicles made a left-turn off US99 in conflict with 3,031 vehicles moving from north to south; also, that due to the presence of a bridge on the Pacific Highway a short distance south of the intersection and the presence of the Oregon Electric Railroad on the easterly side of the highway, it is not feasible to construct an outrigger left-turn lane. In lieu of the construction requested, he recommended as a trial proposition that the easterly shoulder of the highway be paved for a distance of 100 feet north and south of the Junction point at an estimated cost of $700. The Commission approved his recommendation.

Also considered by the Commission was a request from the Baker County Commercial Club for improvements to the Baker-Homestead Highway and the Anthony Lakes Highway. The discussion revealed that funds are not available to finance both projects and that improvement of the Baker-Homestead Highway should be made first. It was recalled that an amount of $150,000 of 1957 Federal Aid Secondary funds already has been allocated to improve the West Unit of the Black Bridge-Richland Section of the Baker-Homestead Highway. The Commission ordered that the Commercial Club be informed accordingly.

The Engineer reported receipt of a bill from Linn County in the sum of $791.91 representing one-third of the total cost which the County is obligated to pay for repairs to a revetment in the Santiam River upstream from the Sanderson Bridge. He advised that in 1945 a cooperative project was entered into between the State, Linn County and the U. S. Corps of Engineers which provided for construction of a modern revetment and that the work was accomplished at a total cost of $85,107.98, the State's share being $30,000. During the winter of 1953-54, he said, the revetment was damaged and repairs were made apparently on order of Linn County, at a total cost of $2,375.75. He recommended that the State pay one-third or $791.00. The Commission approved the payment.

A request submitted by Emma L. Barzee of Myrtle Point that the State develop and maintain a new highway route between Myrtle Point and Roseburg via Sitkum was discussed. The Engineer pointed out that this route is approximately 60 miles long and to build it would cost between $6,000,000 and $12,000,000. He estimated the cost of an economic analysis at $25,000 and gave as his considered opinion that the road would not be justified for a long time in the future. He recommended that the request be denied. The Commission accepted the recommendation.

The Commission considered the matter of allocating to the towns and cities of the State their proportionate shares of highway revenues that accrued to them during the last half of the year 1954, amounting to $2,687,067.93. The Engineer presented a statement showing the distributive share of each and advised that the amounts have been carefully checked and are accurate. The Commission approved the apportionments as presented by adopting the attached resolution relative thereto marked

EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration a list of the cities and towns that have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the last half of 1952, the last half of 1953 and the first half of 1954. The plans for the projects proposed to be financed with the funds, he said, have in each instance been examined and found satisfactory, and he recommended approval of the plans. The Commission approved the plans by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that photographic equipment in the basement of the State Highway Building in Salem is being damaged by dust from the concrete basement floor. To correct the condition he recommended that the floor be covered with asphalt tile at an estimated cost of $238. He also recommended like treatment on the floor of the Multilith Room at an additional cost of $230. The Commission approved both recommendations.

Attention was given by the Commission to a resolution submitted by Wasco County Pomona Grange No. 11 requesting construction of a connecting link 500 feet long, between Marine Drive and the cloverleaf on Union Avenue (US99E) in Portland. Investigation of this matter, the Engineer stated, revealed that the major movement of livestock arrives either Sunday evening or early Monday morning. A traffic count made on Sunday, November 28, and on Monday, November 29, disclosed only 18 vehicles hauling livestock. He gave as his feeling that very little difficulty should be experienced at this location as livestock trucks that enter Union Avenue from Marine Drive merge with traffic after stopping, and after proceeding a short distance on Union turn right onto a one-way traffic lane to the stockyards. As the estimated cost of the project is $10,000, and as it carries a very low priority rating, he recommended that the request be denied. The recommendation was accepted by the Commission.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Chief Counsel brought up for discussion the sale of the Fred Meyer warehouse property on the T. H. Banfield Expressway, Portland. He recalled that the Commission previously authorized the sale at $250,000, but, he said, in effecting the sale, it has become necessary to agree to perform certain maintenance work on the property consisting of replacing broken glass, steel panels, repairs to roof and to some electric motors, repairs to the heating system, all of which totals the sum of $1,204. He asked the Commission to approve payment of such amount for the work involved, which, he said, already has been completed. The Commission authorized the expenditure as requested.

Authority was requested by the Engineer to authorize the contracting of three projects as follows, the same to be financed with "Reserve" money designated in the 1955 maintenance budget as "Contract Maintenance Budget":

Old Oregon Trail, Stanfield Jct.-Pendleton Section, 20.82 miles 0-30	$36,200
Old Oregon Trail, Pendleton-Emigrant Hill Section, 8.18 miles 0-31	9,800
Weston-Elgin Highway, M.P. 7.3 to M.P. 29.0 Section, 21.7 miles 0-30	34,000
Total	$80,000

The Commission approved the request.

The Commission gave attention to a petition from residents of the Sylvan District west of Portland for elimination of a hazardous condition which they allege was created by relocation of S. W. Humphrey Boulevard at Canyon Road, (Sunset Highway). This matter, the Engineer stated, was investigated and the facts ascertained do not substantiate the allegation. The superelevation of curves in no place is adverse, and while the curves are rather sharp, they are no sharper than other curves along the length of Humphrey Boulevard. Humphrey Boulevard, he added, is a County road and the plans for the highway improvement were approved by Multnomah County officials and the County has assumed maintenance of the reconstructed portion. The Commission accepted his recommendation that no change be made in the existing conditions.

The matter of filing a claim against the driver, the owner of the truck, and the surety, for damages caused to the easterly span of the bridge over the Snake River at Nyssa, was discussed. The Engineer reported that according to evidence disclosed by investigation at the bridge after collapse, there appears to be little doubt that the collapse of the bridge was caused by the tongue of the trailer mounted "piggy-back" on the chassis of the truck striking the west portal bracing of span No. 4, which is on the Idaho side of the bridge. The truck, he said, is owned by Don Weilmunster, Box 91, Ontario, Oregon, and was being driven in a westerly direction by William McCarver, Route 2, Box 443-E, Ontario, Oregon, and the collapse of the bridge occurred at approximately 6:00 a.m., Mountain Time, December 4, 1954. The driver of the truck, he stated, claims that the bridge fell down without being struck by the truck or trailer. He advised that it cost $18,000 to install a temporary timber trestle to replace the collapsed span, and he recommended that action be taken to recover such sum; also, that an agreement be entered into with the State of Idaho, covering construction of a new bridge. The Commission unanimously approved both recommendations and so ordered.

A request was considered from the Albany Planning Commission for an investigation of conditions at the intersection of West Queen Avenue (Corvallis Eastside Secondary Highway) and Broadway Street in the City of Albany. The Engineer advised that the records disclose only one accident at this intersection during each of the years 1952-53-54. The intersection,

he said, now is located in a 25-mile per hour speed zone and advance crossroad symbol signs are in place on the westerly approach. He recommended no further treatment of the intersection at this time. The Commission accepted the recommendation.

Consideration was given by the Commission to a petition from owners of property located on the west side of the Pacific Highway East just north of the underpass in North Salem, requesting the widening of the highway at this point, including construction of curbs, so as to permit the parking of vehicles in front of business establishments located on the property. The Engineer advised that the buildings are located very close to the right of way line and were the highway to be widened, it would be necessary to cut off the front of the buildings because it is not feasible to move them. He pointed out that the Commission has already provided parking space for cars on state property just south of these buildings, which in his estimation is ample. He gave as his feeling that the expense of the widening work is not justified, and he, accordingly, recommended that the request be denied. The Commission adopted the recommendation.

A request was discussed from Allison H. Dean, Portland, for installation of enclosed sewer pipe on two open sections along Canyon Road (Sunset Highway) to enable conversion to a city sanitary sewer system. The Engineer said that while it may be necessary to enclose the pipes when Canyon Road is widened to six lanes sometime in the future, it is not definitely certain that such will be the case; moreover, the exact location for the sewer is not presently known. He estimated the cost to do what is requested at between $15,000 and $20,000, and he recommended, since there would be no particular benefit to the State, that the request be denied. The Commission accepted his recommendation.

The Commission considered and upon recommendation of the Engineer, approved the following requests for extensions of time within which to complete highway contracts:

1. Coast Construction & Excavating Co. and Jeske Bros. Construction Co., Contract No. 4180, for grading and surfacing the Paris Section of the Alsea-Deadwood Secondary Highway in Lane County, requested an additional extension of time from November 30, 1954 to December 31, 1954. Extension approved as requested, without penalty.

2. F. O. Laws, Contract No. 4261, for grading and paving West Hood River Connection of the Columbia River Highway in Hood River County, requested an extension of time from October 15, 1954 to April 15, 1955 within which to complete this work. Extension approved as requested subject to contractor paying engineering costs incurred from October 15, 1954 (specified completion date), to the date the job is actually completed.

3. Vernie Jarl, Contract No. 4227, for rock surfacing the Hilgard Junction-Meadow Brook Section of the Starkey Highway in Union County, requested an extension of time from November 30, 1954 to February 28, 1955. Extension approved without penalty, provided, however, that engineering costs shall be assessed against the contractor after February 28, 1955 if the job is not completed by that time.

4. Fred Stubbert, Contract No. 4262, for installation of guard rail on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, requested an extension of time from November 30, 1954 to January 1, 1955. Extension approved as requested, without penalty.

5. Witzig Construction Co., Contract No. 4256, for installation of traffic signals at the intersection of 4th Street and Harrison Street on the Pacific Highway West in the City of Corvallis in Benton County, requested an extension of time from November 30, 1954 to December 30, 1954. Extension approved as requested, without penalty.

6. George L. Rochat & Son, Contract No. 4237, for illumination installation on the Barbur Boulevard-White School Section of the Portland-Salem Expressway in Clackamas, Marion, Multnomah & Washington Counties, requested an additional extension of time from November 30, 1954 to February 28, 1955. Extension approved as requested, without penalty.

7. C. E. Leseberg, Contract No. 4170, for rock production on the Buchanan-Vale Section of the Central Oregon and Vale West Highways in Malheur and Harney Counties, requested an additional extension of time from December 1, 1954 to April 1, 1955. Extension approved without penalty.

8. Rogers Construction Co., Contract No. 4094, for rock production on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties, requested an additional extension of time from November 30, 1954 to December 15, 1954. Extension approved to December 9, 1954 (actual completion date), without penalty.

9. Funderburk Construction Co. and Stoen Construction Co., Contract No. 3805, for grading and paving of the Depoe Bay-Miner Creek Unit of the Siletz Bay-Miner Creek Section on the Oregon Coast Highway in Lincoln County, requested an extension of time from August 31, 1954 to July 31, 1955. Extension to December 31, 1954 granted without penalty, but contractor is to be charged with engineering expense incurred subsequent to December 31, 1954 except no charge is to be made for expense of paving inspectors.

10. Warren Northwest, Inc., Contract No. 3914, for paving the Hayesville School-Battle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County, requested an extension of time from September 30, 1954 to November 15, 1954. Extension approved up to November 1, 1954,(actual completion date) without penalty.

11. J. R. Taggart, Contract No. 4183, for grading and surfacing of the Lewisburg Loop Section of the Armstrong, Lane & Dickinson County Roads in Benton County, requested an extension of time from October 31, 1954 to November 8, 1954. Extension approved as requested, without penalty.

12. Rogers Construction Inc., Contract No. 3853, for paving the Boones Ferry Road-Willamette River Unit, Barbur Boulevard-White School Section of West Portland-Hubbard Highway in Washington and Clackamas Counties, requested an extension of time from June 30, 1954 to November 30, 1954. Extension approved as requested, without penalty.

13. Warren Northwest, Inc., Contract No. 4154, for grading and paving the Vale-Cairo Section of the Central Oregon Highway in Malheur County, requested an extension of time from October 15, 1954 to November 30, 1954. Extension approved as requested without penalty.

14. The Colorado Fuel and Iron Corp., Pacific Coast Div., Contract No. 4270, for fencing the 42nd Avenue-Sundial Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from December 31, 1954 to December 31, 1955. Extension approved as requested, without penalty.

15. F. O. Laws, Contract No. 4201, for slope grading the Modoc Point-Barkley Springs Section of The Dalles-California Highway in Klamath County, requested an additional extension of time from November 30, 1954 to January 31, 1955. Extension approved as requested,without penalty.

16. Birkemeier & Saremal, Contract No. 4102, for construction of the 60th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from November 30, 1954 to January 29, 1955. Extension approved as requested, without penalty.

17. Hamilton & Thoms, Contract No. 3906, for construction of Harvard Avenue-Portland Street Overcrossing on the Pacific Highway in Douglas County, requested an extension of time from February 28, 1954 to November 5, 1954. Extension approved as requested, without penalty.

18. Columbia Empire Constructors, Inc., and P. S. Lord, Mechanical Contractors, Contract No. 4112, for construction of six structures of the Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County, requested an extension of time from November 30, 1954 to March 1, 1955. Extension approved as requested, without penalty.

19. J. C. Compton Co., Contract No. 4149, for paving the Burns-Foley Drive Section (City Streets) in Harney County, requested an additional extension of time of sixteen days from October 31, 1954 to and including November 15, 1954. Extension approved as requested without penalty.

20. Brookings Red-E-Mix Concrete Co., Contract No. 4107, for

rock production on the Lone Ranch Creek-California State Line Section of the Oregon Coast Highway in Curry County, requested an additional extension of time from November 1, 1954 to December 31, 1954. Extension approved up to December 21, 1954, (actual completion date) without penalty.

21. Mann Construction Company, Contract No. 4263, for construction of Keno Maintenance Building on the Green Springs Highway in Klamath County, requested an extension of time from December 31, 1954 to February 28, 1955. Extension approved as requested, without penalty.

22. Lind & Marr Construction Co., Contract No. 4219, for Salem By-Pass Fencing Project of the Pacific Highway East in Marion County, requested an additional extension of time from November 30, 1954 to December 31, 1954. Extension approved as requested, without penalty.

23. Warren Northwest, Inc., Contract No. 3929, for grading and paving the 32nd Avenue-Halsey Street Connections of 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, requested an additional extension of time from July 1, 1954 to December 15, 1954. Extension approved as requested, without penalty.

24. Roy L. Houck & Son, Contract No. 3818, for grading and paving the Willamette River-Marion County Line Unit of the West Portland-Hubbard Highway in Clackamas County, requested an extension of time from June 30, 1954 to September 30, 1954. Extension approved as requested, without penalty.

25. R. A. Heintz Construction Co., Contract No. 4063, for grading and paving the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County, requested an extension of time from October 31, 1954 to July 1, 1955. Extension approved to December 20, 1954 (actual completion date) without penalty.

26. Scarader Construction Company, Contract No. 4203, for construction of 47th Avenue Undercrossing of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from December 31, 1954 to April 1, 1955. Extension approved as requested, without penalty.

27. Tom Lillebo, Contract No. 4152, for construction of Coast Fork Willamette River Bridge on the Goshen-Divide Section of the Pacific Highway in Lane County, requested an extension of time from November 30, 1954 to December 30, 1954. Extension approved as requested, without penalty.

28. The Colorado Fuel & Iron Corporation, Contract No. 4206, for fencing the Oakland Junction -Boomer Hill Road Section of the Pacific Highway in Douglas County, requested an additional extension

of time from December 31, 1954 to March 31, 1955. Extension approved as requested, without penalty.

29. E. C. Swaggart Company, Contract No. 4162, for rock surfacing the Enegren Ferry-Marlow Creek Section of the Coos River Secondary Highway in Coos County, requested an extension of time from September 30, 1954 to February 28, 1955. Extension approved as requested, without penalty, however, the contractor is to be charged with engineering expense subsequent to February 28, 1955 if the job is not completed by that time.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. (For further details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.)

The Engineer reported that Contracts Nos. 3749, 3906, 3914, 3925, 3929, 4014, 4058, 4059, 4089, 4090, 4094, 4107, 4108, 4109, 4126, 4149, 4152, 4160, 4183, 4219, 4233, 4244, 4259, 4262, 4280, 4286, 4293, 4295, and 4299 for construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed briefly a request from the Salem and Stayton Chambers of Commerce for early construction of the North Santiam Highway between Salem and Mehama. It was pointed out that an amount of $300,000 of 1957 Federal Aid Secondary funds was allocated to this highway in the program that was adopted earlier in this session, the particular project being the grading of the Sublimity Gun Club-Stout Creek Section.

A request from Lane County School District No. 112 for improvements to the Alsea-Deadwood Secondary Highway in Lane County was presented. The Engineer was instructed to investigate the matter and report the findings at the next meeting.

Attention was given to a request from W. I. Manion, Chairman of the Seaside Safety Council, for designation of a speed zone and prohibition of shoulder parking on the Oregon Coast Highway from a point south of the Youngs Bay Bridge to the south city limits of Astoria. The Engineer advised that a careful study of this 2.47 mile section disclosed that because of open access to the highway it would be impractical to prohibit shoulder parking because there is no place to install signs. He recommended that the request be denied. Concerning the reduced speed zone, he recommended that the existing 35-mile per hour zone, that was established October 21, 1947, be rescinded between M.P. 4.12 and M.P. 5.64 and that a new 35-mile per hour speed zone be designated from the south city limits of Astoria (M.P. 2.88) to a point 0.51 mile south of the south end of the Youngs Bay Bridge (M.P. 3.72), and that a 45-mile per hour speed zone be designated from M.P. 3.72 to a point 150 feet south of the south end of the Lewis and Clark Bridge (M.P. 5.35). The Engineer's recommendations were accepted by the Commission by adoption of the attached resolution relative thereto marked EXHIBIT "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was also given to requests from Hon. Francis Cook, Justice of the Peace, Beaverton, and Mrs. Peter F. Butler, Secretary of the Hazeldale Happy Hour Club, Beaverton, for an extension of the existing 45-mile per hour speed zone on the Farmington Secondary Highway, including installation of a flashing beacon at the intersection of the Farmington Highway and 185th Avenue. The Engineer advised that this request was investigated by the Traffic Engineering Department, and from the facts assembled it was determined that installation of a flashing beacon is not warranted. He recommended that the request in that respect be denied. Concerning the reduced speed zone, he said that the facts disclosed that there is a need for a reduced speed zone on the Farmington Highway No. 142 west of Beaverton. He recommended designation of a 45-mile per hour speed zone from a point 300 feet west of Hagg Road at M.P. 5.26 to a point 500 feet west of Kinnaman Road at M.P. 7.33, except that the speed shall be 20-miles per hour during the hours of school crossings between M.P. 5.68 and M.P. 5.97. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved out of state travel for highway personnel as follows:

W. W. Stiffler, Assistant State Highway Engineer, and Roy Edgerton, Research Engineer, to attend the 1955 Road Builders Clinic at Washington State College in Pullman, Washington, during March 17 and 18, 1955 at an estimated total expense of $95. The Engineer explained that Mr. Stiffler is to participate in a panel discussion on the subject "Snow and Ice Removal and Control, Frost Action, and Spring Breakup", and that Mr. Edgerton is to speak on the subject "Heating of Bridge Decks and Pavements".

The Commission discussed a letter from the Depoe Bay Chamber of Commerce inquiring if the highway department will construct public restrooms on state property in Depoe Bay if a recreational district were formed to operate and maintain the facilities. Chairman Chandler pointed out that the Commission has always been willing to provide such facilities if a local agency could be found to operate and maintain them and see that they are properly cared for, but in this instance no such agency has been willing to assume the responsibility. If the people of Depoe Bay are agreeable to assumption of such obligation, he said, then the Commission, in his estimation, should go ahead with the project; however, it probably would be desirable for them to furnish a bond to guarantee performance. In the discussion on this matter, location of the facility was discussed and the property at the mouth of the bay, owned by a Mrs. Moore was suggested. Also discussed was the possibility of including concession privileges in the plan, similar to those at Crown Point and Silver Creek Falls. The Commission instructed the Right of Way Engineer to contact Mrs. Moore with respect to purchase of her property. The Commission also ordered that inquiry be made to determine if a responsible agency can be found to operate the facilities were the highway department to provide them.

The Engineer presented a supplementary abandonment agreement between Marion County and the State covering the old section of the North Santiam Secondary Highway between Stout Creek and Mehama, which has been replaced with a new highway section. The supplemental agreement, he stated, provides for a connecting road between two abandoned sections and he recommended that it be approved. The Commission accepted the recommendation. The Engineer also said that inasmuch as the new section of the North Santiam Highway has been completed between Stout Creek and Mehama and the road opened to traffic, the old section of highway can now be abandoned to Marion County as provided in an agreement previously executed. The Commission approved the abandonment by adopting the attached resolution relative thereto marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Also presented was a supplemental agreement with Clatsop County concerning the abandonment of an old section of the Gnat Creek-Bradley Park Section of the Columbia River Highway. The supplemental agreement, the Engineer stated, is to take care of construction and maintenance of a connecting road between units of the old section. He pointed out that the County has agreed to maintain the connection. The Commission approved the arrangement. In this connection, the Engineer advised that the new highway between Gnat Creek and Bradley Park has been completed and is now open for public use. He recommended that the Commission formally abandon the old highway route to the County. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Abandonment of a number of sections of old highway right of way which no longer are useful for highway purposes by reason of revisions,

was presented by the Engineer who advised that the new highway sections have been completed and opened to public travel. He recommended that the sections described below, be abandoned to the counties concerned as provided for in agreements previously executed with the counties:

a. Douglas County Line-Glasgow Section of the Oregon Coast Highway, Coos County.

b. Blackwell Hill-Seven Oaks Section of the Pacific Highway, Jackson County.

c. Orr Corner-Monmouth Section of the Pacific Highway West, Polk County.

d. Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway, Douglas County.

e. Certain portions of the Beaverton-Aurora Highway, Clackamas and Marion Counties, between Washington County Line and Aurora.

The Commission approved the Engineer's recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "G-3" through "G-8", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The matter of the State paying a part of the cost of tuition for Highway Department employees who take specialized training courses directly related to their work was considered. The Engineer advised that during the past five years a number of training courses have been arranged by the Personnel Division in cooperation with the Extension Service of the System of Higher Education, and in all cases the employees have paid the full tuition. The Legal Department, he said, advises that there is no legal barrier to the State participating in the expense; and that it can be accomplished with the Civil Service Commission as a co-sponsor, either by making the instructor a temporary employee of the Highway Department for the period of the course or by the Highway Department entering into a contract with the college or group providing the training. He recommended that the Commission approve payment of 50 per cent of the fee on the basis of the latter mentioned arrangement because of the benefits the State would receive from better trained workers. He estimated the annual cost to the State at between $1,500 and $2,500. The Commission approved the recommendation on a trial basis for one year.

A request was considered from the City of John Day, that the intersection of the John Day Highway and the John Day-Burns Highway be designated a four-way stop. The Engineer advised that traffic counts reveal that traffic volumes on three of the legs of this intersection are quite evenly balanced and that the accident record, while not alarming, shows 21 reported accidents from January 1, 1949, to September 30, 1954. At the present time, he said, there is a flashing beacon in the intersection showing amber on the John Day Highway and red on the John Day-Burns Highway.

Because the intersection is the junction of two primary state highways, and because most of the traffic in the City passes through the intersection, he recommended that it be made a four-way stop and that the flashing beacon be changed to show red in all directions. The Commission accepted the recommendation.

Consideration was given to a request from Hudspeth Pine, Inc., Prineville, for permission to haul logs 24 hours a day over the Ochoco and John Day highways between Dayville and Prineville. The Commission denied the request as a matter of policy on recommendation of the Engineer.

Payment of $35 to Mr. Ray C. Johnson, Payette, Idaho, for damages to his automobile caused by the fall of an overhead highway sign was considered. The Engineer explained that on December 6, 1954, a plywood sign mounted above the intersection where US30 intersects with Oregon Street in Ontario blew down while Mr. Johnson was driving his car beneath it, necessitating repairs to the car amounting to $35. He recommended the payment of such sum to Mr. Johnson conditioned upon his execution of the standard form releasing the State from further liabilities. The Commission approved the recommendation.

The Engineer reported receipt of a letter from Mrs. A. J. Gissel of Wamic, Oregon, containing much information concerning the history of the crossing of the Deschutes River at Sherrars Bridge in Wasco County and requesting that a textboard be erected at such point, which is one of the most important landmarks in Oregon history. He gave as his feeling that the request is justified and he recommended that permission be given to erect the board if and when the Memorials Committee of the Oregon Historical Society approves the text to be inscribed thereon. The Commission approved the recommendation.

The Commission discussed and approved a form of agreement with Crown-Zellerbach Corporation and Weyerhaeuser Timber Company covering construction of a private road over the Pacific Highway East north of Canby in Clackamas County. The Engineer explained that the agreement provides an easement for right of way across the highway for a new overhead road crossing structure, and that upon completion of the new structure, the existing structure nearby, which was granted under easement dated December 6, 1943, shall be removed and the old agreement terminated. The new structure, he said, was authorized by order of the Public Utilities Commissioner on November 5, 1954.

The Commission approved payment of membership dues for the year 1955 in the American Association of State Highway Officials and in the Western Association of State Highway Officials, amounting to $1,013 and $50, respectively.

The Commission approved the Secretary's report listing papers that he signed in behalf of the Commission during the period of December 3, 1954, to January 14, 1955.

January 18, 1955

The Commission discussed a meeting date for its next regular meeting and decided to hold such meeting on Wednesday and Thursday, March 2 and 3, 1955 in Portland. A tentative date for the next following meeting was set for April 13 and 14. The Secretary was instructed to make the usual arrangements for use of the Green Room, Imperial Hotel for both meetings.

The Engineer presented a form of sublease agreement with the Central Paving Company providing for stockpiling materials to be used in construction of the Gervais Road-Hayesville Section of the Portland-Salem Expressway. He explained that the Central Paving Company is producing rock for this job as a subcontractor and is stockpiling the materials on property not under control of the Highway Commission. The Central Paving Company, he said, has requested advance payment for the materials so stockpiled, but he is reluctant to approve payment without having control of the land on which the material is located. He recommended approval of the sublease in order to clarify the situation. The Commission approved the sublease as recommended.

The Commission discussed briefly with the Engineer problems to be presented by delegations who are scheduled to appear before the Commission on the following day, but took no action on any of them at this time.

The following persons representing the U. S. Bureau of Public Roads and the United States Forest Service were present and discussed with the Commission adoption of a Forest Highway Program for the 1956 fiscal year forest highway funds: Representing the U. S. Bureau of Public Roads were F. E. Andrews, Division Engineer, Portland; R. N. Kellogg, Assistant Division Engineer, Portland; and C. G. Polk, District Engineer, Salem; representing the United States Forest Service were J. Herbert Stone, Regional Forester; R. G. Grefe, Assistant Regional Forester; J. M. Rands, Engineer; and C. E. Remington, Assistant Regional Engineer. Mr. Andrews advised that there is available for program action, in addition to $883,000 previously programmed, the sum of $3,430,000, of which $1,534,788 represents the amount that can be contracted immediately, and the balance, $2,191,118, represents new funds that will become available if the Congress appropriates the remaining funds that were authorized for the fiscal year 1954. Such unappropriated fund, he said, amounts to $15,900,000, of which Oregon's share is the balance stated above, $2,191,118. The State Highway Engineer suggested adoption of a program for the full amount of the funds authorized, $3,725,906, and that the projects be listed in the order of priority so as to expedite the contracting of improvements for which no funds immediately are available. He presented a list of eligible projects from which the following were selected by mutual agreement among all parties concerned as a result of careful study, said projects being estimated to cost about $3,430,000.

1956 Projects for Which Funds are Immediately Available

Curry County		
Oregon Coast	Greggs Creek-Wedderburn 8.4 miles Surf., Pav. & Br. Wid.	$ 450,000
Douglas County		
W. Diamond Lake	Lost Creek Section 6 miles Grading & Paving	250,000
Umatilla County		
Ukiah-Hilgard	Lehman Spr.-Union Co. Line 5 miles Grading	200,000
Clackamas County		
Mt. Hood	Laurel Hill-Government Camp Grading & Paving, 4 Lanes	500,000
Deschutes County		
Cascade Lakes	Bachelor Butte-Elk Lake 12.2 miles Surfacing & Oiling	150,000
Linn County		
Belknap Springs	Advance Clearing	50,000
		$1,600,000

1956 Projects for Which Funds are Not Immediately Available

Douglas County		
Umpqua	Koepke Slough-East (To supplement previous allotment of $320,000)	$ 250,000
North Umpqua	Steamboat Creek-Apple Creek 4.5 miles Surfacing	100,000
North Umpqua	Apple Creek-Copeland Creek 10 miles Advance Clearing	90,000
Baker County		
John Day	Grant Co. Line-Forest Boundary 4 miles Grading & Paving	260,000
Harney County		
John Day-Burns	Poison Creek-Burns 9 miles Grading & Paving	390,000

January 18, 1955

Linn County Belknap Springs	Anderson Creek-Middle Falls 5 miles Grading & 3 Bridges	$ 300,000
Tillamook County Oregon Coast	Neskowin-Salmon River Summit Unit, Grading	440,000
		$1,830,000

The Commission also confirmed the following program, heretofore approved, for $883,000 of Forest Highway money:

Prior Program Projects Not Contracted

Douglas County Umpqua	Koepke Slough-East 2.5 miles Grading (1953)	$ 320,000
Lane County Willamette	Deception Creek-Oakridge 1.2 miles Grading 4.04 miles Paving (1955)	316,000
Wallowa County Enterprise-Lewiston	Forest Boundary-Flora Junction 7.94 miles Paving (1954)	247,000
		$ 883,000

The Engineer presented for consideration and signature a form of release whereby the United States Government is relieved from all further claims and demands arising under the terms of Contract No. W-35-026-ENG-2210, dated June 27, 1946, for engineering services required for the location of County Road No. 360, Lane County, in connection with the Lookout Point Reservoir Project. The Engineer explained that upon signing of this release, the Government will pay to the State the sum of $10,290 which represents the balance due for this service. The release was approved and signed by the Commission.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
January 19, 1955

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Crystal Room of the Benson Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 3:00 p.m. in the same room:

COLUMBIA COUNTY
GRADING AND PAVING ST. HELENS PAPER COMPANY-MILDREDS CORNER SECTION OF THE KASTER AND OLD PORTLAND ROADS

Parker-Schram Co., Portland	$ 82,785.90
United Contracting Co., Portland	100,680.00

COOS COUNTY
MYRTLE POINT-POWERS ROCK PRODUCTION PROJECT ON THE COOS BAY-ROSEBURG AND POWERS HIGHWAYS

Carl P. Tallon, Roseburg	26,730.00
Coos Bay Dredging Co., Coos Bay	36,190.00
E. C. Hall Co., Portland	38,720.00
F. L. Somers, Medford	39,600.00

CROOK COUNTY
OCHOCO CREEK BRIDGE WIDENING ON THE PAULINA SECONDARY HIGHWAY

T. W. Thomas, Portland	9,573.00
Jackson & Ray, Hermiston	9,745.00
C. P. Patterson, Redmond	9,806.00
R. H. Jones, Hillsboro	11,218.00
George E. Berry, Beaverton*	12,924.00
Babler Bros. Inc., Portland	14,280.00

Ochoco Creek Bridge Widening (cont)

The Central Heating Co., Ore. Ltd., Eugene	$ 18,110.00

*Bidder will not accept award of contracts in excess of $150,000.00.

CURRY COUNTY
FRANKPORT VIADUCT AND EUCHRE CREEK BRIDGE ON THE OREGON COAST HIGHWAY

Tom Lillebo, Reedsport	$149,014.00
Valley Construction Co., Portland	154,655.00
Hamilton & Thoms, Eugene	154,895.00
Peter Kiewit Sons' Co., Longview, Wash.	177,410.00
C. J. Eldon Contractor, Portland	194,730.00

DOUGLAS COUNTY
BOOMER HILL ROAD OVERCROSSING ON NEW ALIGNMENT OF THE PACIFIC HIGHWAY

A. H. Saxton & Son, Corvallis	50,204.00
Hamilton & Thoms, Eugene	51,275.00
R. & M. Construction Co., Central Point	53,035.00
Johnson & Amens, McMinnville	53,153.00
Orlando C. Bennard, Portland *	53,910.00
Valley Construction Co., Portland	54,910.00
Todd Building Co., Roseburg	56,620.00
Tom Lillebo, Reedsport	59,900.00

*Bidder will not accept award of more than three contracts.

DOUGLAS COUNTY
BOOTH RANCH AND BOOTH RANCH-MYRTLE CREEK UNITS, SHADY-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY NORTH OF MYRTLE CREEK

Warren Northwest, Inc., Portland	219,650.00
E. C. Hall Co. & J. C. Compton Co., Portland	232,794.00
John R. Saxton, Idleyld Park*	238,741.00
F. H. McEwen, Eugene	240,877.25
The Central Heating Co., Ore. Ltd., Eugene	241,905.75
J. N. Conley, Portland	249,326.50
Babler Bros., Inc., Portland	251,351.50
Acme Construction Co., Eugene	256,611.75
L. W. Vail Co., Pasco, Wash.	261,475.20

* Bidder will accept award of only one project

JACKSON COUNTY
EAGLE POINT-LAKE CREEK ROCK PRODUCTION PROJECT ON THE LITTLE BUTTE HIGHWAY

J. C. Compton Co., McMinnville	$ 16,100.00
M. C. Lininger & Sons, Medford	17,445.00
F. L. Somers, Medford	23,100.00

JOSEPHINE COUNTY
CAVE JUNCTION-OREGON CAVES ROCK PRODUCTION PROJECT ON THE OREGON CAVES HIGHWAY

M. C. Lininger & Sons, Medford	26,700.00
Peter Kiewit Sons' Co., Longview	29,700.00
F. L. Somers, Medford	32,500.00

KLAMATH COUNTY
GRADING, PAVING, ETC. SOUTH UNIT, KLAMATH FALLS-MIDLAND OVERCROSSING SECTION OF THE MIDLAND HIGHWAY

Peter Kiewit Sons' Co., Longview	152,792.00
Donald Graves, San Jose, Calif.	168,046.40
The Central Heating Co., Ore. Ltd., Eugene	170,424.50
Warren Northwest, Inc., Portland	177,506.00
F. H. McEwen, Eugene	181,014.00
Acme Construction Co., Eugene	183,730.00
John R. Saxton, Idleyld Park	190,391.50
M. W. Brown, Redding, Calif.	194,359.50
J. N. Conley, Portland	201,507.50
F. L. Somers, Medford	202,993.50
M. C. Lininger & Sons, Medford	204,733.50

LANE COUNTY
GRADING AND STONE SURFACING SOUTH UNIT, HAYDEN BRIDGE-DONNA SECTION OF THE EUGENE-MARCOLA ROAD

Allum Bros., Eugene	126,179.50
Inter City Sand & Gravel Co., Eugene	128,107.50
J. W. Briggs, Bend	128,470.00
T. C. Wildish Co., Eugene	133,751.50
F. H. McEwen, Eugene	137,201.50
Acme Construction Co., Eugene	139,671.50
Durbin Bros., Eugene	141,416.50
J. Ira McNutt, Springfield	145,452.50
Babler Bros., Inc., Portland	146,027.50
S. W. Groesbeck, Eugene	157,320.00
E. C. Hall Co., Portland	159,120.00
Stevenson Construction Co., Salem	160,915.00
J. N. Conley, Portland	165,726.00
F. L. Somers, Medford	196,945.00

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LANE COUNTY
THREE STRUCTURES ON THE COAST FORK WILLAMETTE RIVER-DIVIDE UNIT ON NEW ALIGNMENT OF THE PACIFIC HIGHWAY

W. H. Shields Const. Co., Eugene	$140,187.00
Tom Lillebo, Reedsport	141,785.00
Valley Const. Co., Portland	143,505.00
Glenn Snook, Eugene	144,791.50
Columbia Emp. Constructors Inc. & P. S. Lord Mech. Contractors, Portland	145,070.00
Hamilton and Thoms, Eugene	146,610.00
George E. Berry, Beaverton *	149,510.00
R. H. Jones, Hillsboro	153,625.00
Johnson and Amens, McMinnville	156,031.25
H. C. Werner Inc., Eugene	159,930.00
C. J. Eldon, Portland	173,599.00

* Bidder will not accept award of contracts in excess of $150,000.00.

LANE COUNTY
COYOTE CREEK BRIDGE ON THE TERRITORIAL HIGHWAY

H. C. Werner Inc., Eugene	35,303.00
Frank Watt Const. Co. and S & D Const. Co., Portland	35,514.00
Glenn Snook, Eugene	36,841.00
Orlando C. Bennard, Portland *	37,151.00
A. H. Saxton and Son, Corvallis	37,373.00
Valley Const. Co., Portland	37,989.00
The Central Heating Co. Ore. Ltd., Eugene	38,928.00
W. H. Shields Const. Co., Eugene	39,298.00
Johnson and Amens, McMinnville	39,904.25
Hamilton and Thoms, Eugene	40,181.00
R & M Const. Co., Central Point	40,255.90
R. H. Jones, Hillsboro	40,660.00
George E. Berry, Beaverton	40,670.00
Columbia Empire Constructors Inc. & P. S. Lord Mech. Contractors, Portland	41,050.00
L. B. Read, Portland	42,767.50
Tomlinson and Buckmaster, Portland	44,772.00

* Bidder will accept award of only three contracts.

LINN COUNTY
BILYEU CREEK BRIDGE OVER BILYEU CREEK ON COUNTY ROAD NO. 831

Frank Watt Const. Co. and S & D Const. Co., Portland	11,800.00
Raymond W. Lillie, Albany	12,015.00
Lind and Marr, Beaverton	12,810.00
Erick Enquist, Troutdale	12,960.00
Clayton B. Bickford, Gresham	13,050.00
Orlando C. Bennard, Portland	13,480.00

Bilyeu Creek Bridge (cont)

R & M Construction Co., Central Point	$ 14,150.00
Johnson & Amens, McMinnville	14,273.00
Concrete Structures, Portland	14,440.00
Whittenburg Const. Co. and Q. L. Rufener, Beaverton	16,840.00
L. B. Read, Portland	17,748.00
Tomlinson and Buckmaster, Portland	17,870.00

LINN COUNTY
MCDOWELL CREEK BRIDGE OVER MCDOWELL CREEK ON COUNTY ROAD NO. 1286

Lind & Marr, Beaverton	10,565.00
Raymond W. Lillie, Albany	10,915.00
T. W. Thomas, Portland	11,248.00
Frank Watt Const. Co. & S & D Const. Co., Portland	11,425.00
Orlando C. Bennard, Portland *	11,525.00
Concrete Structures, Portland	11,580.00
Clayton T. Bickford, Gresham	11,700.00
Erick Enquist, Troutdale	12,310.00
Johnston & Bryant, Newberg	12,320.00
Whittenburg Const. Co. & Q. L. Rufener, Beaverton	12,600.00
R & M Construction Co., Central Point	12,802.50
Johnson & Amens, McMinnville	13,116.00
Tomlinson & Buckmaster	13,680.00
Glenn Snook, Eugene	14,140.00
L. B. Read, Portland	16,050.00

* Bidder will not accept award of more than three contracts.

MARION COUNTY
ILLAHEE UNDERCROSSING OVER PACIFIC HIGHWAY EAST

Tom Lillebo, Reedsport	29,952.00
Glenn Snook, Eugene	31,600.00
Valley Construction Co., Portland	32,360.00
Hamilton & Thoms, Eugene	33,380.00
R & M Construction Co., Central Point	34,429.00
Orlando C. Bennard, Portland*	36,310.00
L. B. Read, Portland	36,920.50
H. C. Werner Inc., Eugene	39,297.00

* Bidder will not accept more than three contracts.

MARION COUNTY
ROADSIDE IMPROVEMENT HAYESVILLE SCHOOL-BATTLE CREEK JUNCTION SECTION OF PORTLAND-SALEM EXPRESSWAY

Knight Pearcy, Salem	11,432.00
Rich & Sons Nursery, Hillsboro	12,965.50
H. L. Pearcy Nursery Co., Salem	13,106.30

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Roadside Improvement Hayesville School-Battle Creek Junction Section (cont)

A. C. Bubak, Woodburn	$ 14,070.25
P. C. Knox, Gladstone	14,079.80
F. A. Doerfler & Sons, Salem	14,574.85
Sprague McDowell Co., Lynnwood, Wash.	14,638.45
Portland Construction Co., Portland	14,732.69
Benedict Nursery Co., Portland	15,203.25
Ernest Ferrante & Co., Portland	26,038.45

MORROW-GILLIAM AND UMATILLA COUNTIES
SHOULDER OILING; FURNISHING CRUSHED MATERIAL IN STOCKPILE ON ARLINGTON-BOARDMAN SECTION OF COLUMBIA RIVER HIGHWAY

Babler Bros., Inc., Portland	73,069.00
Arthur Simonsen, Baker	74,270.00
C. C. Meisel, McMinnville	75,328.50
E. H. Itschner, Molalla	75,570.00
J. C. Compton Co., McMinnville	77,191.50
Russell Olsen Const. Co. Inc., Pendleton	78,596.00
Harr & Horton, Portland	85,205.00
Central Paving Co., Independence	87,347.00
Oregon Asphaltic Paving Co., Portland	89,422.50
Acme Construction Co., Eugene	99,424.50
L. W. Vail Co., Pasco, Wash.	105,858.90

MULTNOMAH COUNTY
GRESHAM TRAFFIC SIGNALS

Trowbridge Electric Co., Roseburg	3,780.00
W. R. Grasle Co., Portland	4,067.00
Rochat Electric Co., Portland	4,285.00

UNION AND BAKER COUNTIES
UNION ROCK PRODUCTION PROJECT ON LA GRANDE-NORTH POWDER AND MEDICAL SPRINGS HIGHWAYS

Arthur Simonsen & Co., Baker	46,640.00
C & W Crushing Co., Seaside	49,416.00
N. A. Toole Construction Co., Ontario	53,906.00
E. H. Itschner Co., Molalla	60,030.00
Vernie Jarl, Gresham	64,400.00
C. E. Leseberg, Nyssa	84,216.00

WASHINGTON COUNTY
TIGARD OVERCROSSING ROADSIDE IMPROVEMENT PROJECT ON THE PACIFIC HIGHWAY WEST

Knight Pearcy, Salem	5,921.00
Portland Construction Co., Portland	7,809.77

Tigard Overcrossing Roadside Improvement Project (cont)

A. C. Bubak, Woodburn *	$ 8,360.00

* Bidder will accept only one project.

YAMHILL COUNTY
GRADING AND PAVING EAST UNIT, CARLTON JUNCTION-NEWBERG SECTION OF THE YAMHILL-NEWBERG HIGHWAY

C. C. Meisel, McMinnville	146,040.90
J. C. Compton Co., McMinnville	146,165.00
John R. Saxton, Idleyld Park *	149,219.30
Rogers Construction Co., Portland	151,765.00
Acme Construction Co., Eugene	158,674.00
Logan Taylor Co., Portland	158,949.00
K. F. Jacobsen & Co., Portland	168,454.00
J. N. Conley Co., Portland	171,453.30
United Contracting Co., Portland	196,690.50

* Bidder will accept award of only one contract.

A delegation from Wasco County was present relative to rerouting US197 northerly from a point known as Eight Mile Creek to a connection with U.S. 30 at The Dalles Bridge across the Columbia River, a distance of about 6 miles. The following people composed the group: Mrs. Katherine Musa, State Representative, Wasco County; Ward R. Webber, Wasco County Judge; Rupe Kennedy, Chairman, Roads and Highways Committee, The Dalles Chamber of Commerce; Ed Chambers, Chairman, Industrial Committee, The Dalles Chamber of Commerce; Wm. Seufert and Wm. Dielschneider, all of The Dalles; Howard Corner and Ralph Kaiser, both from Maupin, representing Southern Wasco County. Judge Webber acted as spokesman and introduced the members of the delegation. Mr. Kennedy pointed out that the existing highway was built by Wasco County in 1922 and he alleged that the alignment has not been materially changed since that time, consequently the road is very crooked and contains a number of narrow bridges. He mentioned that traffic across The Dalles Bridge is far greater than was anticipated, being about 1,800 vehicles daily, and he gave as his feeling that the highway should be reconstructed to take care of the increased traffic that the bridge stimulates. He suggested the use of Federal Interstate Highway funds to finance the improvement. Mr. Kaiser stated that he came from the southern part of the County and that it would shorten the travel distance for the people of that district about five miles in going to The Dalles to trade. Mr. Dielschneider endorsed the statements of the other speakers. Mrs. Musa called attention to the dangerous condition of the existing road due to the great number of curves. She also stated that State Representative Hounsell from Hood River County wants to

be recorded in favor of the project. Judge Webber pointed out that no major work has been done on the north end of this highway for many years, and because traffic over The Dalles Bridge is far greater than was expected, the need for improving the section is emphasized. He asked that the improvement be placed in an early program. Chairman Chandler stated that the Commission is very familiar with the project, but there is a question when money will be available to finance it. The money derived from the sale of bonds, he said, has been practically all spent, and at the present time the State is back on the old schedule of construction. The Commission, he added, recognizes the problem and will keep the project in mind for the future.

Messrs. William Hammond, Ken Golliet, George Tate and O. K. DeWitt, representing the Salem and the North Santiam Chambers of Commerce, came before the Commission to urge construction of the North Santiam Highway from the fish hatchery near Mehama to Salem. Mr. Hammond, who acted as spokesman, introduced the other members of the delegation. He pointed out that during the last year or two there has been a considerable increase in travel over this highway which has been rebuilt to modern standards northerly and westerly from its junction with the South Santiam Highway to Mehama, but from that point to Salem, there remains an old road, narrow and with many sharp curves. It was his thought that there would be even more traffic on the road if it were designated as a U.S. route and were shown as a first class highway on travel maps. The Marion County Court and the City of Salem, he stated, are very much in favor of further improvement. Chairman Chandler stated that the Commission at its meeting on the previous day allocated an amount of $300,000 of Federal-aid Secondary Funds to finance the grading of all or part of the 9½-mile section from Stout Creek to an intersection with the old highway near Sublimity. He inquired if the people in Stayton and Sublimity still feel that their towns should not be by-passed. Mr. Golliet replied that the North Santiam Chamber of Commerce has been quite successful in ironing out misunderstandings and animosities in the communities affected. Mr. Hammond left with the Commission a resolution passed by the Salem Common Council endorsing improvement of the North Santiam Highway, and a resolution from the Santiam Chamber of Commerce making the same request.

Mr. L. M. Pfeifer, Director of Public Relations for the Oregon State Employees Association, appeared before the Commission with reference to the making of payroll deductions to cover premiums for disability and life insurance protection by California-Western States Life Insurance Company and also for deductions to cover premiums for medical and hospital coverage by Oregon Physician's Service. He explained that Oregon State Employees Association has agreements with both of these organizations and that in order to secure the benefits available under the agreements it would be necessary that Department employees be members in good standing of Oregon State Employees Association. The Commission advised Mr. Pfeifer it would take the matters under consideration and make its decision later.

Following Mr. Pfeifer's departure, the matter presented by him was again discussed by the Commission. As a result thereof, the Commission instructed the Chief Counsel to prepare in writing a resolution or statement covering the opinions expressed at this time and to present the same at the next Commission meeting.

Mr. Chet Hubbard, Mr. Bob Root, and Mr. E. B. DeVoe, members of the Jackson County Chamber of Commerce, came before the Commission concerning improvement of certain highways in Southern Oregon. Mr. Hubbard headed the group. He inquired as to what progress has been made in plans for improving the Flounce Rock Section of the Crater Lake Highway. He pointed out that there is much timber being hauled over this road and he urged early construction as a safety measure to the traveling public. He also commented that the proposed Medford By-pass of the Pacific Highway appears to be a fine idea. He asked that this project also be brought to an early planning stage. Mr. DeVoe urged the Commission to keep the West Diamond Lake Highway open for year-around travel, which road now is closed by snow during the winter season. The main problem, he said, is snow removal. He was informed that to keep the road open as requested is a very expensive undertaking. Mr. Root mentioned a rumor to the effect that private loggers are not allowed to construct a logging road on the alignment of the proposed road leading from Eagle Point to Klamath Falls via Lake-of-the-Woods. He asked the Commission to grant such permission and to build the road at least to Fish Lake. Chairman Chandler stated that the Commission had heard nothing concerning this matter, but the Commission has no intention of taking any action which would stop logging. He expressed the feeling that the Commission would cooperate in allowing use of any right of way which is owned by the State Highway Commission. Concerning the Flounce Rock section of the Crater Lake Highway, he said that a survey of that section now is under way. Mr. W. C. Williams, Deputy Highway Engineer, stated that he believed that most of the right of way needed for the Lake-of-the-Woods Road is owned by Jackson and Klamath Counties, and that the right of way the loggers want to use is not state property. Mr. Hubbard commented that Klamath County is in favor of the improvements requested by the delegation. The Commission ordered a report from the Engineer re snow removal on the West Diamond Lake Road.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Mr. Charles McCormack, Mayor of the City of Albany, Mr. John Cox, Superintendent of Union High School District #8, Albany, and Mr. D. J. Donahue, representing the Albany Chamber of Commerce, came before the Commission concerning improvement of Queen Avenue in the City of Albany. Mr. McCormack recalled that a delegation appeared before the Commission at the December meeting and requested such improvement and that the Commission referred the matter to the Engineer for investigation. Since that time, he said, he discussed the matter with Mr. Baldock, State Highway Engineer, who advised him that the project would cost approximately $82,000. He advised that the City and adjoining

property owners are willing to pay 25 per cent of the cost of the improvement up to a maximum of $20,500. After some discussion, the Commission approved the project on such basis.

County Judge Lloyd Rea, Baker County, appeared before the Commission concerning improvements to the Baker-Homestead Highway, the Sumpter Valley and the Haines-Anthony Secondary Highways. He was informed by Commissioner Reynolds that no funds are available for the improvement of the Haines-Anthony Secondary Highway, but the Commission has approved an allocation of $150,000 for improvement of the Black Bridge-Richland Section of the Baker-Homestead Highway. As to the Sumpter Valley Highway, he said that the Engineer has been instructed to investigate the cost to widen certain sections through a canyon which are narrow and limited to one-way travel.

The County Court of Sherman County represented by Vernon I. Miller, County Judge; Charles Kuypers and Kenneth Sather, County Commissioners, appeared before the Commission to request that the Commission cooperate financially in an economic study as to the feasibility of constructing a bridge across the Columbia River at Maryhill. Klickitat County in Washington and the State of Washington have agreed, Mr. Miller stated, to contribute $6,000 each toward such expense if Sherman County and the State of Oregon will provide a like amount, making a total of $18,000. Commissioner Reynolds inquired if this project is endorsed by the State of Washington. Mr. Miller replied in the affirmative. Chairman Chandler commented that the Commission previously advanced funds to Umatilla and to Wasco Counties for similar investigations, and may contribute in this case when more is known about the project. After some discussion, Commissioner Reynolds moved that the State contribute the sum of $3,000 on the condition that Sherman County furnishes a like amount and provided further that the State of Washington and Klickitat County each contributes $6,000. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Chandler.

The Coramission resumed discussion started on the previous day, relative to defining certain recreational areasas state parks and other areas as waysides. The Parks Superintendent again recommended such segregation of recreational areas and approval of the two resolutions to effect the same as presented by him at that time. The Engineer concurred in the recommendation. The Commission accepted the recommendations by adoption of the attached resolutions relative thereto, marked EXHIBIT "I-1" and EXHIBIT "I-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Discussion was also resumed on the five-year tentative park program which was presented by the Parks Superintendent on the previous day. The Commission expressed satisfaction with the program as presented and thereupon adopted the same by unanimous vote. In approving the program the Commission called attention to the fact that park usage has increased tremendously during the past five years as a result of the Commission's action in approving larger expenditures for park development purposes

thereby making possible a more extensive use of the recreational facilities that have been provided. (For details of the program see copy of same attached to Park Superintendent's letter of January 10, 1955 in General Files.)

Chairman Chandler mentioned receipt of a copy of a letter from Mr. George C. Hester, Jr., to Mr. Baldock, announcing his resignation from Highway Department service as of January 31. The Secretary was instructed to convey to Mr. Hester, by letter, the regrets of the Commission that he is leaving the Department and to extend to him the Commission's best wishes for success in his new position.

The Chairman also mentioned receipt of a letter from Miss Amanda Wicklander thanking the Commission for the retirement certificate recently given to her. The Commission instructed the Secretary to convey to Miss Wicklander thanks for the splendid service she rendered the State during the past 35 years and to express to her the best wishes of the Commission for a long and happy life in her retirement.

In this connection the Secretary was also instructed to direct similar communications to all other employees when they retire from Highway Department service if they have served five years or more.

As requested by the Commission on the previous day the Park Superintendent reported additional information concerning the area that is proposed as a state park on the North Umpqua River at Susan Creek, about 30 miles east of Roseburg. He said that most of the land is owned by the Federal Government, being O & C land, but Douglas County has title to some of it; also that it is a beautiful area and will make a fine addition to the state park system. He requested authority to negotiate acquisition of the property. The Commission granted the request with the comment that it is reviewing the matter at this time because there now exists a very good road (North Umpqua Highway) leading to the area. The Park Superintendent was instructed to report at the next meeting the cost of the initial development of the property and the eventual cost of complete development.

The Engineer reported that under authority previously granted by the Commission he placed a reduced load limit on a 12-mile section of the Wapinitia Highway, effective 8:00 a. m., January 17, 1955, allowing 11,000 pounds gross on any single axle, 20,000 pounds gross on any pair of tandem axles and 36,000 pound maximum gross load, such section extending from M.P. 28.00 to M.P. 40.00 near Maupin. This load limitation, he stated, was placed to prevent damage to the highway by alternate freezing and thawing during the past week. The Commission accepted the report.

Commissioner Reynolds recalled that some interstate highway projects had been deferred pending action that might be taken by the National Congress for allocation of additional highway funds. He inquired if there is any news in this respect. The Engineer stated that he understands the President intends to mention this matter in his message to Congress on January 27th and that a bill providing for additional Federal grants will be

introduced. Increased Federal-aid, he stated, probably will be based on the "Clay" report, a copy of which will be sent to each member of the Commission when received. He explained briefly the substance of the "Clay" report and requested authority to go to Washington, D. C. about the middle of February at state expense, to present arguments in support of the President's bill re this subject which will be presented to the Congress about that time. The Commission approved the request.

The matter of deferred contract projects which had been discussed under the heading of unfinished business on the previous day was again considered. Chairman Chandler commented that it was essential that the paving on the Goshen-Divide Section of the Pacific Highway be completed during the summer season of 1955. The Engineer stated that his letter concerning recommendations for construction of these deferred projects had been previously considered but due to a misunderstanding he had made comments regarding the status of surveys; however, the Commission's wishes as he understands them have been outlined in his letter concerning these deferred projects.

Commissioner Reynolds inquired concerning the status of plans for the overcrossing in Pendleton on the Old Oregon Trail. This project, the Engineer commented, is a very difficult one and an agreement should be arranged with the City concerning parking before the contract is let. The engineering studies indicate that the structure should be built for four lanes of traffic and plans are being prepared on that basis; however, the City has not agreed to the parking regulations.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 3:00 p m. Commissioner McIver publicly announced the Commission's decision with respect to each project as follows, the Commission's decisions being by unanimous vote:

"Grading and paving the St. Helens Paper Company-Mildreds Corner Section of the Kastor and Old Portland Roads in Columbia County: The Commission elects to accept the bid of Parker-Schram Co., Portland, in the sum of $82,785.90 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County is received and the sum of $18,600 is deposited by the County.

"Myrtle Point-Powers Rock Production Project on the Coos Bay-Roseburg and Powers Highways south and east from Myrtle Point in Coos County: The Commission awarded the contract to the low bidder, Carl P. Tallon, Roseburg, at his bid price of $26,730.

"Ochoco Creek Bridge Widening on the Paulina Secondary Highway over Ochoco Creek near Prineville in Crook County: The Commission awarded the contract to the low bidder, T. W. Thomas, Portland, at his bid price of $9,573.

"Construction of Frankport Viaduct and Euchre Creek Bridge on the Oregon

Coast Highway south of Port Orford in Curry County. The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $149,014.

"Construction of Boomer Hill Road Overcrossing on new alignment of the Pacific Highway northwest of Myrtle Creek in Douglas County: The Commission awarded the contract to the low bidder, A. H. Saxton & Son, Corvallis, at their bid price of $50,204.

"Paving and furnishing crushed material in stockpile on the Booth Ranch and Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section of the Pacific Highway in Douglas County: The Commission awarded the contract to the low bidder Warren Northwest, Inc., Portland, at their bid price of $219,650.

"Eagle Point-Lake Creek Rock Production Project on the Little Butte Highway in Jackson County: The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at his bid price of $16,100.

"Cave Junction-Oregon Caves Rock Production Project on the Oregon Caves Highway in Josephine County: The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at their bid price of $26,700.

"Grading, paving, and furnishing crushed rock in stockpile on the South Unit, Klamath Falls-Midland Overcrossing Section of the Midland Highway in Klamath County: The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Longview, Washington, at their bid price of $152,792.

"Grading and stone surfacing on the South Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road about 2 miles northeast of Springfield in Lane County: The Commission elects to accept the bid of Allum Bros., Eugene, in the sum of $126,179.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of $28,350 is deposited by the County.

"Construction of three structures on the Coast Fork Willamette River-Divide Unit on new alignment of the Pacific Highway between Cottage Grove and Divide in Lane County. The Commission awarded the contract to the low bidder, W. H. Shields Construction Co., Eugene, at their bid price of $140,187.

"Construction of Coyote Creek Bridge over Coyote Creek on the Territorial Highway in Lane County: The Commission awarded the contract to the low bidder, H. C. Werner Inc., Eugene, at their bid price of $35,303.

"Construction of Bilyeu Creek Bridge on County Road No. 831 east of Scio in Linn County: As this is a county project, all bids have been referred to Linn County for further handling.

"Construction of McDowell Creek Bridge overMcDowell Creek on County Road north of Sweet Home in Linn County: The Commission elects to accept the bid of Lind & Marr in the sum of $10,565 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $2,350 is deposited by the County.

"Construction of Illahee Undercrossing over the Pacific Highway East south of Salem in Marion County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $29,952.

"Roadside improvement of the Hayesville School-Battle Creek Junction Section of the Portland-Salem Expressway on the Salem By-Pass east of Salem in Marion County: The Commission awarded the contract to the low bidder, Knight Pearcy, Salem, at his bid price of $11,432.

"Shoulder oiling and furnishing crushed material in stockpile on the Arlington-Boardman Section of the Columbia River Highway east from Arlington in Morrow, Gilliam and Umatilla Counties: The Commission awarded the contract to the low bidder, Babler Bros. Inc., Portland, at their bid price of $73,069.

"Installation of traffic signals at the intersection of the Mt. Hood Highway with Cleveland Avenue in the City of Gresham in Multnomah County: The Commission awarded the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $3,780.

"Union Rock Production Project on the La Grande-North Powder and Medical Springs Highways near Union in Union and Baker Counties: The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at their bid price of $46,640.

"Tigard Overcrossing Roadside Improvement Project on the Pacific Highway West at Tigard in Washington County: The Commission awarded the contract to the low bidder, Knight Pearcy, Salem, at his bid price of $5,921.

"Grading and paving the East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Highway west from Newberg in Yamhill County: The Commission elects to accept the bid of C. C. Meisel, McMinnville, in the sum of $146,040.90 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired."

The Engineer recommended that 1.55 acres of land on the north side of Pilot Butte east of Bend be deeded to Deschutes County for the sum of $1.00. He explained that the County wishes to use this land as right of way for a county road that it proposes to build; also, that the property is of no value for highway purposes. The Commission approved the transfer.

The matter of constructing the proposed Clay Street Interchange in the City of Portland was brought up by Chairman Chandler. The Commis-

sion, he said, is concerned as to just how much additional construction is involved in order to make this project function as it should, and what projects will be necessary in the future to assure proper functioning, the cost of right of way and of depressed drives, connections, etc. He also inquired if the Portland City Engineer has been contacted relative to the plan. It is the desire of the Commission to have before it complete facts before it authorizes the contracting of the work. The Engineer advised that when the project was planned consideration was given to future traffic needs, twenty years ahead, and that the Engineers of Multnomah County as well as those of the City of Portland were contacted relative thereto. Studies are still being made, he added, and he anticipated that results would be available in about a week. This matter was discussed at some length and as a result thereof, the Commission instructed the Engineer to submit a report showing the overall effect of the interchange, the various projects needed to provide effective city-wide functioning, the cost of these projects and the priority in which they should be constructed. The contracting of the project is to be held up pending further instructions from the Commission.

The Chief Counsel reported that in connection with construction of the Clackamas Overcrossing on the Clackamas Secondary Highway in Clackamas County, it is necessary to reestablish a loading ramp for the National Guard, and to provide a roadway leading to the same. The owner of the land, he said, refuses to sell and the State Highway Commission does not have authority to condemn the property; however, the State Land Board does have such authority. He requested authority to ask the State Land Board to initiate the condemnation proceedings. The request was approved by the Commission.

The Commission signed the following agreements and other papers.

"Indentures of Access" re change of access points for the following.

a. Chenoweth property on Rinehart Creek-Frankport Unit, Rocky Point-Gold Beach Section of Oregon Coast Highway, Curry County.

b. Shelton property on Noble Slough-Foster Section of South Santiam Highway, Linn County.

c. Doran property on Clatskanie-Delena Section of Columbia River Highway, Columbia County.

d. Von Volkinburg property on Clatskanie-Delena Section of Columbia River Highway, Columbia County.

e. Olsen property on Salem-Hayesville School Section of Pacific Highway East, Marion County.

f. Holden property on Clatskanie-Delena Section of Columbia River Highway, Columbia County.

g. Steveson and Herried property on Medford-County Farm Section of Pacific Highway, Jackson County.

h. Boyd property on Medford-County Farm Section of Pacific Highway, Jackson County.

i. Stancliffe property on Medford-County Farm Section of Pacific Highway, Jackson County.

j. Barnum property on Medford-County Farm Section of Pacific Highway, Jackson County.

k. Anderson property on Medford-County Farm Section of Pacific Highway, Jackson County.

l. Jackson County property on Medford-County Farm Section of Pacific Highway, Jackson County.

"Quitclaim Deed" reconveying to the U. S. Government a gravel pit and haul road adjacent to Jefferson County Line-Prineville Section of Madras-Prineville Secondary Highway, Jefferson County.

"Renewal of Lease" with Mr. and Mrs. Homer H. Cross for the use of a roadway on Hebo-Neskowin Section of Oregon Coast Highway, Tillamook County.

"Agreement" with City of Klamath Falls re closure of all streets required for the construction of the Klamath Falls West Side By-Pass between Link River on the south and a connection with US97 north of Klamath Falls.

"Agreement" with Crown Zellerbach Corporation and Weyerhaeuser Timber Company covering a private road crossing of the Pacific Highway East north of Canby, Clackamas County.

"Supplemental Agreement" with Marion County re abandonment of Stout Creek-Mill City Section of North Santiam Secondary Highway, Marion County.

"Supplemental Agreement" with Clatsop County re abandonment of Gnat Creek-Bradley Park Section of Columbia River Highway, Clatsop County.

"Throughway Agreement" with Marion County covering the Battle Creek-Illahee Unit of the Battle Creek-Jefferson Junction Section, Pacific Highway East.

"Ground Lease" from Fred and Audrey Church for a parcel of land in the ($SE\frac{1}{4}$ $NW\frac{1}{4}$) of Section 7, Township 2 South, Range 40 East, W.M. Union County, for remote radio station site. (Authorized 10-28-54)

"Ground Lease & Easement" with E. A. Geary for a parcel of land in Section 7, Township 38 South, Range 8 East, W.M., Klamath County. (Authorized 12-7-54)

"Lease & Sale of Road Materials Agreement" with the City of Joseph for a quarry site on the Enterprise-Joseph Section of the Wallowa Lake Highway. (Authorized 8-9-54)

"Abandonment Agreement" with Lincoln County covering the Siletz Bay-Depoe Section of the Oregon Coast Highway.

"Maintenance & Finance Agreement" with Columbia County covering the St. Helens Paper Company-Mildreds Corner Section of the Kaster and Old Portland Road, FAS 574.

"Sublease" with Central Paving Company for a parcel of land lying in Marion County, known as the "Marshall Farm", for a stockpile site in connection with construction of Gervais Road-Hayesville Section of the Portland-Salem Expressway.

"Maintenance & Finance Agreement" with Lane County covering the South Unit, Hayden-Donna Bridge Section of the Eugene-Marcola Road, FAS 228. (Authorized 1-21-54)

"Maintenance & Finance Agreement" with Linn County covering the McDowell Creek Bridge Section of the McDowell Creek Road, FAS 214.

"Lease Agreement" with Signal Oil Co. covering property lying in Block 110, City of Portland Addition. Clay-Columbia Interchange. (Authorized 12-7-54)

"Release" of all claims against U. S. Government under a contract for engineering services on the Lookout Point Reservoir Project and conditioned upon payment to State of $10,290. (Contract No. W-35-026-ENG-2210)

"Bargain & Sale Deed" to Friedman Bag Co., Inc., for a parcel of land lying in Section 31, Township 1 North, Range 2 East, W.M., Multnomah County.

There being no further business, the meeting was declared adjourned at 3:40 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

January 19, 1955

EXHIBITS "A" through "M"

Minutes of

January 18 and 19, 1955

EXHIBIT "A"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22558 Luoma, Veikko and Christine H., 4125 S.W. Wilbard, Portland (Smith)
Right of Way
Option expires June 6, 1955

12,500 sq. ft. at $0.072 per sq. ft.	$ 900.00
House, 625.25 sq. ft.	5,250.00
Utility House, 250 sq. ft.	350.00
Tax allowance for 1954-55	40.50
Amount to be paid owners - chrg to Right of Way	$ 6,540.50

Entire taking -

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION- PORTLAND-SALEM EXPRESSWAY (cont)

21000 Gruber, Wm. B. and Norma M., 10685 S W. Barbur Blvd. (Johnson) Portland

Right of Way
Option expires July 5, 1955

2750 sq. ft., lump sum	$ 200.00
Amount to be paid owners - chrg to Right of Way	$ 200.00

Access controlled - none allowed -

MULTNOMAH COUNTY LINE-BEAVERTON SECTION - BEAVERTON - HILLSDALE HIGHWAY

22616 Hoaglin, Vernon and Beatrice A. (Grant)
Right of Way
Option expires June 28, 1955

240 sq. ft. at $0.10 per sq. ft.	$ 24.00
Laurel hedge to replace 60 ft. of hedge	105.00
Move 15 ft. fir tree	150.00
Lawn & shrubs	50.00
Amount to be paid owners - chrg to Right of Way	$ 329.00

Grantor to remove trees and shrubs by Mar. 1, 1955 or they become State property.

THINGS TO BE DONE BY THE STATE

Repair drives disturbed by construction.

Access not controlled -

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY

22393 Morford, Mace W. and Laura R. (Grant)
Right of Way
Option expires June 30, 1955

0.08 acre, lump sum	$ 50.00
23 rods fence at $5.65+ per rod	130.00
Amount to be paid owners - chrg to Right of Way	$ 180.00

Grantor to move fence from R/W before Mar. 1, 1955 or it becomes State property.

Access not controlled -

EXHIBIT "A" (cont)

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY (cont)

22409 Nicklous, Frank and Arlene (Grant)
Right of Way
Option expires June 28, 1955

0.28 acre at $300 per acre	$ 84.00
Crop damage	16.00
Fir trees	30.00
Damage	20.00

Amount to be paid owners - chrg to Right of Way $ 150.00

THINGS TO BE DONE BY THE STATE

Control water in ditches to not flood Grantors' property.

Access not controlled -

22395 Crumrine, C. S. et al (Grant)
Right of Way
Option expires July 3, 1955

0.15 acre at $300 per acre	$ 45.00
Moving berry vines for headlands	90.00
Trees and shrubs	30.00
Damage	70.00

Amount to be paid C. S. Crumrine - chrg to Right of Way $ 235.00

Access not controlled -

22402 Young, Robert S. and Mildred S. (Grant)
Right of Way
Option expires June 7, 1955

0.05 acre, lump sum	$ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access not controlled -

22403 Anderson, Elnora R. (Grant)
Right of Way
Option expires June 7, 1955

EXHIBIT "A" (cont)

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY (cont)

22403 Anderson, Elnora R. (cont)

0.07 acre, lump sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access not controlled -

22404 Campbell, Carrie E. (Grant)
Right of Way
Option expires June 8, 1955

0.04 acre, lump sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access not controlled -

22415 Houser, C. A. and Alice A. (Grant)
Right of Way
Option expires June 13, 1955

0.01 acre, lump sum $ 300.00

Amount to be paid owners - chrg to Right of Way $ 300.00

Access not controlled -

22408 Wright, F. F. and F. L. (Grant)
Right of Way
Option expires June 27, 1955

0.11 acre, lump sum	$ 50.00
31 rods fence at $4.30 per rod	133.30
Damage & filbert trees	26.70

Amount to be paid owners - chrg to Right of Way $ 210.00

Access not controlled -

22397 School District #61 Yamhill County (Grant)
Right of Way
Option expires June 19, 1955

EXHIBIT "A" (cont)

CARLTON JUNCTION-NEWBERG SECTION - YAMHILL-NEWBERG HIGHWAY (cont)

22397 School District #61 Yamhill County (cont)

0.02 acre, lump sum	$ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access not controlled -

22410 Schiedel, Glen E. and Mildred (Grant)
Right of Way and Easement
Option expires June 20, 1955

3.28 acres at $350 per acre	$1,148.00
Easements (channel change & culvert outlet)	75.00
Walnut trees	40.00
Crop damage	110.00
Fence and gates, 186 rods at $4.25--per rod	790.00
Damage	1,837.00

Amount to be paid owners - chrg to Right of Way $4,000.00

THINGS TO BE DONE BY THE STATE

Construct channel change.
Replace Grantors' drive.
Construct farm crossing, Sta. 536+50.

Access not controlled-

22391 Patton, Fred J. and Phyllis A. (Grant)
Right of Way
Option expires June 13, 1955

1 acre at $350 per acre	$ 350.00
Allowance for damage to 66 filbert trees	660.00
Crop damage	50.00
Damage due to taking	110.00

Amount to be paid owners - chrg to Right of Way $1,170.00

Access not controlled -

EXHIBIT "A" (cont)

ADAMS STREET-MCMINNVILLE SECTION -PACIFIC HIGHWAY WEST

22192 Sayles, Kenneth L. and Juanita M. (Benner)
Right of Way
Option expires June 28, 1955

9000 sq. ft. at $0.25 per sq. ft.	$ 2,250.00
House, approx. 20'x50', 1000 sq. ft., $4.25/sq. ft.	4,250.00

Amount to be paid owners - chrg to Right of Way $ 6,500.00

State to have possession of building five days after payment therefor.

Entire taking -

22287 Kerr, Henry Allen and Sylva Hewitt (Benner)
Right of Way
Option expires June 27, 1955

600 sq. ft. at $0.20 per sq. ft.	$ 120.00
Encroachment	430.00

Amount to be paid owners - chrg to Right of Way $ 550.00

THINGS TO BE DONE BY THE STATE

Re-establish 25 ft. entrance at Sta. 129+50, Easterly side.

Access not controlled -

22303 Jorgensen, Lorits C. and Mabel A. (Benner)
Right of Way
Option expires June 15, 1955

5000 sq. ft. level and at grade, 15 cents/sq. ft.	$ 750.00
Approx. 2 acres at $750 per acre	1,500.00
House	3,200.00
Garage and wood shed	150.00

Amount to be paid owners - chrg to Right of Way $ 5,600.00

Grantors to give possession of property five days after receipt of payment therefor.
Grantors may remove any trees or shrubs before Feb. 15, 1955.

Entire taking -

EXHIBIT "A" (cont)

ADAMS STREET-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST (cont)

22288 Pfouts, Dean G. and Nedra L. (Benner)
Right of Way
Option expires June 29, 1955

500 sq. ft. + grade change damage. Lump sum $ 250.00

Amount to be paid owners - chrg to Right of Way $ 250.00

Access not controlled -

22289 Robins, Charles Milton and Ruth A. (Benner)
Right of Way
Option expires June 29, 1955

520 sq. ft. + grade change damage, lump sum. $ 250.00

Amount to be paid owners - chrg to Right of Way $ 250.00

Access not controlled -

22198 Koch, Ezra et al (Benner)
Right of Way
Option expires June 29, 1955

350 sq. ft. at $0.30 per sq. ft. $ 105.00

Amount to be paid owners - chrg to Right of Way $ 105.00

THINGS TO BE DONE BY THE STATE

Re-establish entrance, Sta. 98+90, East side.

Access not controlled -

22205 Bergreen, William and Maxine (Benner)
Right of Way
Option expires June 16, 1955
325 sq. ft. at $0.40 per sq. ft. $ 130.00

Amount to be paid owners - chrg to Right of Way $ 130.00

Access not controlled -

EXHIBIT "A" (cont)

ADAMS STREET-McMINNVILLE SECTION-PACIFIC HIGHWAY WEST (cont)

22285 Campbell, W. C. (Benner)
Right of Way
Option expires July 3, 1955

0.4 acre at $1,950 per acre	$ 780.00
1000 sq. ft. at $0.30 per sq. ft.	300.00

Amount to be paid owner - chrg to Right of Way $ 1,080.00

THINGS TO BE DONE BY THE STATE

Establish 25' entrance Westerly, 126+50.

Access not controlled -

LANCASTER DRIVE-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22356 Fery, Harvey A. and Cecelia R. (Gemmell)
Right of Way
Option expires June 6, 1955

5.95 acres at $275+ per acre	$ 1,640.00
Allowance for permanent irrigation pipe through hwy.	280.00
Allowance for 1.8 acres of strawberries	270.00
Allowance for fencing 80 rods of R/W, $4 per rod	320.00
Severance damage	890.00

Amount to be paid owners - chrg to Right of Way $ 3,400.00

THINGS TO BE DONE BY THE STATE

Install 12" conduit, Sta. 1018+00.

Access controlled - none allowed -

EXHIBIT "A" (cont)

LANCASTER DRIVE-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION- NORTH SANTIAM HIGHWAY (cont)

22360 Petersen, M. E. and Agnes (Gemmell)
Right of Way
Option expires June 6, 1955

0.36 acre and fence 60 rods in trade for 1.8 acres plus 2000 square feet for Easement to water stock.

THINGS TO BE DONE BY THE STATE

Convey to the optionor 1.8 acres plus 2000 square feet for easement to water stock, as an exchange part of the settlement. upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State.

Access controlled - none allowed -

22355 Kirsch, A. P. (Gemmell)
Right of Way
Option expires June 7, 1955

12.5 acres at $100 per acre	$ 1,250.00
0.68 acre at $100 per acre	68.00
Fencing allowance, 45 rods at $4 per rod	180.00
Amount to be paid owners - chrg to Right of Way	$ 1,498.00

THINGS TO BE DONE BY THE STATE

Fence Northerly right of way line.

Access controlled - none allowed -

EXHIBIT "A" (cont)

LANCASTER DRIVE-STOUT CREEK UNIT - SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY (cont)

22358 Kimsey, Archie N. and Gladys (Gemmell)
Right of Way
Option expires June 5, 1955

5.0 acres at $200 per acre	$ 1,000.00
2.89 acres at $125+ per acre	364.00
Easement for channel change, 20 ft. wide, North and South sides of R/W	
Fencing allowance, 84 rods at $4 per rod	336.00
Severance damage	1,300.00

Amount to be paid owners - chrg to Right of Way $3,000.00

Grantor to log property herein conveyed prior to Sept. 1, 1955.

THINGS TO BE DONE BY THE STATE

Divert Alder Creek so it runs West and crosses under hwy. at Sta. 1049+50.
Construct access at Sta. 1043+00.

Access controlled - none allowed except to frontage road -

22450 Erpelding, A. P. and Louise (Gemmell)
Right of Way
Option expires May 29, 1955

1.35 acres at $100 per acre	$ 135.00

Amount to be paid owners - chrg to Right of Way $ 135.00

EXHIBIT "A" (cont)

LANCASTER DRIVE-STOUT CREEK UNIT - SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY (cont)

22450 Erpelding, A. P. and Louise (cont)

State to construct approach opposite Sta. 1025+00. Grantors shall have access to main highway at Sta. 1025+00 for farm purposes until frontage road is constructed.

Access controlled - none allowed -

22364 Brooks, Maurice E. (Gemmell)
Right of Way
Option expires June 15, 1955

3.26 acres at $200 per acre	$ 652.00
Fencing allowance, 36 rods at $4 per rod	144.00
Severance damage	1480.00

Amount to be paid owner - chrg to Right of Way $ 2276.00

Access controlled - none allowed -

SILETZ BAY -DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

22431 Hall, Ernest E. and Luella M. (Black)
Right of Way
Option expires July 5, 1955

0.12 acre at $1425. per acre	$ 171.00

Amount to be paid owners - chrg to Right of Way $ 171.00

Access controlled - none allowed -

22442 Beyer, Harvey E. and Alice C. (Black)
Right of Way
Option expires July 6, 1955

1243 sq. ft. at $0.08 per sq. ft.	$ 99.44

Amount to be paid owners - chrg to Right of Way $ 99.44

Access controlled - none allowed -

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT - SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY (cont)

22338 Moller, Paul K. and Sylvia A. (Black)
Right of Way
Option expires June 29, 1955

0.22 acre at $1000 per acre $ 220.00

Amount to be paid owners - chrg to Right of Way $ 220.00

Grantor to build own approaches to hwy. Grantor retains right to clear Right of Way.
Access, Westerly, 117+55.

Access controlled -

22336 Rutledge, Clyde R. and Charlotte (Black)
Right of Way
Option expires June 30, 1955

1500 sq. ft. at $0.07 per sq. ft. $ 105.00
0.1355 ac. at $500 per ac. 67.75

Amount to be paid owners - chrg to Right of Way $ 172.75

Grantor to build own approaches to hwy.
Access: 103+00 Easterly, 100+95 Westerly; private residential use only.

Access controlled -

22434 Yunker, Francis F. and Lucille A. (Black)
Right of Way
Option expires July 2, 1955

1000 sq. ft. at $0.075 per sq. ft. $ 75.00

Amount to be paid owners - chrg to Right of Way $ 75.00

Grantor to build own approach.
Access 173+62, Westerly, 14', private residential use only.

Access controlled -

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT - SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY (cont)

22441 Damon, S. L. and Myrtle L. (Black)
Right of Way
Option expires June 6, 1955

6656 sq. ft. at $0.06 per sq. ft.	$ 399.36
Damage at $0.04 per sq. ft.	266.24
Amount to be paid owners - chrg to Right of Way	$ 665.60

Access controlled -

22426 Doxie, Peter S. and Edith P. (Black)
Right of Way
Option expires June 8, 1955

0.29 acre at $1000 per acre	$ 290.00
Amount to be paid owners - chrg to Right of Way	$ 290.00

THINGS TO BE DONE BY THE STATE

Streets at Sta's 120+90 and 127+75 Westerly side to be connected to hwy.

Access controlled -

22432 Roberts, Joseph and Ethel M. (Black)
Right of Way
Option expires June 27, 1955

4640 sq. ft. at $0.075 per sq. ft.	$ 348.00
Amount to be paid owners - chrg to Right of Way	$ 348.00

Grantor retains right to build frontage road on State right of way.
Frontage road to connect to Ocean Blvd. Construction and location to be approved by hwy. dept. When frontage road is built, all direct access to hwy. terminates.

ACCESS, 175+10, 25' wide; 173+77, 12' wide, both Westerly. Grantor to build own approaches to hwy. Access for private residential use only.

Access controlled -

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT - SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY (cont)

22340 Smith, J. H. and Martha J. (Black)
Right of Way
Option expires June 23, 1955

0.34 acre at $1000 per acre	$ 340.00
1 gate, $20	20.00
Amount to be paid owners - chrg to Right of Way	$ 360.00

Grantor to build own approach, Sta. 177+00, Westerly side.
Access, Sta's 177+00 and 182+75, Westerly side, unrestricted.

Access controlled -

22435 Hunter, Alex and Lois A. (Black)
Right of Way
Option expires June 30, 1955

1000 sq. ft. at $0.075 per sq. ft.	$ 75.00
Amount to be paid owners - chrg to Right of Way	$ 75.00

Access, Sta. 174+60, Westerly side, for private residential use and operation of general store on remaining land only.

Access controlled -

22436 Cummings, Art and Ila M. (Black)
Right of Way
Option expires June 29, 1955

0.142 acre at $1000 per acre	$ 142.00
Amount to be paid owners - chrg to Right of Way	$ 142.00

THINGS TO BE DONE BY THE STATE

Connect dedicated road at approx. Sta. 184+60, Westerly side, to highway.

Access controlled -

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY (cont)

22337 McKenzie, Charles L. and Lucy J. (Black)
Right of Way
Option expires June 1, 1955

0.3 acres at $500 per acre	$ 150.00
85 rods fence at $4.50 per rod + one $40 gate	422.50
Amount to be paid owners - chrg to Right of Way	$ 572.50

THINGS TO BE DONE BY THE STATE

Construct approaches, Sta's 109+75 and 120+00. Protect electrical control line between tower and pump house.

Access controlled -

22430 Gregory, Elgin E. and Elsie B. (Black)
Right of Way
Option expires June 13, 1955

0.15 acre at $1000 per acre	$ 150.00
Amount to be paid owners - chrg to Right of Way	$ 150.00

THINGS TO BE DONE BY THE STATE

Construct approach from hwy. to property line. Access, Sta. 167+00, Westerly side, unrestricted.

Access controlled -

22440 Gardner, James and Lillian A. (Black)
Right of Way
Option expires June 6, 1955

3113 sq. ft. at $0.06 per sq. ft.	$ 186.78
Allowance for moving signs, lump sum	13.22
Amount to be paid owners - chrg to Right of Way	$ 200.00

Access controlled -

EXHIBIT "A" (cont)

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY

22493 Pulley, Harold L. and Lillian T. legal owners (Reeder)
Wittemyer, George and Willma, cont. purch.
Right of Way
Option expires June 9, 1955

4.33 acres at $300 per acre		$1,299.00
Fencing allowance, 195 rods, $4/rod.	2 gates $40	820.00
Severance Damage		1,481.00
Amount to be paid Harold and Lillian Pulley		$2,780.00
Amount to be paid George and Willma Wittemyer		820.00
GRAND TOTAL - chrg to Right of Way		$3,600.00

THINGS TO BE DONE BY THE STATE

Install 84" C.M.P. -54' for Cattle Underpass, Sta. 1428+00. Install 12" conduit pipe, Sta's 1429+00, 1434+00 and 1440+00. Construct road approaches Sta's 1426+30 and 1429+70 left side, 1429+70, right side.

Access not controlled - Confirmation of phone approval by Mr. McIver, Dec. 20, 1954.

22494 McCulloch, Elva and Grace (Reeder)
Right of Way
Option expires June 9, 1955

5.44 acres at $300 per acre	$ 1,632.00
Fencing and gates	1,350.00
Severance damage	1,500.00
Amount to be paid owners - chrg to Right of Way	$ 4,482.00

THINGS TO BE DONE BY THE STATE

Install 84" C.M.P. -54' in length for Cattle Underpass, Sta. 1447+00. Construct road connection, Sta. 1450+00. Construct road approaches Sta. 1450+50, left side, Sta. 1463+50, both sides.

Access not controlled - Confirmation of phone approval by Mr. McIver, Dec. 20, 1954.

22501 McClain, Murray A. and Juanita (Holt)
Right of Way
Quitclaim deed signed Dec. 13, 1954

EXHIBIT "A" (cont)

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY (cont)

22501 McClain, Murray A. and Juanita (cont)

0.31 acre, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access not controlled - Confirmation of phone approval by Mr. McIver, Dec. 20, 1954.

22502 Elmore, Burle E. and Rita (Holt)
Right of Way
Option expires June 7, 1955

.35 acre and 15 rods fence $ 60.00

Amount to be paid owners - chrg to Right of Way $ 60.00

THINGS TO BE DONE BY THE STATE

Construct 20' approach at Sta. 1733+80, East side.

Access not controlled - Confirmation of phone approval by Mr. McIver, Dec. 20, 1954.

22499 Hawley, William W. and Myra J. (Holt)
Right of Way
Option expires June 8, 1955

1.74 acres at $300 per acre $ 522.00
130 rods fence at $4 per rod 520.00

Amount to be paid owners - chrg to Right of Way $1042.00

THINGS TO BE DONE BY THE STATE

Take reasonable precautions to prevent erosion by relocation of creek channel. Reconstruct all existing approaches, including one at Sta. 1587+70, North side.

Access not controlled - Confirmation of phone approval by Mr. McIver, Dec. 20, 1954.

EUGENE-GOSHEN SECTION - PACIFIC HIGHWAY

15677 Bonneville Power Administration (Mayhew)
Right of Way
Easement Deed

EXHIBIT "A" (cont)

EUGENE-GOSHEN SECTION - PACIFIC HIGHWAY (cont)

15677 Bonneville Power Administration (cont)

5.09 acres $1,650.00

Amount to be paid owner - chrg to Right of Way $1,650.00

Access reserved, West side, Sta. 375+00, for operation of sub-station and private use only.
State to construct and maintain approach road.
Grantor reserves right to build transmission lines across highway.

Access controlled -

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

22467 Douglas County (Holt)
Right of Way
Option expires June 15, 1955

11.7 acres at $25 per acre $ 292.50

Amount to be paid owner - chrg to Right of Way $ 292.50

Entire taking -

21039 Arzner, Eva (Stuntz)
Right of Way
Option expires June 7, 1955 Quitclaim Deed signed Dec. 12, 1954.

1.17 acres at $200 per acre $ 234.00

Amount to be paid owner - chrg to Right of Way $ 234.00

Entire taking -

ASHLAND UNDERCROSSING SECTION - PACIFIC HIGHWAY

22506 Amberg, John W. and Lillian L. (Holt)
Right of Way
Option expires June 9, 1955

436 sq. ft. lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access previously controlled - none allowed -

EXHIBIT "A" (cont)

ASHLAND UNDERCROSSING SECTION - PACIFIC HIGHWAY (cont)

20681 Canfield, Ronald E. and Enid C. (Holt)
Right of Way
Option expires June 28, 1955

9,583 sq. ft. at $0.03+ per sq. ft.	$ 300.00	
Damage	250.00	
Amount to be paid owners - chrg to Right of Way		$ 550.00

THINGS TO BE DONE BY THE STATE

Fence right of way line.

Access controlled -

GREAT NORTHERN RAILWAY-MIDLAND OVERCROSSING SECTION - MIDLAND HIGHWAY

22605 Grigsby, Tom and Mary (Gemmell)
Right of Way
Option expires July 4, 1955

0.40 acre at $600 per acre	$ 240.00	
Trees at $25 per tree	100.00	
Fencing allowance, 66 rods at $4 per rod	264.00	
Amount to be paid owners - chrg to Right of Way		$ 604.00

Access not controlled -

22604 Humphrey, Will and Leila (Gemmell)
Right of Way
Option expires July 4, 1955

0.02 acre	$ 50.00	
Trees at $15 per tree	75.00	
Fencing allowance, 20 rods at $4 per rod	80.00	
Amount to be paid owners - chrg to Right of Way		$ 205.00

Access not controlled -

22606 McCall, John A. et al (Gemmell)
Ditch Easement
Option expires July 3, 1955

0.15 acre easement	$ 10.00	
Amount to be paid owners - chrg to Right of Way		$ 10.00

Access not controlled -

22603 Olson, Andrew and Ethel M. (Gemmell)
Right of Way
Option expires July 3, 1955

EXHIBIT "A" (cont)

GREAT NORTHERN RAILWAY-MIDLAND OVERCROSSING SECTION - MIDLAND HIGHWAY (cont)

22603 Olson, Andrew and Ethel M. (cont)

0.01 acre	$ 25.00	
Allowance for moving fence	25.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

Access not controlled -

WESTON-WESTON MOUNTAIN SECTION - WESTON-ELGIN HIGHWAY

22373 Price, Clarissa (Brainerd)
Right of Way
Option expires May 3, 1955

10.15 acres at $350 per acre	$3,552.50	
Cultivation allowance	176.50	
Fencing allowance, 330 rods at $3 per rod	990.00	
Severance damage	2,684.50	
Amount to be paid owner - chrg to Right of Way		$7,403.50

THINGS TO BE DONE BY THE STATE

Construct access points at Sta's 67+50 and 47+90, 50 ft. wide, both sides.

Access not controlled - Confirmation of phone approval by Mr. Reynolds, Dec. 30, 1954.

BUELL SLIDE UNIT-BUELL-SALT CREEK SECTION - WILLAMINA-SALEM HIGHWAY

22674 Schrock, Amos and Minnie (Gemmell)
Right of Way
Option expires July 9, 1955

.04 acre (old county road)	$ 10.00	
Fencing allowance, 10 rods, $4 per rod	40.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

Access controlled -

22671 Peffer, Max F. and Myrtle M. (Gemmell)
Right of Way
Option expires July 5, 1955

2.0 acres at $150 per acre	$ 300.00	
Fencing allowance, 78 rods, $4 per rod	312.00	
Amount to be paid owners - chrg to Right of Way		$ 612.00

Access controlled -

EXHIBIT "A" (cont)

BUELL SLIDE UNIT-BUELL-SALT CREEK SECTION - WILLAMINA-SALEM HIGHWAY (cont)

22669 Aikman, Sam and Mary (Gemmell)
Right of Way
Option expires July 10, 1955

0.1 acre	$ 50.00
Fencing allowance 12½ rods, $4 per rod	50.00
Amount to be paid owners - chrg to Right of Way	$ 100.00

Access controlled -

ASHLAND UNDERCROSSING SECTION - PACIFIC HIGHWAY

22646 Van Curler, Dewey and Ella (Holt)
Right of Way
Option expires July 4, 1955

5,227 sq. ft. at $0.05 per sq. ft.	$ 261.35
Amount to be paid owners - chrg to Right of Way	$ 261.35

Access controlled - Access Sta. 7+25, Southerly, unrestricted.

BUELL SLIDE UNIT-BUELL-SALT CREEK SECTION - WILLAMINA-SALEM HIGHWAY

22670 Endres, Herman J. and Anna E. (Gemmell)
Right of Way
Option expires July 11, 1955

4.20 acre at $150 per acre	$ 630.00
Fencing allowance, 180 rods, $4 per rod	720.00
Amount to be paid owners - chrg to Right of Way	$ 1,350.00

THINGS TO BE DONE BY THE STATE

Extend stockpass at Sta. 268+00.
Access: approx. Sta's 262+25, 254+50, 253+60, Northerly and 258+15, Southerly, for residential and farm purposes only.

Access controlled -

EXHIBIT "A" (cont)

FOREST BOUNDARY-MEADOWBROOK SECTION - STARKEY HIGHWAY

21397 Walker, R. M. and Margaret M. (Brainerd)
Leasehold interest
Quitclaim deed signed Jan. 10, 1955

Leasehold interest, lump sum	$ 75.00	
Amount to be paid owners - chrg to Right of Way		$ 75.00

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

21002 Bennett, Beatrice E., S. W. Comos & 53rd (Johnson)
Portland 19
Right of Way
Option expires July 14, 1955

20,116 sq. ft. at $0.04+ per sq. ft.	$ 800.00	
Damage	220.00	
Amount to be paid owner - chrg to Right of Way		$1,020.00

Access controlled - none allowed -

SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

4107 Middleton, J. S., Testementary Trustee (Black)
Right of Way
Option expires July 12, 1955

174 sq. ft. at $0.25 per sq. ft.	$ 43.50	
Also 10 ft. slope easement		
Amount to be paid owner - chrg to Right of Way		$ 43.50

Access not controlled -

ADAMS STREET-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST

22304 McMinnville Hospital, Inc. (Benner)
Right of Way
Option expires July 12, 1955

1 acre at $1000 per acre	$1000.00	
20,909 sq. ft. at 3½+ cents per sq. ft.	750.00	
Amount to be paid owner - chrg to Right of Way		$ 1750.00

THINGS TO BE DONE BY THE STATE

Construct 25' wide entrance, Easterly side, Sta. 143+50.

Access not controlled -

EXHIBIT "A" (cont)

ADAMS STREET-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST (cont)

22194 Yocom, O. C. Sr., et al (Benner)
Right of Way
Option expires June 16, 1955

3000 sq. ft. at 15 cents per sq. ft.	$ 450.00
Allowance for clearing house from right of way	2,320.00
Amount to be paid owners - chrg to Right of Way	$ 2,770.00

Grantor to remove bldg. from right of way by April 1, 1955.

Access not controlled -

22296 Clevenger, A. R. and M. F. (Benner)
Right of Way
Option expires July 10, 1955

1403 sq. ft., lump sum	$ 170.00
Amount to be paid owners - chrg to Right of Way	$ 170.00

Access not controlled -

22298 Anderson, Colena M. (Benner)
Right of Way
Option expires July 16, 1955

1,550 sq. ft., lump sum	$ 250.00
Amount to be paid owner - chrg to Right of Way	$ 250.00

Access not controlled.

24406

EXHIBIT "B-1"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land in Canyonville, Oregon, lying along and adjacent to the Pacific Highway described as follows:

A parcel of land lying in the North half of the Northwest quarter ($N\frac{1}{2}NW\frac{1}{4}$) of Section 34, Township 30 South, Range 5 West, Willamette Meridian, Douglas County, Oregon, and being a portion of the following described property:

Beginning on the Northwesterly line of said property at the point where the Southwesterly line of Oak Street intersects said Northwesterly property line, from which point the Northwest corner of the J. Roberts Donation Land Claim bears North 60° 30' East 250 feet, North 19.05 chains and West 19.12 chains and running thence along the outer boundaries of said property as follows: South 60° 30' West 113 feet, South 30° 30' East 3.63 chains, South 60° 30' West 1.54 chains, South 6° 30' East 1.50 chains, North 70° 30' East 3.93 chains and North 62° 30' East 42.22 feet to a point on the Southeasterly line of said property which point is 200 feet from the most Easterly corner; thence North 36° 49' 40" West 380.3 feet to the point of beginning.

The parcel of land to which this description applies contains 1.43 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2250.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 122 be entered in the minutes and records of the Commission as of 18th day of January, 1955.

EXHIBIT "B-2"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, by resolution dated June 23, 1954, the State Highway Commission, after consideration, found and declared that a certain parcel of real property containing 108,197 square feet situate in Multnomah County, Oregon, and more particularly described therein, was no longer needed, required or useful for highway purposes; and

WHEREAS, by said resolution the Secretary of the Commission was authorized and instructed to advertise the said parcel of real property for sale in accordance with the terms and provisions of ORS 273.060, et seq.; and

WHEREAS, the notice required by law to be given was duly and regularly given in the form, for the time, and in the manner required by law for the sale of said real property on October 18, 1954, and no satisfactory bid was received; and

WHEREAS, the Commission has determined that the sale of said real property at private sale will further the public interest; and

WHEREAS, in order that the sale of said real property may be accomplished, it is necessary that an easement be granted as hereinafter more particularly described for the sole purpose of repairing and maintaining the walls of the building located on the said real property; and

WHEREAS, in order that the sale of said real property may be accomplished, it is necessary that all the rights of the State of Oregon, by and through its State Highway Commission, for the use of the Easterly 12.5 feet of N. E. 44th Avenue, as reserved in that deed to the City of Portland, recorded May 27, 1947, in PS Deed Book 1175, page 57, Deed Records of Multnomah County, Oregon, lying South of the T. H. Banfield Expressway be sold and conveyed; and

WHEREAS, the said easement and reserved rights are of no value apart from the land described in said resolution of June 23, 1954, and as advertised for sale, and it is necessary that the said easement and reserved rights be conveyed for the proper use of the parcel of real property authorized for sale by the said resolution and to which they are appurtenant; and

WHEREAS, the land over which said easement is granted, as well as the rights reserved in the deed aforementioned, are not needed, required or useful for any public purpose which will be interferred with by the grant of said easement and conveyance of said reserved rights, and the public interest will be furthered by granting of said easement

EXHIBIT "B-2" (cont)

and conveyance of said reserved rights, and under the provisions of applicable law may therefore be sold without calling for competitive bids; and

WHEREAS, the Friedman Bag Company, Inc., a California corporation, has agreed to purchase the said parcel of real property set forth in the saidresolution hereinabove mentioned, dated June 23, 1954, and as advertised for sale on October 18, 1954, containing 108,197 square feet, together with the easements and reserved rights hereinabove described for the sum of $250,000.00, which said sum is not less than the minimum terms offered in the said notice of sale; and

WHEREAS, it has been found upon recheck and resurvey on the ground that the description of said tract of real property containing 108,197 square feet as set forth in said resolution hereinabove mentioned dated June 23, 1954, and the notice of sale contains a slight deviation as to certain courses and distances as they were found to exist on the ground and should be corrected for accuracy.

NOW, THEREFORE, BE IT RESOLVED that the hereinafter described real property now belonging to the State of Oregon, by and through its State Highway Commission, together with the hereinafter described easement and hereinafter described reserved rights in N. E. 44th Avenue, but with no rights of access to the T. H. Banfield Expressway, be sold and conveyed to Friedman Bag Company, Inc., a California corporation, for the sum of $250,000.00, and that a good and sufficient bargain and sale deed in the form as hereinafter set out be executed and delivered conveying to the said Company the following described real property, to wit:

> A parcel of land lying in the Northwest quarter (NW¼) of Section 31, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon; the said parcel being described as follows:
>
> Beginning at a point 20.625 chains East and 60.78 chains North of the Southwest corner of said Section 31, said point being in the center line of N.E. 47th Avenue, as now existing, and being also the beginning point in the description of said State of Oregon tract; thence North 1° 33' 16" East along the center line of N.E. 47th Avenue, 137.70 feet; thence North 88° 16' 19" West 117 feet to the true point of beginning, thence continuing North 88° 16' 19" West a distance of 242 feet; thence along the boundary of said State of Oregon tract as follows: South 1° 33' 44" West, 73.04 feet, North 88° 16' 19" West 15.00 feet, South 1° 33' 44" West 64.66 feet, and North 88° 16' 19" West 186.70 feet, to the East line of N.E. 44th Avenue, as now existing; thence North 1° 33' 44" East along the East line

EXHIBIT "B-2" (cont)

30 feet from the center line of N.E. 44th Avenue 445.60 feet; thence South 88° 26' 16" East, 9.35 feet; thence North 1° 33' 44" East along a line parallel to and 9.35 feet East of the East line of N.E. 44th Avenue, 11.16 feet, more or less, to a point 53 feet southerly from, when measured radially to the T. H. Banfield Expressway center line at Engineer's Station L4 148+65.98; thence parallel to and 53 feet Southerly from said expressway center line on a 1584.02 foot radius curve to the right (the long chord of which bears South 56° 33' 11" East 312.36 feet) a distance of 312.86 feet; thence continuing parallel to and 53.00 feet Southerly from said center line on a spiral curve to the right (the long chord of which bears South 47° 38' 44" East, 223.36 feet) a distance of 223.46 feet to a point, said point being opposite Engineer's center line Station L4 154+18.06, said point also being on a line 117 feet Westerly of and parallel to the center line of N.E. 47th Avenue; thence South 1° 33' 16" West 9.41 feet, to the true point of beginning.

The parcel of land to which this description applies contains 108,197 square feet.

Also those rights for the use of the Easterly 12.5 feet of N.E. 44th Avenue as reserved in that deed to the City of Portland, recorded May 27, 1947 in PS Deed Book 1175, Page 57, Deed Records of Multnomah County, Oregon, lying South of said Banfield Expressway.

Provided, however, there is reserved to the grantor, and waived and relinquished by the grantee, all right of access between the above described real property and the right of way of the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway abutting on the Northerly side of said parcel, which public highway is further identified as State Highway No. 56, except there is granted the right of access to the Southerly five feet of the right of way of the said Expressway for the sole purposes set out in the maintenance easement granted below. This reservation and exception shall run with the land and shall not be subject to modification, cancellation or destruction by adverse user or estoppel, no matter how long continued. Nothing in this conveyance contained shall be construed as conveying any estate, right, title or interest in and to the public highway right of way or any rights of reversion therein or thereto.

Also an easement for the sole purpose of repairing and maintaining the North wall of a building located upon

EXHIBIT "B-2" (cont)

the above described property. The property included in said easement is described as follows, to-wit:

Beginning at the Northwest corner of the above described parcel; thence North 1° 33' 45" East 5.56 feet to a line which is parallel to and 5 feet Northerly of the North line of said parcel; thence Southeasterly along said parallel line on a 1589.02 foot radius curve right 315 feet more or less to a point opposite and 48 feet Southwesterly of Engineer's Station L4 151+89.31 on the center line of the T. H. Banfield Expressway; thence continuing Southeasterly along said parallel line on a spiral curve right 225 feet more or less to a line which is parallel to and 5 feet Easterly of the most Easterly line of said parcel; thence South 1° 33' 16" West 12 feet more or less to a point which is South 88° 16' 19" East of the true point of beginning of said parcel; thence North 88° 16' 19" West 5 feet; thence along the Northerly line of said parcel as follows: North 1° 33' 16" East 9.41 feet, on a spiral curve left (the long chord of which bears North 47° 38' 44" West 223.36 feet) a distance of 223.46 feet and on a 1584.02 foot radius curve left (the long chord of which bears North 56° 32' 25" West 311.64 feet) a distance of 312.08 feet to the Northwest corner of said parcel and the point of beginning of this description.

Also a 5 foot maintenance easement along the Westerly boundary of the property referred to above, containing 108,197 square feet, extending from a point 445.60 feet Northerly of the Southerly boundary of said property to its intersection with the Northerly 5 foot maintenance line extended Westerly, for the sole purpose of repairing and maintaining the Northerly and Westerly walls of the building.

Nothing herein contained shall grant any rights of access to the said T. H. Banfield Expressway, except to the property included in the easement for the sole purposes hereinabove stated.

BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 120 be entered in the minutes and records of the Commission as of the 18th day of January, 1955, and that a certified copy thereof be forwarded to the purchaser.

EXHIBIT "C"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, in the acquisition of real property for public use by the State of Oregon, by and through its State Highway Commission, the State often acquires title to real property not immediately needed for public use, and also often acquires title to buildings, structures, trees, timber, shrubs and items of personal property that are not required or useful for public purposes, and must be sold, removed or otherwise disposed of; and

WHEREAS, the acquisition of property is now of such magnitude and the instances and occasions requiring administration and disposition of various properties have increased to such an extent as to warrant the adoption of a procedure which will eliminate the necessity of submitting to the Commission the many and detailed problems concerning the administration and disposition of such properties and the securing of the approval of the Commission before appropriate and necessary action may be taken; and

WHEREAS, it is the judgment and opinion of the Commission that the adoption of the policy and procedure herein set forth will promote and serve the public welfare by permitting the economical and efficient administration of property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Commission as follows:

1. That the Chief Counsel of the Highway Department, or his duly authorized representative, is authorized to dispose of by private sale and without the necessity of calling for competitive bids any buildings, structures, trees, timber, shrubs or any items of personal property acquired at any time by the State of Oregon, by and through its State Highway Commission, in connection with the acquisition of real properties, if such property is not needed, required or useful for public purposes, and if the appraised value therof does not exceed Five Hundred Dollars ($500.00).

2. That if the appraised value of any such property exceeds Five Hundred Dollars ($500.00), then the same may be sold by the Chief Counsel, or his duly authorized representative, only after calling for competitive bids, or by selling the same at public auction, as the Chief Counsel may elect, and said sale, if made, shall be to the highest responsible bidder, and the sale price may be less that the appraised value; provided, however, that if no bids are received, or if the highest bid is less than the appraised value of the property, then and in that event the property may be disposed of by the Chief Counsel, or his duly authorized representative, at a private sale.

EXHIBIT "C" (cont)

3. That the Chief Counsel, or his duly designated representative, may for and on behalf of the State Highway Commission, transfer title by bill of sale to any and all of the property sold or disposed of pursuant to the authority granted in this resolution.

4. (a) That, with the approval of the State Highway Engineer, the Chief Counsel may issue land use permits at a reasonable rental, or without rental, respecting real property owned by the State, by and through its State Highway Commission, which is not immediately needed, required or useful for any public purpose.

(b) That such land use permits may be executed by the Chief Counsel, or his duly designated representative, for and on behalf of the State Highway Commission, shall be for periods not exceeding one year, shall contain provisions prohibiting any use of the property for commercial purposes, or for any purpose which will injure, damage or interfere with any highway, or highway facility, or the use, maintenance, operation or repair thereof, and shall expressly provide that such land use permit may be revoked and conceled and possession of the property taken by the State without liability for loss, injury or damage of any nature whatsoever, in the event such action is deemed necessary in the public interest.

5. (a) That, with the approval of the State Highway Engineer, the Chief Counsel may rent, upon a month-to-month basis only, buildings, structures or any real property owned by the State, by and through its State Highway Commission, when such building, structure or real property is not immediately needed, required or useful for any public purpose.

(b) That the rental charged shall be not less than an amount sufficient to pay all taxes levied against the property by reason of the rental, and the necessary costs of administration.

(c) That such rental agreements may be executed by the Chief Counsel, or his duly designated representative, for and on behalf of the State Highway Commission, and shall contain express provisions that the Commission undertakes no obligation to maintain or repair the property rented and that the property shall not be used in any manner or for any purpose which will injure, damage, or interfere with any highway or highway facility, or the construction, use, maintenance, operation or repair thereof.

6. That the Chief Counsel may make expenditures not exceeding One hundred and Fifty Dollars ($150.00) for the purpose of maintaining or repairing any building or structure which the Chief Counsel is authorized to rent to the extent that such maintenance or repair is necessary to render the building or structure habitable or to reasonably preserve the same.

EXHIBIT "C" (cont)

7. That when requested to do so by the State Highway Engineer, the Chief Counsel may sell, upon the terms and conditions set forth in paragraphs 1, 2 and 3 of this resolution any trees, timber, logs, poles or piling which the State Highway Engineer is authorized to remove, destroy or dispose of under the provisions of that certain resolution identified as "Exhibit F" of the minutes of the meeting of the Highway Commission of August 6, 1953.

8. That the Chief Counsel shall prepare or supervise the preparation of a written report to the Commission, to be submitted at each meeting of the Commission, setting forth a general description of all property sold or rented during the period since the preceding meeting of the Commission, the appraised value of such property, and the price for which it was rented or sold.

9. That that certain resolution identified as "Exhibit D" of the minutes of the meeting of the Highway Commission of April 21, 1952, and such portions of any other resolutions or orders of the Highway Commission that may conflict with the provisions of this resolution are hereby superseded.

10. That this resolution may be amended, superseded or rescinded by the Commission, when such action is deemed in the public interest.

11. That this resolution be entered in the minutes and records of the Commission as Miscellaneous Resolution No. 123, this 18th day of January, 1955.

EXHIBIT "D"

Minutes of January 18 and 19, 1955

R E S O L U T I ON

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are apporpriated out of the highway fund annually such sums of money as will equal 10 percent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the commission, which shall certify the apportionment to

EXHIBIT "D" (cont)

the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of July 1 to December 31, inclusive, of the year 1954, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 4,541,548.34
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	17,676,199.15
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	5,677,201.77
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	225,730.02
	$ 28,120,679.28

AND, WHEREAS, the statutory ten percent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,812,067.93, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period July 1 to December 31, 1954, the sum of $2,687,067.93, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an opportionment of said balance among the cities of the state as shown in the tabulation given below;

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

EXHIBIT "D" (cont)

I. Cities of Populations 1,000 or more

City	Population	Amount
Albany	10,115	$ 35,575.14
Ashland	7,739	27,218.59
Astoria	12,331	43,368.96
Baker	9,471	33,310.15
Bandon	1,251	4,399.85
Beaverton	3,213*	11,300.34
Bend	11,409	40,126.23
Brookings	2,273*	7,994.29
Brownsville	1,175	4,132.55
Burns	3,093	10,878.29
Canby	1,671	5,877.02
Canyonville	1,139*	4,005.94
Carlton	1,081	3,801.95
Central Point	1,909*	6,714.08
Coos Bay	6,223	21,886.71
Coquille	3,964*	13,941.66
Corvallis	16,207	57,001.12
Cottage Grove	3,536	12,436.35
Dallas	4,793	16,857.31
Drain	1,150	4,044.63
Elgin	1,397*	4,913.34
Empire	3,493*	12,285.12
Enterprise	1,718	6,042.32
Eugene	38,074*	133,908.84
Florence	1,562*	5,493.66
Forest Grove	4,973*	17,490.38
Garibaldi	1,249	4,392.82
Gladstone	3,263*	11,476.19
Gold Beach	1,437*	5,054.03
Grants Pass	8,116	28,544.52
Gresham	3,049	10,723.54
Heppner	1,648	5,796.13
Hermiston	3,804	13,378.93
Hillsboro	5,142	18,084.76
Hood River	3,701	13,016.67
Independence	1,987	6,988.41

EXHIBIT "D" (cont)

City	Population	Amount
Jacksonville	1,193	$ 4,195.86
John Day	1,597	5,616.76
Junction City	1,475	5,187.67
Klamath Falls	15,875	55,833.45
La Grande	8,635	30,369.88
Lakeview	2,831	9,956.82
Lebanon	5,873	20,655.74
Madras	1,258	4,424.47
McMinnville	6,635	23,335.74
Medford	19,050*	67,000.14
Mill City	1,792	6,302.59
Milton-Freewater	3,851	13,544.23
Milwaukie	5,253	18,475.16
Molalla	1,497	5,265.05
Monmouth	1,956	6,879.38
Mount Angel	1,315	4,624.94
Myrtle Creek	2,436*	8,567.58
Myrtle Point	2,033	7,150.20
Newberg	3,946	13,878.35
Newport	4,057*	14,268.74
North Bend	6,099	21,450.60
Nyssa	2,525	8,880.60
Oakridge	1,562	5,493.66
Ontario	4,465	15,703.71
Oregon City	7,682	27,018.11
Oswego	4,219*	14,838.51
Pendleton	12,291*	43,228.28
Philomath	1,289	4,533.50
Pilot Rock	1,421*	4,997.75
Portland	249,085**	876,048.83
Port Orford	1,160*	4,079.80
Prineville	3,317*	11,666.11
Rainier	1,285	4,519.43
Redmond	2,956	10,396.45
Reedsport	3,038*	10,684.85
Rockaway	1,100*	3,868.77
Roseburg	11,117*	39,099.24
St. Helens	4,711	16,568.91

EXHIBIT "D" (cont)

City	Population	Amount
Salem	44,947*	$ 158,081.65
Sandy	1,003	3,527.62
Seaside	3,886	13,667.33
Sheridan	1,922	6,759.80
Silverton	3,146	11,064.70
Springfield	12,436*	43,738.26
Stayton	1,507	5,300.22
Sutherlin	2,230	7,843.06
Sweet Home	3,603	12,672.00
The Dalles	9,864*	34,692.36
Tillamook	3,685	12,960.39
Toledo	2,323	8,170.15
Union	1,307	4,596.81
Vale	1,518	5,338.91
Vernonia	1,521	5,349.46
Wallowa	1,055	3,710.51
Warrenton	1,896	6,668.36
West Linn	2,945	10,357.76
Willamina	1,082	3,805.47
Winston	1,960*	6,893.45
Woodburn	2,579*	9,070.52
Wood Village	1,202*	4,227.52
	707,853	$2,489,566.99

*Population as determined by actual count made under supervision of Secretary of State or by federal census taken subsequent to the 1950 census.

**2/3 of 1950 census, as defined in ORS 366.785 (3).

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	154	$ 541.63
Amity	672	2,363.47
Antelope	60	211.02
Arlington	686	2,412.71
Athena	750	2,637.80
Aumsville	281	988.30

EXHIBIT "D" (cont)

II. Cities of Populations Less than 1,000 (cont)

City	Population	Amount
Aurora	242	$ 851.13
Banks	376	1,322.42
Barlow	75	263.78
Bay City	761	2,676.49
Boardman	120	422.05
Bonanza	259	910.92
Butte Falls	372	1,308.35
Canyon City	508	1,786.67
Cascade Locks	733	2,578.01
Cave Junction	298*	1,048.09
Chiloquin	909*	3,197.01
Clatskanie	901	3,168.88
Coburg	693	2,437.33
Columbia City	405	1,424.41
Condon	968	3,404.52
Cornelius	998	3,510.03
Cove	282	991.81
Creswell	662	2,328.30
Culver	301	1,058.64
Dayton	719	2,528.77
Dayville	286	1,005.88
Delake	644	2,264.99
Detroit	274*	963.68
Donald	187	657.69
Dufur	422	1,484.20
Dundee	308	1,083.26
Eagle Point	607	2,134.86
Eastside	890	3,130.19
Echo	457	1,607.30
Elkton	201	706.93
Estacada	950	3,341.21
Fairview	438	1,540.48
Falls City	853	3,000.06
Fossil	645	2,268.51
Gaston	368	1,294.28
Gates	422	1,484.20
Gearhart	568	1,997.69

EXHIBIT "D" (cont)

II. Cities of Populations Less than 1,000 (cont)

City	Population	Amount
Gervais	457	$ 1,607.30
Glendale	871	3,063.37
Gold Hill	619	2,177.06
Granite	40	140.68
Grass Valley	195	685.83
Haines	321	1,128.98
Halfway	312	1,097.32
Halsey	388	1,364.62
Hammond	522	1,835.91
Harrisburg	862	3,031.71
Helix	182	640.11
Hines	918	3,228.67
Hubbard	493	1,733.91
Huntington	733	2,578.01
Idanha	442	1,554.54
Imbler	149	524.04
Ione	333*	1,171.18
Island City	138	485.36
Jefferson	636	2,236.86
Jordan Valley	236	830.03
Joseph	666	2,342.37
Juntura	107	376.33
Lafayette	662	2,328.30
Lexington	237	833.55
Lonerock	38	133.65
Long Creek	288	1,012.92
Lostine	246*	865.20
Lowell	581*	2,043.42
Malin	592	2,082.10
Manzanita	339	1,192.29
Maupin	312	1,097.32
Merrill	835	2,936.75
Metolius	157	552.18
Mitchell	415	1,459.58
Monroe	362	1,273.18
Monument	228	801.89
Moro	359	1,262.63
Mosier	259	910.92

EXHIBIT "D" (cont)

II. Cities of Populations Less than 1,000 (cont)

City	Population	Amount
Mount Vernon	451	$ 1,586.20
Nehalem	270	949.61
North Powder	403	1,417.38
Oakland	829	2,915.65
Oceanlake	700	2,461.95
Paisley	214	752.65
Phoenix	746	2,623.73
Powers	895	3,147.78
Prairie City	822	2,891.03
Prescott	119	418.53
Richland	220	773.75
Riddle	634	2,229.82
Rogue River	590	2,075.07
St. Paul	268*	942.57
Scappoose	659	2,317.75
Scio	448	1,575.65
Scotts Mills	217	763.20
Shaniko	61	214.54
Sherwood	659*	2,317.75
Siletz	570	2,004.73
Sisters	723	2,542.84
Sodaville	157	552.18
Stanfield	845	2,971.92
Sublimity	367	1,290.76
Summerville	73	256.75
Sumpter	146	513.49
Taft	450	1,582.68
Talent	739	2,599.11
Troutdale	514	1,807.77
Tualatin	329*	1,157.12
Turner	610	2,145.41
Umatilla	883	3,105.57
Waldport	689	2,423.26
Wasco	305	1,072.71
Waterloo	180	633.07
Weston	679	2,388.09
Wheeler	291	1,023.47

EXHIBIT "D" (cont)

II. Cities of Populations Less than 1,000 (cont)

City	Population	Amount
Yamhill	539	$ 1,895.70
Yoncalla	626	2,201.68
Totals	56,155	$ 197,500.94

*Population as determined by actual count made under supervision of Secretary of State

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 18, 1955.

EXHIBIT "E"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Funds Accrued During Last Half of 1952

Port Orford	$2,234.53

Funds Accrued During Last Half of 1953

Athena	$2,637.06
Boardman	421.93
Columbia City	1,424.01
Donald	657.51
Helix	639.93
Island City	485.22
Joseph	2,341.71
Juntura	376.22
Oakland	2,914.83
Paisley	752.44
Scotts Mills	762.99

Funds Accrued During First Half of 1954

Amity	$1,913.51	Gaston	$1,047.87	Moro	$1,022.25
Antelope	170.85	Gates	1,201.64	Mosier	737.50
Arlington	1,953.37	Gervais	1,301.30	Oakland	2,360.56
Athena	2,135.61	Gold Hill	1,762.59	Oceanlake	1,993.24
Aumsville	800.14	Halsey	1,104.82	Phoenix	2,124.22
Barlow	213.56	Hammond	1,486.39	St. Paul	713.13
Cascade Locks	2,087.20	Harrisburg	2,454.53	Scappoose	1,876.49
Cave Junction	805.84	Helix	518.24	Scio	1,275.67
Chiloquin	1,902.12	Hines	2,613.99	Sodaville	447.05
Coburg	1,973.30	Idanha	1,258.59	Summerville	207.87
Columbia City	1,153.23	Imbler	424.27	Sumpter	415.73
Dayville	814.38	Jefferson	1,811.00	Tualatin	706.18
Dufur	1,201.64	Joseph	1,896.42	Turner	1,736.96
Echo	1,301.30	Lafayette	1,885.03	Waldport	1,961.91
Estacada	2,705.11	Merrill	2,377.65	Wasco	868.48
Fairview	1,247.20	Monroe	1,030.79	Yoncalla	1,782.52
		Monument	649.23		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies

of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of January, 1955.

EXHIBIT "F"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3749, with White Bros. Company for grading and paving work on the Oakland Junction-Deady Unit, Chenoweth Park-Deady Section of the Pacific Highway in Douglas County, completed August 30, 1954.

"Contract No. 3906, with Hamilton & Thoms for constructing the Harvard Avenue and Portland St. Overcrossings on the Pacific Highway in Douglas County, completed November 5, 1954.

"Contract No. 3914, with Warren Northwest, Inc. for paving on the paving on the Hayesville School-Battle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County, completed November 1, 1954.

"Contract No. 3925, with The Central Heating Co., Oregon Ltd. for grading and paving work on the Jacksonville Grade Unit, Provolt-Jacksonville Section of the Medford-Provolt Highway in Jackson County, completed October 28, 1954.

"Contract No. 3929, with Warren Northwest, Inc. for grading and paving on the 82nd Ave. -Halsey St. Connection, 92nd Ave. -Fairview Section of the T. H. Banfield Expressway in Multnomah County, completed December 14, 1954.

"Contract No. 4014, with Glen Ousley for grading and surfacing work on the Reedy Creek-Beamer Creek Section of the Yachats River Road in Lincoln County, completed October 7, 1954.

"Contract No. 4058, with Babler Bros., Inc. for grading and surfacing work on the Winchester-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County, completed November 2, 1954.

"Contract No. 4059, with Parker-Schram Co. for grading work on the Fairgrounds-Shady Unit, Deady-Shady Section of the Pacific Highway in Douglas County, completed November 4, 1954.

"Contract No. 4089, with Murray & Stanford for grading, paving and bridge construction on the Monroe Bridge Section of the Pacific Highway West in Benton County, completed November 13, 1954.

EXHIBIT "F" (cont)

"Contract No. 4090, with Jed Wilson for paving on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County, completed October 28, 1954.

"Contract No. 4094, with Rogers Construction Co. for furnishing crushed materials in stockpile on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties, completed December 9, 1954.

"Contract No. 4107, with Brookings Red-E-Mix Concrete Co. for furnishing crushed materials in stockpile on the Lone Ranch Creek-California State Line Section of the Oregon Coast Highway in Curry County, completed December 21, 1954.

"Contract No. 4108, with Tom Lillebo for constructing four reinforced concrete bridges on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, completed December 15, 1954.

"Contract No. 4109, with Donald M. Drake Co. for constructing the South Umpqua River Bridge (North Crossing) on the Pacific Highway in Douglas County, completed December 23, 1954.

"Contract No. 4126, with M. C. Lininger & Sons for furnishing crushed materials in stockpiles on the Reese Creek-Prospect Section of the Crater Lake Highway in Jackson County, completed December 9, 1954.

"Contract No. 4149, with J. C. Compton Co. for paving on the Burns (Foley Drive) City Street Section in Harney County, completed November 15, 1954.

"Contract No. 4152, with Tom Lillebo for constructing the Coast Fork Willamette River Bridge on the Pacific Highway in Lane County, completed December 30, 1954.

"Contract No. 4160, with Fred Rouse & Henry H. Miller for grading and paving work on the Salem-Roberts Section of the Independence-Salem Road in Marion County, completed October 30, 1954.

"Contract No. 4183, with J. R. Taggart for grading and surfacing on the Lewisburg Loop Section of the Armstrong Lane and Dickinson Road in Benton County, completed November 5, 1954.

"Contract No. 4219, with Lind & Marr Construction Co. for constructing fencing on the Salem By-Pass Section of the Pacific East Highway in Marion County, completed December 16, 1954.

"Contract No. 4233, with Morrison-Knudsen Co., Inc. for bridge widening, grading and rock surfacing on the Enterprise-Brock Corner Section of the Fish Hatchery Road in Wallowa County, completed November 8, 1954.

EXHIBIT "F" (cont)

"Contract No. 4244, with C. P. Patterson for constructing a trailer shelter at Odell Lake Maintenance Station in Klamath County, completed November 30, 1954.

"Contract No. 4259, with Ausland & Dodson for widening of the Myrtle Creek Bridge Approaches on the Pacific Highway in Douglas County, completed December 31, 1954.

"Contract No. 4262, with Fred Stubbert for constructing guard rail on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, completed December 21, 1954.

"Contract No. 4280, with C. & W. Crushing Co. for surfacing work on the Middle Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County, completed November 24, 1954.

"Contract No. 4286, with Hutton-Kalkhoven for embankment and riprap repair work on the Oneonta Section of the Columbia River Highway in Multnomah County, completed December 7, 1954.

"Contract No. 4293, with Lord Brothers for installation of a heating system in the Crown Point Vista House on the Crown Point Highway in Multnomah County, completed November 23, 1954.

"Contract No. 4295, with Vern Hoaglin for guard rail installation on the Boones Ferry Road-Willamette River Unit, Barbur Boulevard-White School Section of the Portland-Salem Expressway in Washington and Clackamas Counties, completed December 15, 1954.

"Contract No. 4299, with Orlando C. Bennard for construction of the North Fork Yachats River Bridge on the Yachats River County Road in Lincoln County, completed December 2, 1954."

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 39 shall be entered in the minutes and records of the Commission as of the 18th day of January, 1955.

EXHIBIT "G-1"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the relocated Stout Creek-Mill City section of the North Santiam Secondary Highway No. 162 in Marion County has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section of highway, portions of the former right of way are no longer needed for State Highway purposes and may be eliminated from the State Highway System; and

WHEREAS, the State Highway Commission and Marion County entered into an agreement on the 29th day of September, 1950, and thereafter entered into a supplemental agreement on the 22nd day of December, 1954, relating to the disposition to be made of that portion of the former highway that may be eliminated; and

WHEREAS, the agreement entered into on the 29th day of September, 1950, provided that certain units, therein and hereinafter described as Unit "A" and Unit "B" and shown colored in red on the map attached hereto marked Exhibit "A" and by this reference made a part hereof, would be abandoned by the State as part of the North Santiam Secondary Highway No. 162 and the State Highway System and would be maintained thereafter by Marion County as a county road under the jurisdiction and control of the County; and*

WHEREAS, the supplemental agreement entered into on the 22nd day of December, 1954, provided that Connecting Road No. 1, therein and hereinafter described and shown colored in purple on Exhibit "A", and Connecting Road No. 2, therein and hereinafter described and shown colored in orange on Exhibit "A"would be abandoned by the State as part of the North Santiam Secondary Highway No. 162 and the State Highway System and would be maintained thereafter by Marion County as a county road under the jurisdiction and control of the County; and *

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Stout Creek-Mill City section of the North Santiam Secondary Highway No. 162, together with other real property acquired by the State for roadway right of way and other public purposes as are shown colored in green on Exhibit "A" attached hereto is needed and valuable for right of way purposes and public use; and*

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of the highway referred to herein

EXHIBIT "G-1" (cont)

as Unit "A", Unit "B", Connecting Road No. 1, and Connecting Road No. 2, which are affected by reason of the said relocation;

NOW THEREFORE, based on the authority vested in the State Highway Commission by the State of Oregon, Be It And It Hereby Is Resolved as follows:

1. That the portions or units of the former right of way, which are not within the relocated right of way and no longer needed for State Highway purposes, are identified and described as follows:

UNIT "A"

Beginning opposite State Highway Engineer's Survey Station 329+30 of the relocated North Santiam Highway in the Southwest quarter of the Northeast quarter (SW¼ NE¼) of Section 14, Township 9 South, Range 1 East, W. M.; thence Easterly via the former route of the North Santiam Highway to State Highway Engineer's Survey Station 370+65 in the Southeast quarter of the Northwest quarter (SE¼ NW¼) of Section 13, Township 9 South, Range 1 East, W.M.

UNIT "B"

Beginning at State Highway Engineer's Survey Station 377+35 of the relocated North Santiam Highway in the Southeast quarter of the Northwest quarter (SE¼ NW¼) of Section 13, Township 9 South, Range 1 East, W.M.: thence Easterly via the former route of the North Santiam Highway to the West line of the Fern Ridge Road in the town of Mehama in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 18, Township 9 South, Range 2 East, W. M.

Connecting Road No. 1

Beginning opposite and Southerly of Highway Engineer's Survey Station 370+65 of the relocated route of the North Santiam Secondary Highway No. 162 where the former North Santiam Secondary Highway enters the present right of way, thence Easterly parallel with the center line of the relocated North Santiam Secondary Highway No. 162 to a place opposite and Southerly of Highway Engineer's Survey Station 377+35 of the relocated North Santiam Secondary Highway No. 162, where the former highway leaves the boundaries of the present relocated North Santiam Secondary Highway.

Connecting Road No. 2

That portion of the former North Santiam Secondary Highway No. 162 commencing at the West line of Fern Ridge Road, thence Easterly via the former route of the

EXHIBIT "G-1" (cont)

North Santiam Secondary Highway No. 162 to that place where it intersects the relocated Mehama-Mill City Secondary Highway No. 213.

2. That pursuant to the agreement dated September 29, 1950 and the supplemental agreement dated December 22, 1954, Unit "A", Unit "B", Connecting Road No. 1 and Connecting Road No. 2 as hereinabove described are duly abandoned as part of the North Santiam Secondary Highway No. 162 and the State Highway System and all the right, title and and interest which the State has in such right of way passes to and vests in Marion County.

3. That the right of way of the former and of the relocated Stout Creek-Mill City section of the North Santiam Secondary Highway No. 162 in Marion County, together with the real property acquired by the State for roadway right of way and other public purposes as shown colored in green on Exhibit "A", attached hereto, shall be retained and held in the State. *

4. That this resolution No. 220, be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of January, 1954 and the Secretary is ordered to mail a duly certified copy hereof to the County Clerk of Marion County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 220, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-2"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the section of the Columbia River Highway in Clatsop County known as the Gnat Creek-Bradley Park Section, the westerly terminus of which is at Highway Engineer's Survey Station 0+00 on the relocated highway and the easterly terminus of which is at Highway Engineer's Survey Station 105+00 on the relocated highway, was opened to public travel on October 28, 1954; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Clatsop County and the State Highway Commission entered into an agreement dated July 11, 1952, relating to the disposition to be made of said eliminated portions or units; and

WHEREAS, Clatsop County and the State Highway Commission entered into a supplemental agreement dated January 19, 1955, modifying some of the provisions of said agreement of July 11, 1952; and

WHEREAS, said agreements together provided that after said relocated section was completed and opened to public travel the eliminated portions or units of highway therein and herein referred to as Units "A", "B" and "D" would be abandoned as part of said highway so as to revert to the abutting property owners; and

WHEREAS, said agreements further together provided that after said relocated section was completed and opened to public travel the portion or unit of highway therein and herein referred to as Unit "C" would be abandoned as a part of said highway and would be maintained thereafter by Clatsop County as a county road under the jurisdiction and control of said county; and

WHEREAS, it is the purpose of this Commission to take official action and impress upon its records the disposition made of said portions or units of right of way of said highway affected by reason of the said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The section of the Columbia River Highway in Clatsop County known as the Gnat Creek-Bradley Park Section, the westerly terminus

of which is at Highway Engineer's Survey Station 0+00 on the relocated highway, and the easterly terminus of which is at Highway Engineer's Survey Station 105+00 on the relocated highway, is now open to public travel.

2. The portion or unit of the old right of way which by reason of the relocation of the said section of highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "C" is indicated on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "C" is more particularly described as follows:

Unit "C"

All of the right of way of the former Columbia River Highway beginning at a line extending at right angles to the center line at State Highway Engineer's Survey Station 848+16.8 of the former route of the Columbia River Highway in the southeast quarter of the southwest quarter ($SE\frac{1}{4}$ $SW\frac{1}{4}$) in section 17, Township 8 North, Range 6 West, W.M.; thence easterly via the former route of the Columbia River Highway to the intersection of said highway with the east boundary of the Clifton County Road extended southerly in the southwest quarter of the southeast quarter ($SW\frac{1}{4}$ $SE\frac{1}{4}$) of Section 17, Township 8 North, Range 6 West, W.M.

3. Pursuant to the aforesaid agreements, Unit "C" is hereby declared to be no longer a part of the Columbia River Highway, and all right, title and interest which the State has in the right of way of Unit "C" hereby passes to and vests in Clatsop County, said Unit "C" to be maintained hereafter by Clatsop County as a county road.

4. The portions or units of the old right of way which by reason of the relocation of said section of highway are no longer within the boundaries of the new right of way and which are identified herein as Units "A", "B" and "D", are indicated on the attached Exhibit "A". The location of Units "A", "B" and "D" are more particularly described as follows:

Unit "A"

All of the right of way of the former Columbia River Highway beginning at a line extending at right angles to the center line at State Highway Engineer's Survey Station 31+80 of the relocated Columbia River Highway in the southeast quarter of the southeast quarter ($SE\frac{1}{4}$ $SE\frac{1}{4}$) of Section 18, Township 8 North, Range 6 West, W. M.; thence easterly via the former route of the Columbia River Highway to its inter-

section with the northerly boundary of the relocated Columbia River Highway and terminating opposite State Highway Engineer's Survey Station 41+30 of said relocated highway in the northwest quarter of the northwest quarter (NW¼ NW¼) of Section 20, Township 8 North, Range 6 West, W. M.

Unit "B"

All of the right of way of the former Columbia River Highway beginning at the northerly boundary opposite State Highway Engineer's Survey Station 44+20 of the relocated Columbia River Highway in the northwest quarter of the northwest quarter (NW¼ NW¼) of Section 20, Township 8 North, Range 6 West, W. M.; thence easterly via the former route of the Columbia River Highway to a line extending at right angles to the center line at State Highway Engineer's Survey Station 848+16.8 of the former route of the Columbia River Highway in the southeast quarter of the southwest quarter (SE¼ SW¼) of Section 17, Township 8 North, Range 6 West, W. M.

Unit "D"

All of the right of way of the former Columbia River Highway beginning at the intersection of said former Highway with the east boundary line of the Clifton County Road extended southerly in the southwest quarter of the southeast quarter (SW¼ SE¼) of Section 17, Township 8 North, Range 6 West, W. M.; thence easterly via the former route of the Columbia River Highway to the westerly boundary of Bradley State Park on the east line of the southwest quarter of the southwest quarter (SW¼ SW¼) of Section 16, Township 8 North, Range 6 West, W. M.

5. Said Units "A", "B" and "D" are no longer needed for the service of persons living thereon or for any community served thereby or for any right of way or other public purpose, and therefore they shall be and hereby are abandoned as part of the Columbia River Highway; and all right, title and interest which the State has in the rights of way of Units "A", "B" and "D" hereby passes to and vests in the owners of the abutting land.

6. The area indicated by a solid black line on the attached Exhibit "A" includes right of way acquired for the said relocated section of highway, parts or areas of the old right of way not now incorporated within the boundaries of the new right of way proper, and State park land. In connection with the area indicated by a solid black line, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way or other highway or public purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all

of the land or area indicated by the solid black line on the attached Exhibit "A" shall be retained and held by the State.*

7. This resolution shall be entered in the minutes and records of the Commission on this 18th day of January, 1955, as Abandonment & Retention Resolution File No. 266; and the Secretary is directed to mail a duly certified copy thereof to the County Court of Clatsop County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 266, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-3"

Minutes of January 18 and 19, 1955

R E SO L U T I O N

WHEREAS, the relocated Douglas County Line-Glasgow Section of the Oregon Coast Highway located in Coos County, the northerly terminus of which is at the Douglas County line on the said relocated section of highway and the southerly terminus of which is at Highway Engineer's Survey Station 228+26 on the said relocated section of highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for state highway purposes and may be eliminated from the boundaries of the said highway; and

WHEREAS, Coos County and the State Highway Commission entered into an agreement under date of March 10, 1953, relating to the disposition to be made of those portions of the former highway that may be eliminated, therein and hereinafter referred to as Unit "A", "B", "C" and "D"; and

WHEREAS, said agreement provided that after the aforesaid relocated section of the Oregon Coast Highway was completed and open to public travel the Commission would notify the County of such occurrence by letter and that, effective upon the date of said letter, the eliminated portions, therein and herein referred to as Units "A", "B" and "D" and the "Connecting Road" between Highway Engineer's Survey Station 28+00 on the relocated section of the Oregon Coast Highway and the Highway Engineer's Survey Station 6+50 on the former route of the Oregon Coast Highway would be abandoned as part of the Oregon Coast Highway and the State Highway System and would be maintained thereafter by Coos County as a county road under the jurisdiction and control of said county; and

WHEREAS, Coos County has been duly notified, by a letter dated October 11, 1954, and placed in the United States mail, that the relocated Douglas County Line-Glasgow Section of the Oregon Coast Highway in Coos County has been completed and open to public travel and that as of October 11, 1954, jurisdiction and control over said units became vested in said County; and

WHEREAS, the aforesaid agreement further provides that an eliminated portion therein and herein referred to as Unit "C" would be abandoned as part of the Oregon Coast Highway System; that said unit would revert to the owners of the abutting property; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Oregon Coast Highway together with other real property acquired by the State for roadway right

EXHIBIT "G-3" (cont)

of way and other public purposes which is indicated by solid black marking on the map attached hereto marked Exhibit "A" and by this reference made a part hereof, is needed and valuable for right of way purposes and public use; and*

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of the said highway referred to herein and affected by reason of the said relocation;

NOW THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, BE IT AND IT HEREBY IS RESOLVED, as follows:

1. That the portions or units of the right of way, which by reason of the relocation of the Oregon Coast Highway are not within the boundaries of the new right of way, are identified and described, as follows:

Unit "A"

Beginning opposite Highway Engineer's Survey Station 249+60 of the relocated Oregon Coast Highway No. 9 in the southwest quarter of the southeast quarter (SW¼ SE¼) of Section 23, Township 23 South, Range 13 West, W. M.; thence southerly via the former route of the Oregon Coast Highway No. 9 to a point opposite Highway Engineer's Survey Station 172+55 of the relocated Oregon Coast Highway No. 9 in the southeast quarter of the northwest quarter (SE¼ NW¼) of Section 35, Township 23 South, Range 13 West, W. M.

Unit "B"

Beginning opposite Highway Engineer's Survey Station 136+80 of the relocated Oregon Coast Highway No. 9 in the southeast quarter of the southwest quarter (SE¼ SW¼) of Section 35, Township 23 South, Range 13 West, W.M.; thence southerly via the former route of the Oregon Coast Highway No. 9 to Highway Engineer's Survey Station 19+50 of the former route of the Oregon Coast Highway No. 9 in the northwest quarter of the northwest quarter (NW¼ NW¼) of Section 14, Township 24 South, Range 13 West, W.M.

Unit C"

Beginning at Highway Engineer's Survey Station 19+50 of the former route of the Oregon Coast Highway No. 9 in the northwest quarter of the northwest quarter (NW¼ NW¼) of Section 14, Township 24 South, Range 13 West, W.M.; thence southerly via the former route of the Oregon Coast Highway No. 9 to Highway Engineer's Survey Station 7+50 of the former route of the Oregon

EXHIBIT "G-3" (cont)

Coast Highway No. 9 in the southwest quarter of the northwest quarter (SW¼ NW¼) of Section 14, Township 24 South, Range 13 West, W.M.

Unit "D"

Beginning at Highway Engineer's Survey Station 7+50 of the former route of the Oregon Coast Highway No. 9 in the southwest quarter of the northwest quarter (SW¼ NW¼) of Section 14, Township 24 South, Range 13 West, W.M.; thence southerly via the former route of the Oregon Coast Highway No. 9 to a point opposite Highway Engineer's Survey Station 225+00 of the relocated Oregon Coast Highway No. 9 in the southwest quarter of the southwest quarter (SW¼ SW¼) of Section 35, Township 24 South, Range 13 West, W. M.

"Connecting Road"

That certain road connecting the relocated Douglas County Line-Glasgow Section of the Oregon Coast Highway with the right of way of the former Oregon Coast Highway from and opposite Highway Engineer's Survey Station 28+00 on the relocated Douglas County Line-Glasgow Section of the Oregon Coast Highway to and opposite Highway Engineer's Survey Station 6+50 on the former route of the Oregon Coast Highway located in the southwest quarter (SW¼) of the northwest quarter (NW¼) of Section 14, Township 24 South, Range 13 West, W. M., Coos County, Oregon

2. That pursuant to the agreement entered into with Coos County on March 10, 1953, Units "A", "B", "D" and the "Connecting Road" as afore described and shown on Exhibit "A" attached hereto, are hereby duly abandoned as part of the Oregon Coast Highway and the State Highway System, and the jurisdiction and control of such right of way is hereby transferred to Coos County, and all the right, title and interest which the State has in the right of way of Units "A", "B", "D", and the "Connecting Road" hereby passes to and vests in the said Coos County, effective as of the 11th day of October, 1954, and such right of way shall hereinafter be maintained by said Coos County as part of the county road system.

3. That pursuant to the agreement entered into with Coos County on March 10, 1953, Unit "C", as afore described and shown on Exhibit "A" attached hereto, because it is no longer needed for highway purposes or for the service of persons living thereon, or for any community served thereby, is hereby duly abandoned as part of the Oregon Coast Highway and the State Highway System and all of the right, title, and interest which the State has in the right of way of Unit "C" hereby passes to and vests in the abutting property owners according to law.

4. That the right of way of the relocated Douglas County Line-

EXHIBIT "G-3" (cont)

Glasgow Section of the Oregon Coast Highway and the right of way of the former Oregon Coast Highway, together with the real property acquired by the State for roadway right of way and other public purposes, which have not been duly abandoned herein and which are further indicated by solid black marking on Exhibit "A" attached hereto, is being retained and held by the State. *

5. That this Resolution No. 273, be entered in the minutes and records of the Oregon State Highway Commission as of the 18th day of January, 1955, and the secretary is ordered to mail a duly certified copy hereof to the County Court of Coos County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 273, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

24439

EXHIBIT "G-4"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, The Highway Commission has found it necessary and desirable to relocate the section of the Pacific Highway, State Primary Highway No. 1, known as the Blackwell Hill-Seven Oaks Section in Jackson County, the northwesterly terminus of which is at Highway Engineer's Station 232+50 on the relocated highway and the southeasterly terminus of which is at Highway Engineer's Station 466+00 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and

WHEREAS, Jackson County and the Highway Commission entered into an agreement under date of October 30, 1953, relating to the disposition to be made of the eliminated portion or unit; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel the Commission would notify the County of same by letter and that, effective upon the date of said letter, the eliminated portion or unit, therein and herein referred to as Unit "A", would be abandoned as part of the said highway and would be maintained thereafter by Jackson County as a county road under the jurisdiction and control of said county; and

WHEREAS, Jackson County was duly notified by letter dated December 31, 1954, that the said section had been completed and opened to public travel and that as of December 31, 1954, jurisdiction and control over Unit "A" became vested in Jackson County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Pacific Highway, State Primary Highway No. 1, located in Jackson County and known as the Blackwell Hill-Seven Oaks Section, the northwesterly terminus of which is at Highway Engineer's Station 232+50 on the relocated highway and the southeasterly terminus of which is at Highway Engineer's Station 466+00 on the relocated highway, was completed on December 20th, 1954.

EXHIBIT "G-4" (cont)

2. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows: *

Unit "A"

Beginning at State Highway Engineer's Station 420+00 on the former route of the Pacific Highway in the southwest quarter of the southeast quarter (SW 1/4-SE 1/4) of Section 23, Township 36 South, Range 3 West, W.M.; thence easterly and southerly via the former route of the Pacific Highway to State Highway Engineer's Station 172+75 on the former route of the Pacific Highway in the northwest quarter of the southeast quarter (NW 1/4-SE 1/4 of Section 28, Township 36 South, Range 2 West, W.M.

3. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as a part of the Pacific Highway, State Primary Highway No. 1, effective as of December 31st, 1954, the date of said letter to Jackson County, and that all right, title and interest which the State had in the right of way of Unit "A" passed to and vested in the said County as of that date.

4. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

5. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the State Highway Engineer or his authorized representative, and such boundary monuments shall thereafter be maintained in place.

6. That this resolution shall be entered in the minutes and records of the Commission on this 18th day of January, 1955, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Jackson County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the

EXHIBIT "G-4" (cont)

original resolution on file in the office of the State Highway Commission Salem, being filed under File No. 282, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-5"

Minutes of January 18 and 19, 1955

R E S O L U T I O N

WHEREAS, the relocated Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, the northerly terminus of which is at Highway Engineer's Survey Station 789+00 and the southerly terminus of which is at Highway Engineer's Survey Station 1037+60 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section of said highway, a portion of the former right of way is no longer needed for State Highway purposes and may be eliminated from the State Highway System; and

WHEREAS, Polk County and the Highway Commission entered into an agreement under date of September 25, 1953, relating to the disposition to be madeof the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned by the State Highway Commission as part of the Pacific Highway West and the State Highway System and would be maintained thereafter by said county as a county road under the jurisdiction and control of said county; and

WHEREAS, the Highway Commission by and through an authorized officer has, as provided in the aforesaid agreement, formally notified Polk County by letter dated October 26, 1954, that the aforesaid section has been completed and opened for public travel and that as of that date jurisdiction and control of said Unit "A" has passed to and become vested in Polk County; and

WHEREAS, it is the judgment and opinion of the Highway Commission that certain portions of the former right of way of the Orr Corner-Monmouth Section of the Pacific Highway West, together with other real property acquired by the State for roadway right of way and other public purposes, as is shown colored in green on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof, is needed and valuable for right of way purposes and public use; and *

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway referred to herein as Unit "A" and affected by reason of the said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

EXHIBIT "G-5" (cont)

1. Unit "A" hereinbefore mentioned is identified and described as follows:

Unit "A"

All of the right of way of the former Orr Corner-Monmouth Section of the Pacific Highway West beginning at the westerly boundary of the relocated Orr Corner-Monmouth Section of the Pacific Highway West opposite Highway Engineer's Survey Station 792+50 of the relocated highway where said boundary intersects the right of way of the said former Orr Corner-Monmouth Section of the Pacific Highway in the northeast quarter (NE¼) of the northwest quarter (NW¼) of Section 6, Township 8 South, Range 4 West, W. M.; thence westerly and southerly via the former route of the said section of highway to the northerly city boundary of the city of Monmouth at Highway Engineer's Survey Station approximately 1006+00 in the southeast quarter (SE¼) of the southeast quarter (SE¼) of Section 24, Township 8 South, Range 5 West, W. M., Polk County, Oregon.

as is shown in red on Exhibit "A" attached hereto.*

2. Pursuant to the agreement entered into with Polk County on September 25, 1953, Unit "A" is hereby duly abandoned as part of the Pacific Highway West and the State Highway System, and the jurisdiction and control of said Unit is hereby transferred to Polk County, and all the right, title and interest which the State has in the right of way of Unit "A" hereby passes to and vests in the said Polk County, effective as of the 26th day of October, 1954, and shall hereafter be maintained by said county as a county road.

3. The right of way of the former and of the relocated Orr Corner-Monmouth Section of the Pacific Highway West, together with the real property acquired by the State for roadway right of way and other public purposes, shown colored in green on Exhibit "A" attached hereto, shall be retained and held by the State.*

4. This Resolution shall be entered in the minutes and records of the Highway Commission on the 18th day of January, 1955, as Resolution File No. 281; and the secretary is directed to mail a duly certified copy hereof to the County Court of Polk County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission Salem, being filed under File No. 281, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

21444

EXHIBIT "G-6"

Minutes of January 18. and 19, 1955

RESOLUTION

WHEREAS, the relocated Canyonville-O'Shea Creek Section of the Tiller Trail Secondary Highway in Douglas County, the westerly terminus of which is at Highway Engineer's Survey Station 0+40 and the easterly terminus of which is at Highway Engineer's Survey Station 42+00 on the relocated highway has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section of a portion of the former right of way is no longer needed for State Highway purposes and may be eliminated from the State Highway System; and

WHEREAS, Douglas County, the City of Canyonville and the Highway Commission entered into an agreement under date of December 11, 1953, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned by the State Highway Commission as part of the Tiller Trail Secondary Highway and the State Highway System and would be maintained thereafter by the county as a county road until said Unit "A" could be transferred to the jurisdiction and control of the city of Canyonville and thereafter maintained as a city street under the jurisdiction and control of the said city of Canyonville; and

WHEREAS, the Highway Commission, by and through an authorized officer has, as provided in the aforesaid agreement, formally notified Douglas County and the city of Canyonville by letter dated October 21, 1954, that the aforesaid relocated section has been completed and opened for public travel and that as of that date jurisdiction and control of the said Unit "A" has passed to and become vested in Douglas County; and

WHEREAS, it is the judgment and opinion of the Highway Commission that certain portions of the former right of way of the Canyonville-O'Shea Creek Section of the Tiller Trail Secondary Highway, together with other real property acquired by the State for roadway right of way and other public purposes, as is shown colored in green on the map attached hereto marked Exhibit "A" and by this reference made a part hereof, is needed and valuable for right of way purposes and public use; and *

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said former highway referred to herein as Unit "A" and affected by reason of the said relocation;

EXHIBIT "G-6" (cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. Unit "A" hereinbefore mentioned is identified and described as follows:

Unit "A"

All of the right of way of the former Canyonville-O'Shea Creek Section of the Tiller Trail Secondary Highway beginning at Highway Engineer's Survey Station 11+30 of the relocated Tiller Trail Secondary Highway in the southwest quarter (SW$\frac{1}{4}$) of the southeast quarter (SE$\frac{1}{4}$) of Section 27, Township 30 South, Range 5 West, W. M.; thence southerly via the former route of the Tiller Trail Secondary Highway to the easterly boundary opposite Highway Engineer's Survey Station 56+30 of the former route of the Pacific Highway in the northeast quarter (NE$\frac{1}{4}$) of the northwest quarter (NW$\frac{1}{4}$) of Section 34, Township 30 South, Range 5 West, W. M.

2. Pursuant to the agreement entered into with Douglas County on December 11, 1953, Unit "A" is hereby duly abandoned as part of the Tiller Trail Secondary Highway and the State Highway System, and the jurisdiction and control of the said Unit is hereby transferred to Douglas County and all the right, title and interest which the State has in the right of way of Unit "A" hereby passes to and vests in the said Douglas County, effective as of the 21st day of October, 1954, and shall hereafter be maintained by said County as a county road.

3. The right of way of the former and of the relocated Canyonville-O'Shea Creek Section of the Tiller Trail Secondary Highway, together with the real property acquired by the State for roadway right of way and other public purposes, shown colored in green on Exhibit "A" attached hereto, shall be retained and held by the State.*

4. This Resolution shall be entered in the minutes and records of the Highway Commission on the 18th day of January, 1955, as Resolution File No. 283; and the secretary is directed to mail a duly certified copy hereof to the County Court of Douglas County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 283, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-7"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the Wilsonville-Hubbard State Highway was opened to public travel on the 15th day of December, 1954, and the Portland-Salem Expressway from the Wilsonville-Hubbard Highway to the Pacific Highway West was opened to public travel on the 15th day of December, 1954; and

WHEREAS, as a consequence of the construction of the said throughway, certain sections or units of the Beaverton-Aurora State Secondary Highway No. 141 have been eliminated and are no longer needed for state highway purposes; and

WHEREAS, Clackamas County and the State Highway Commission entered into an agreement on the 11th day of September, 1954, relating to the disposition to be made of the eliminated sections or units; and

WHEREAS, the said agreement provided that after the Wilsonville-Hubbard State Highway and the Portland-Salem Expressway from the Wilsonville-Hubbard Highway to the Pacific Highway West were opened to public travel, the eliminated sections or units therein, and herein referred to as Sections "A", "B" and "C", would be abandoned as part of the state highway system and would be maintained thereafter by said County as county roads under the jurisdiction and control of said County so long as needed or valuable for public use; and

WHEREAS, the aforementioned highways have been opened to public travel, and the jurisdiction and control of Sections "A", "B" and "C" have become vested in the said County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the sections or units of the Beaverton-Aurora State Secondary Highway No. 141 affected by reason of the construction of said Portland-Salem Expressway;

NOW, THEREFORE, Be It and It Hereby is Resolved by this Commission, as follows:

1. That the sections or units of the Beaverton-Aurora State Secondary Highway No. 141, which, by reason of the construction of the Portland-Salem Expressway, are no longer required for state highway purposes, and which are identified herein as Sections "A", "B" and "C", as shown colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof, are described as follows: *

EXHIBIT "G-7" (cont)

Section "A"

From the intersection of the Beaverton-Aurora Highway with a Frontage Road at a point opposite to and easterly of Station 461 of the Portland-Salem Expressway, southerly to the intersection of the Beaverton-Aurora Highway with a Frontage Road at a point opposite to and easterly of Survey Station 524 of the Portland-Salem Expressway.

Section "B"

From the intersection of the Beaverton-Aurora Highway with a Frontage Road at a point opposite to and westerly of Survey Station 528 of the Portland-Salem Expressway, southerly to the intersection of the Beaverton-Aurora Highway with the westerly right of way boundary of the Portland-Salem Expressway opposite to and westerly of Survey Station 606 of the Portland-Salem Expressway.

Section "C"

From the intersection of the Beaverton-Aurora Highway with the easterly right of way boundary of the Portland-Salem Expressway opposite to and easterly of Survey Station 607 of the Portland-Salem Expressway, easterly and southerly of the Clackamas-Marion County line.

2. That pursuant to the aforesaid agreement, Sections "A", "B" and "C" are hereby duly abandoned as part of the Aurora State Secondary Highway No. 141, effective as of the 15th day of December, 1954, and that all right, title and interest which the State has in the right of way Sections "A", "B" and "C" hereby passes to and vests in the said County.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said Portland-Salem Expressway, and includes some parts or areas of the Beaverton-Aurora State Secondary Highway No. 141 not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.*

4. That this resolution was entered in the minutes and records of the Commission as of the 18th day of January, 1955, as Abandonment and Retention Resolution, File No. 293; and the Secretary is directed to mail a duly certified copy thereof to the County Court of Clackamas County.

EXHIBIT "G-7" (cont)

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 293, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-8"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the Wilsonville-Hubbard State Highway and the Portland-Salem Expressway from the Wilsonville-Hubbard Highway to the Pacific Highway West have been open to public travel; and

WHEREAS, as a consequence of the completion and opening to public travel of said throughways certain sections or units of the Beaverton-Aurora State Secondary Highway No. 141 are no longer needed for state highway purposes and may be eliminated; and

WHEREAS, Marion County and the State Highway Commission entered into an agreement on the 17th day of April, 1936, relating to the disposition to be made of that certain section or unit hereinafter referred to as Unit "A" and described as follows:

UNIT "A"

Beginning at the Clackamas-Marion County line; thence Southerly via the existing Beaverton-Aurora Highway to an intersection with the Pacific Highway East, State Primary Highway 1E, in the City of Aurora; and

WHEREAS, the said agreement provided that after the highway presently referred to as the Wilsonville-Hubbard Highway, was open to public travel the section or unit herein referred to as Unit "A" would be abandoned as part of the state highway system and would be maintained thereafter by said county as a county road under the jurisdiction and control of said county so long as needed or available for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the certain section or unit of the Beaverton-Aurora State Secondary Highway No. 141 herein referred to as Unit "A";

NOW, THEREFORE, based upon the power and authority vested in the Highway Commission by the State of Oregon, it is hereby resolved and ordered:

1. That the section or unit of the Beaverton-Aurora State Secondary Highway No. 141 and referred to and described herein as Unit "A" and shown colored in red on the map attached hereto, and which map is marked Exhibit "A" and made a part hereof by reference, is pursuant to the aforesaid agreement hereby duly abandoned as part of the Beaverton-Aurora State Secondary Highway No. 141 of the state highway system, and that all right, title and interest which the state has in the right of way of

EXHIBIT "G-8" (cont)

Unit "A" herein described, hereby passes to and vests in the said Marion County.*

2. That this resolution is entered into the minutes and records of the Commission on the 18th day of January, 1955, as Abandonment and Retention Resolution, File No. 296, and the secretary mail a duly certified copy thereof to the County Court of Marion County.

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*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 296, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-9"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, on November 13, 1940 the Highway Commission, by resolution, established and designated as Secondary State Highway No. 224 the following described property:

> Beginning at a point in the Pacific Highway approximately 1,130 feet southerly from the south end of the viaduct crossing over the Coos Bay Branch of the S.P.R.R. Co.; thence in a southerly direction to the extension of West 11th Street at a point approximately 1,000 feet westerly of the west city limits of Eugene and near the intersection of Hayes Street with the extension of West 11th Street, a distance of approximately 0.821 miles.

and

WHEREAS, said Secondary State Highway No. 224, known on the records of the State Highway Commission as West 7th Street-West 11th Street Secondary State Highway No. 224, was established for the purpose of connecting the Pacific Highway and the Eugene-Swisshome Secondary State Highway No. 220 now known as the Richardson-Eugene Secondary State Highway No. 220; and

WHEREAS, the State Highway Commission revised and improved its plans for the routing of State Highway traffic on the Pacific Highway and the Eugene-Swisshome Secondary State Highway No. 220, now known as the Richardson-Eugene Secondary State Highway No. 220, in the City of Eugene and by such revision and improvement made the construction of the West 7th Street-West 11th Street Secondary State Highway No. 224 unnecessary; and

WHEREAS, the State Highway Commission after due and careful consideration, based upon their knowledge of the needs of the traveling public in the State, are of the opinion that the West 7th Street-West 11th Street Secondary State Highway is not a necessary integral part of the State Highway system; and

WHEREAS, it is the purpose of the State Highway Commission to take official action and impress upon its records the disposition made of such Secondary State Highway.

NOW, THEREFORE, be it and it hereby is resolved by the Highway Commission, that

1. The West 7th Street-West 11th Street Secondary State Highway No. 224 and described as follows

EXHIBIT "G-9" (cont)

Beginning a t a point in the Pacific Highway approximately 1,130 feet southerly from the south end of the viaduct crossing over the Coos Bay Branch of the S.P.R.R. Co.; thence in a southerly direction to the extension of West 11th Street at a point approximately 1,000 feet westerly of the west city limits of Eugene and near the intersection of Hayes Street with the extension of West 11th Street, for a distance of approximately 0.821 miles,

is hereby eliminated and removed from the Secondary State Highway system.

2. The property acquired for the West 7th Street-West 11th Street Secondary State Highway No. 224, except for that portion that coincides with the Pacific Highway right of way, is not required, necessary or essential for right of way purposes; but such property is needed and valuable to the State Highway Commission and is therefore retained for future public use.

3. This resolution be entered in the minutes and records of the Highway Commission this 18th day of January, 1955, as Abandonment & Retention Resolution, File No. 298.

EXHIBIT "H-1"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY

Highway number 9 Route number US101

Location of Termini					Established Speed
M.P. 2.88	(south city limits of Astoria)	to M.P.	3.72	(0.51 mile south of the south end of the Youngs Bay Bridge)	35 M.P.H.
M.P. 3.72	(0.51 mile south of the south end of the Youngs Bay Bridge)	to M.P.	5.35	(150 feet south of the south end of the Lewis & Clark Bridge)	45 M.P.H.

EXHIBIT "H-1" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to the highway section described herein which is in conflict with the provisions of this order, particularly Speed Limit Resolution No. 15, approved by the State Highway Commission on October 21, 1947, establishing a 35-mile per hour speed zone on that section of the Oregon Coast Highway between M.P. 4.12 (0.12 miles north of Miles Crossing) and M.P. 5.64 (0.53 miles south of Lewis & Clark Bridge) hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 177 be entered in the minutes and records of the Commission as of the 18th day of January, 1955.

EXHIBIT "H-2"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: FARMINGTON SECONDARY HIGHWAY

Highway number 142 Route number

M.P. 5.26 (300 feet west of Hagg Road) to M.P. 7.33 (500 feet west of Kinnaman Road) 45 M.P.H.

EXCEPT THAT BETWEEN

M.P. 5.68 (500 feet west of Miller Hill Road) and M.P. 5.97 (100 feet east of S. W. 198th Avenue) the speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of Subsection 1.a. of ORS 483.104.

EXHIBIT "H-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 178 be entered in the minutes and records of the Commission as of the 18th day of January, 1955.

EXHIBIT "I-1"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the State Highway Commission is authorized to acquire real property, or any interest therein, for highway and park purposes by donation, negotiation, agreement, or by the exercise of the right of eminent domain; and

WHEREAS, the Highway Commission has acquired numerous and diverse parcels of land, during past years to be used for said highway and park purposes; and

WHEREAS, said parcels of land have not always been segregated in the Commission's records as to which parcels are to be used for park purposes and which parcels are to be used for highway purposes; and

WHEREAS, the Highway Engineer and the Parks Superintendent have prepared maps which clearly outline the boundaries of said state parks;

NOW THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission as follows:

1. That the parcels of land acquired by the Highway Commission for park and highway purposes under authority of the laws of Oregon be segregated as to which parcels or portions thereof are for park purposes and which are for highway purposes by establishing the boundaries of said state parks.

2. That the following is a complete list of all state parks, and the boundaries thereof are established in accordance with the attached sketch maps. Said maps shall be attached hereto, marked consecutively in numerical order beginning with "Exhibit 1", and by this reference incorporated herein and made a part hereto:

Exhibit 1	Ainsworth State Park
Exhibit 2	Battle Mountain State Park
Exhibit 3	Benson State Park
Exhibit 4	Ben & Kay Dorris State Park
Exhibit 5	Beverly Beach State Park
Exhibit 6	Big Creek State Park
Exhibit 7	Bonneville State Park
Exhibit 8	Cape Arago State Park
Exhibit 9	Cape Sebastian State Park
Exhibit 10	Cascadia State Park
Exhibit 11	Casey State Park
Exhibit 12	Catherine Creek State Park
Exhibit 13	Cline Falls State Park

EXHIBIT "I-1" (cont)

Exhibit 14	Collier State Park
Exhibit 15	Coquille-Myrtle Grove State Park
Exhibit 16	Crown Point State Park
Exhibit 17	Dabney State Park
Exhibit 18	Detroit Reservoir State Park
Exhibit 19	Devil's Elbow State Park
Exhibit 20	Emigrant Springs State Park
Exhibit 21	George W. Joseph State Park
Exhibit 22	Governor Patterson Memorial State Park
Exhibit 23	Guy W. Talbot State Park
Exhibit 24	Harris Beach State Park
Exhibit 25	Hilgard Junction State Park
Exhibit 26	Humbug Mountain State Park
Exhibit 27	Jessie M. Honeyman State Park
Exhibit 28	Thomas Condon John Day Fossil Beds State Park
Exhibit 29	John B. Yeon State Park
Exhibit 30	Lang State Park
Exhibit 31	Laurelhurst State Park
Exhibit 32	Lava River Caves State Park
Exhibit 33	Lindsey Creek State Park
Exhibit 34	Maud Williamson State Park
Exhibit 35	Mayer State Park
Exhibit 36	Nehalem Sand Spit State Park
Exhibit 37	Neptune State Park
Exhibit 38	Ochoco Lake State Park
Exhibit 39	Pilot Butte State Park
Exhibit 40	Red Bridge State Park
Exhibit 41	Robert W. Sawyer State Park
Exhibit 42	Rooster Rock State Park
Exhibit 43	Seneca Fouts State Park
Exhibit 44	Shepperd's Dell State Park
Exhibit 45	Sheridan State Park
Exhibit 46	Shore Acres State Park
Exhibit 47	Short Sand Beach State Park
Exhibit 48	Silver Falls State Park
Exhibit 49	Sisters State Park
Exhibit 50	Starvation Creek State Park
Exhibit 51	Sunset Bay State Park
Exhibit 52	Umpqua Lighthouse State Park
Exhibit 53	Viento State Park
Exhibit 54	Wygant State Park
Exhibit 55	Yaquina Bay State Park
Exhibit 56	Zibe Dimmick State Park
Exhibit 57	Armitage State Park
Exhibit 58	Azalea State Park
Exhibit 59	Bald Peak State Park
Exhibit 60	Bandon State Park

EXHIBIT "I-1" (cont)

Exhibit 61	Cape Lookout State Park
Exhibit 62	Cape Meares State Park
Exhibit 63	Champoeg State Park
Exhibit 64	Devil's Punch Bowl State Park
Exhibit 65	Ecola State Park
Exhibit 66	Elliott R. Corbett II Memorial State Park
Exhibit 67	Fogarty Creek State Park
Exhibit 68	Golden and Silver Falls State Park
Exhibit 69	Hat Rock State Park
Exhibit 70	Lane County Wood Tract State Park
Exhibit 71	Lincoln County Wood Tract State Park
Exhibit 72	Lost Creek State Park
Exhibit 73	Maria C. Jackson State Park
Exhibit 74	Millicoma-Myrtle Grove State Park
Exhibit 75	Newburgh State Park
Exhibit 76	North Santiam State Park
Exhibit 77	Painted Hills State Park
Exhibit 78	Saddle Mountain State Park
Exhibit 79	Sarah Helmick State Park
Exhibit 80	Sodaville Springs State Park
Exhibit 81	The Cove Palisades State Park
Exhibit 82	Tou Velle State Park
Exhibit 83	Tumalo State Park
Exhibit 84	Wallowa (two areas) State Park
Exhibit 85	Willamette Stone State Park
Exhibit 86	Yachats State Park
Exhibit 87	Fort Stevens State Park
Exhibit 88	Fern Ridge State Park.

3. That this resolution be entered in the minutes of this Commission as of the 19th day of January, 1955.

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*FOOTNOTE

The map referred to as Exhibits 1 through 88 mentioned in the above resolution are on file in the office of the Secretary of the State Highway Commission, Salem.

EXHIBIT "I-2"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the State Highway Commission under the provisions of ORS 366.345 has authority to acquire and develop scenic places or other objects of attraction of scenic value adjacent to, along or in close proximity to State highways, or which may be conveniently reached from or by a public highway, and which will contribute to the general welfare and pleasure of the motoring public or road used; and

WHEREAS, the State Highway Commission has acquired at many places land for highway right of way which is of sufficient width for the development of such scenic places. Such scenic places are usually designated as "Highway Waysides", however, some highway wayside areas from time to time have been called parks, or by other names; and

WHEREAS, it is desirable that all waysides be designated or named as such;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED BY THE COMMISSION AS FOLLOWS:

1. That the following parcels of land are designated and set apart as waysides and are named in the manner set forth below, with their respective boundaries being established in accordance with sketch maps, marked with a specific exhibit number opposite the name of each wayside, which maps are attached hereto marked "Exhibits Nos. 1 through 68", and by this reference made a part hereof, all of which is set forth below, to wit: *

Exhibit 1	Unity Forest Wayside
Exhibit 2	Washburne Wayside
Exhibit 3	Bradley Wayside
Exhibit 4	Gearhart Ocean Wayside
Exhibit 5	Sunset Highway Forest Wayside
Exhibit 6	Bandon Ocean Wayside
Exhibit 7	Barview Wayside
Exhibit 8	Conde B. McCullough Bridgehead and Wayside
Exhibit 9	Hoffman Memorial Wayside
Exhibit 10	Simpson Wayside
Exhibit 11	Ochoco Wayside
Exhibit 12	Battle Rock Wayside
Exhibit 13	Buena Vista Ocean Wayside
Exhibit 14	Carpenterville-Brookings Forest Wayside
Exhibit 15	Geisel Monument Wayside
Exhibit 16	Port Orford Cedar Forest Wayside

EXHIBIT "I-2" (cont)

Exhibit 17	Samuel H. Boardman Wayside
Exhibit 18	Redmond-Bend Juniper Wayside
Exhibit 19	Bolon Island Tideways Wayside
Exhibit 20	Camas Mountain Wayside
Exhibit 21	Elk Creek Tunnel Forest Wayside
Exhibit 22	Hutchinson Wayside
Exhibit 23	Pass Creek Wayside
Exhibit 24	Stage Coach Forest Wayside
Exhibit 25	Umpqua Wayside
Exhibit 26	Umpqua Myrtle Wayside
Exhibit 27	Dyer Wayside
Exhibit 28	Ben Hur Lampman Wayside
Exhibit 29	Evergreen Ranch Wayside
Exhibit 30	McLeod Wayside
Exhibit 31	Prospect Wayside
Exhibit 32	Rogue River Forest Wayside
Exhibit 33	Rogue River Overlook Wayside
Exhibit 34	Tubb Springs Wayside
Exhibit 35	Peter Skene Ogden Scenic Wayside
Exhibit 36	Mackin Gulch Forest Wayside
Exhibit 37	Rough and Ready Creek Forest Wayside
Exhibit 38	Booth Wayside
Exhibit 39	Chandler Wayside
Exhibit 40	Alderwood Wayside
Exhibit 41	Blachly Mountain Forest Wayside
Exhibit 42	Darlingtonia Wayside
Exhibit 43	Hendricks Bridge Wayside
Exhibit 44	Jennie B. Harris Wayside
Exhibit 45	Joaquin Miller Forest Wayside
Exhibit 46	Muriel O. Ponsler Memorial Wayside
Exhibit 47	Alsea Bay N. Bridgehead Wayside
Exhibit 48	Boiler Bay Wayside
Exhibit 49	Depoe Bay Ocean Wayside
Exhibit 50	H. B. Van Duzer Forest Corridor Wayside
Exhibit 51	Lincoln County Ocean Wayside
Exhibit 52	Otter Crest Wayside
Exhibit 53	Rocky Creek Wayside
Exhibit 54	Seal Rocks Wayside
Exhibit 55	South Beach Wayside
Exhibit 56	South Waldport Ocean Wayside
Exhibit 57	Yachats Ocean Road Wayside
Exhibit 58	Troutdale-Sandy River Parking Wayside
Exhibit 59	Holman Wayside
Exhibit 60	East Wilson River Highway Forest Wayside
Exhibit 61	West Wilson River Highway Forest Wayside
Exhibit 62	Battle Mountain Wayside
Exhibit 63	Blue Mountain Forest Wayside
Exhibit 64	Emigrant Hill Overlook Wayside

EXHIBIT "I-2" (cont)

Exhibit 65	Ukiah-Dale Forest Wayside
Exhibit 66	Gangloff Wayside
Exhibit 67	Wallowa Lake Highway Forest Wayside
Exhibit 68	Shelton Wayside

2. That this resolution be entered in the minutes of this Commission as of the 19th day of January, 1955.

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*FOOTNOTE:

The maps referred to as Exhibits 1 through 68 mentioned in the above resolution are on file in the office of the Secretary of the State Highway Commission, Salem.

EXHIBIT "J-1"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized the Engineer to make a complete and final survey of the route and location of the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway in Klamath County; and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Klamath Falls West Side By-Pass Section of the The Dalles-California Highway, beginning at Highway Engineer's Station 0+00 near the north corporate limits of the City of Klamath Falls and extending in a southerly direction therefrom to Highway Engineer's Station 138+00 near Link River in the southern part of the City of Klamath Falls, together with the map which for identification purposes bears Map File No. 1R-5-617 and the date, January, 1955, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights-of-way pursuant to the normal and approved method.

EXHIBIT "J-1" (cont)

4. That heretofore by resolution of this Commission, dated November 3, 1948, said section of said highway was designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and for the reasons stated therein, the above-named section of State highway should be declared a "Throughway", and it hereby is directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law, except that portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a "Throughway".

5. That this resolution be entered in the minutes and records of the Commission as of the 18th day of January, 1955, as Survey Resolution No. 113.

EXHIBIT "J-2"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized the Engineer to make complete and final surveys of the route and location of the Buell Slide Section of the Willamina-Salem Highway in Polk County; the Meacham-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties; the Wilderville-Grants Pass Section of the Redwood Highway in Josephine County; and the Hess Creek (Newberg) Section of the Pacific Highway West in Yamhill County, and in connection therewith to prepare maps showing the route and location of each of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed each of said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. a. That the survey of the Buell Slide Section of the Willamina-Salem Highway, beginning at Highway Engineer's Station 255+00, a short distance south of Mill Creek Bridge, and extending in a southerly and easterly direction approximately one mile to Highway Engineer's Station 315+00, near the top of Butler Hill, together with the map which for identification purposes bears Map File No. 1R-5-624 and the date, December, 1954, hereby is approved and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

b. That the survey of the Meacham-Hilgard Section of the Old Oregon Trail Highway, beginning at Highway Engineer's Station 902+00, about one and one-half mile southeast of Meacham, and extending in a southerly and easterly direction to Highway Engineer's Station 600+00 about one mile west of the community of Hilgard, together with the map which for identification purposes bears Map File No. 1R-5-630 and the date, January, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

c. That the survey of the Wilderville-Grants Pass Section of

the Redwood Highway, beginning at Highway Engineer's Station 418+50, approximately west of the Applegate River Bridge, and extending in an easterly direction to Highway Engineer's Station 841+50, at a junction with the Pacific Highway near Grants Pass, together with the map which for identification purposes bears Map File No. 1R-5-633 and the date of January, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

d. That the survey of the Hess Creek (Newberg) Section of the Pacific Highway West, beginning at Highway Engineer's Station 825+00, at the east city limits of the town of Newberg, and extending in a westerly direction a distance of 1629 feet to Highway Engineer's Station 841+29.2, a short distance west of Hess Creek in the town of Newberg, together with the map which for identification purposes bears Map File No. 1R-5-608 and the date, October, 1954, field notes, and other engineering data submitted by the Engineer hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right-of-Way Department to proceed promptly with the acquisition of rights-of-way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission, dated November 3, 1948, said sections of said highways were designated as throughways within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and for the reasons stated therein, each of the above-named sections of State highways should be declared a "Throughway", and it hereby is directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law, except that portion of each of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a "Throughway".

5. That this resolution be entered in the minutes and records of the Commission as of the 18th day of January, 1955 as Survey Resolution No. 114.

EXHIBIT "J-3"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of the S. E. Flavel Street-Lake Road Section of the Cascade State Secondary Highway in Clackamas and Multnomah Counties, and the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County, and in connection therewith to prepare maps showing the route and location of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. (a) That the survey of the S.E. Flavel Street-Lake Road Section of the Cascade State Secondary Highway, beginning at Highway Engineer's Station 365+87.5 (S.E. Flavel Street, south limits of the City of Portland) and extending in a southerly direction to Highway Engineer's Station 468+50, which point is approximately one-quarter mile south of the Southern Pacific railroad track, north of the town of Clackamas, together with the map which for identification purposes bears Map File No. 1R-5-620 and the date December, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

(b) That the survey of the Reedville-Beaverton Section of the Tualatin Valley Highway, beginning at Highway Engineer's Station 199+74.23, about one-eighth mile west of the junction with the Beaverton-Hillsdale Highway, and extending in a westerly direction to Highway Engineer's Station 234+84.5 in the community of Reedville, together with the map which, for identification purposes, bears Map File No. 1R-5-621 and the date of December, 1954, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

EXHIBIT "J-3" (cont)

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 18th day of January, 1955, as Survey Resolution No. 115.

EXHIBIT "K"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the Highway Commission is authorized and empowered by ORS 366.475 to compile and publish with respect to the public highways of the State and with respect to public parks, recreational grounds, scenic places and other public places and scenic areas or objects of interest, data as to distances, special and peculiar advantages, historical facts and other items or matters of interest, and assemble, compile and publish such other information with respect thereto as in the opinion of the Commission will be of interest and value to the general public and road users; and

WHEREAS, in the natural course of compiling and publishing such data it is of interest and value to the general public and road users to include various pictures, scenes and photgraphs which have been obtained for and by the Director of the Travel Information Division of the Oregon State Highway Department; and

WHEREAS, many of the pictures, scenes and photographs do not have identifiable human beings thereon and many other pictures, scenes and photographs do have identifiable human beings thereon; and

WHEREAS, various corporations, associations, individuals and other parties often desire to reprint, reproduce, republish or otherwise use such pictures, scenes and photographs and request authority of the Oregon State Highway Department to reprint or reproduce such pictures, scenes and photographs; and

WHEREAS, the Highway Commission is desirous of allowing original pictures, scenes and photographs obtained by employees of the Oregon State Highway Department to be reprinted or reproduced, provided no damage or harm will result therefrom to anyone and especially to the Highway Commission, its members, officers, agents and employees.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by the Highway Commission that:

1. The Director of Travel Information of the Oregon State Highway Department is authorized and empowered to allow the reprinting, the publication, the reproduction or other use of any or all original pictures, scenes or photographs obtained by employees of the Oregon State Highway Department which do not have an identifiable human being thereon.

2. The Director of Travel Information of the Oregon State Highway Department is authorized and empowered to allow the reprinting, the publication, the reproduction or other use of any or all original pictures, scenes or photographs obtained by employees of the Oregon State Highway

EXHIBIT "K" (Cont)

Department which have an identifiable human being thereon, if in the discretion of the said Director the corporation, association, individual, or any other party is responsible and desires to use said pictures, scenes or photographs for a purpose meeting with the approval of said Director, provided there is in the files of the Oregon State Highway Department a release from the identifiable human being thereon and provided further that said Director authorizes the reprinting, reproduction, or republishing, or any other use of such pictures, scenes or photographs by an authorization explicitly setting forth the position of the Oregon State Highway Department, and the party so authorized to reprint, reproduce, republish or otherwise use such pictures, scenes or photographs assumes, by the reprinting, reproduction, republishing or other use of such pictures, scenes, or photographs, responsibility for all damages to any person resulting from such reprinting, reproduction, republishing or other use of such pictures, scenes or photographs.

3. The blank form of the authorization which the Director of the Travel Information Division, of the Oregon State Highway Department, shall properly fill in and execute shall be as follows:

AUTHORIZATION

The Oregon State Highway Commission in return for publicity value and other valuable consideration, including the promise of indemnity, on the part of, _____, as hereinafter set forth, hereby grants, insofar as it is authorized under the following release form, the right to use the pictures, scenes or photographs listed below in all editions whenever published of the book presently entitled, _____, edited by _____, such use to include only the reproduction of the pictures, scenes or photographs in the book named and in connection with the publicity and promotion of this title.

The credit line to be used is, "Photographs: OREGON STATE HIGHWAY COMMISSION".

The authority of the Oregon State Highway Commission to grant permission to use the photographs listed hereunder is founded upon, and the execution of this authorization on its behalf by the Director of the Travel Information Division constitutes affirmation by the Oregon State Highway Commission that it holds in its file, the following form of release from each person who appears in the listed pictures, excerpt:

> "In consideration of the promise of the State of Oregon, by and through its State Highway Commission, to deliver to me, free of cost, by mailing to the address below, prints of the black and white pictures taken of me, I do hereby give to the State Highway Commission, and those acting pursuant to its direction or authority, the unqualified right and permission to

EXHIBIT "K" (Cont)

reproduce, copyright, publish, circulate or otherwise use photographs, including motion pictures, taken of me in black and white or colors."

By the reprinting, reproduction, publication or other use of any of such pictures, scenes or photographs _____ agrees that it shall be responsible for all damages to any person resulting from the reprinting, reproduction, publication or other use of any of such pictures, scenes or photographs and shall hold harmless the State of Oregon, its State Highway Commission and members thereof, its officers, agents and employees against any and all claims, demands, damages, actions and costs of actions whatsoever, which they or any of them may sustain by reason of the reprinting, reproduction, publication or other use of any pictures, scenes or photographs listed hereunder.

_____ _____ _____

_____ _____ _____

OREGON STATE HIGHWAY COMMISSION

By _____
Director of Travel Information Division
Oregon State Highway Department

4. That this resolution be entered in the minutes and records of the Commission as of the 18th day of January, 1955, as Miscellaneous Resolution No. 198.

_____

EXHIBIT "L"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, pursuant to ORS 366.205, the State Highway Commission has jurisdiction and control over all state parks; and

WHEREAS, pursuant to ORS 366.345 (2), the State Highway Commission may develop, construct, improve, operate and maintain park facilities in a manner as will best afford the motoring public necessary conveniences and accommodations; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission may make regulations and provisions for the use and administration of such facilities, including reasonable charges for the use of accommodations provided in such parks and areas; and

WHEREAS, for the purpose of maintaining and operating such accommodations for the benefit of the motoring public, it is the judgment of the Commission that reasonable charges should be made; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the rates and charges so set;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. That the Commission does hereby find and declare that the following charges are reasonable, such charges being necessary to defray the cost of special services and supplies furnished in connection with the use of accommodations in certain park facilities, to wit:

OREGON STATE PARKS DIVISION
RATES FOR PARK FACILITY USE
1955

I. CAMPING FEES

A. GROUP USE - ORGANIZATIONS

1.	Silver Falls Youth Camp, Silver Falls State Park Season June 1 to Labor Day. Camper Capacity - 100	$700.00
2.	Smith Creek Youth Camp, Silver Falls State Park Season June 1 to Labor Day. Camper Capacity - 50	350.00
3.	North Falls Youth Camp, Silver Falls State Park Season June 1 to Labor Day. Camper Capacity - 150	700.00

EXHIBIT "L" (Cont)

A. GROUP USE - ORGANIZATIONS - (Cont)

4.	Intermediate permit: 2-8 weeks North Falls Camp, Silver Falls State Park per week per camper, including staff and help	$ .75
5.	Short term permit: (up to 2 weeks) Silver Falls and Smith Creek Youth Camps, Silver Falls Park	
	Opening Camp	$ 5.00
	Each person per night	.25
6.	Short term permit: (up to 2 weeks) North Falls Youth Camp, Silver Falls State Park, also at Emigrant Springs and Battle Mountain State Parks	
	Opening camp	3.00
	Each person per night	.15

Fuel, propane gas, miscellaneous materials, and breakage will be charged at cost.

B. GROUP USE - GENERAL (Any Park)

1.	Short term permit, open area group camping	
	20 persons or less - first night	3.00
	Each person per night	.05

C. Individual, Family, and Group Overnight Campers

1.	Improved camps where water, fuel, toilet, showers are provided, per night per car	1.00
2.	Unimproved camps with table, stove, but water and sanitary facilities some distance away	.75

II. BATHHOUSE FEES

A. JESSIE M. HONEYMAN STATE PARK

1.	Children 14 years of age and under	.20
2.	Over 14 years of age	.40
3.	Season Tickets - Children under 14 years of age	4.00
4.	Season Tickets - Over 14 years of age	6.00
5.	Red Cross Swimming Classes	free of charge

EXHIBIT "L" (Cont)

III. LANTERN FEES

A. LAVA CAVES PARK

1. State-owned lanterns used for visiting the caves $ .05

IV. ELECTRIC STOVE METER CHARGES

A. ANY PARK SO FACILITATED

1. Meter controlled units - approximately 30 minutes of electricity .10

OVERNIGHT CAMPING FACILITIES

1955

Rates: Charges listed are rates per night

Time limit: One week

OREGON COAST HIGHWAY - U. S. 101

Harris Beach State Park - 2 miles north of Brookings. A rugged coastal area with fine bathing beaches and hiking trails. 32 unit camp. Tables, stoves, water, restrooms, showers, laundry facilities. 27 tent camps. 5 trailer camps (with water, electricity, and waste water disposal connections) Rates $1.00 per car and $1.25 per car with trailer.

Honeyman State Park - 2.5 miles south of Florence. Magnificent coastal lake and sand dune area abounding with beautiful rhododendrons. Swimming and fishing. 35 unit camp. Tables, stoves, water, restrooms, showers, laundry facilities. 29 tent camps. 6 trailer camps (with water, electricity, and waste water disposal connections). Rates - $1.00 per car and $1.25 per car with trailer.

Neptune State Park - 3 miles south of Yachats. Magnificent rocky, coastal area. Sea fishing popular. Tables, stoves, latrines, water. 14 campsites. Rate - $.75 per car.

Big Creek State Park - 4 miles south of Waldport. Coastal area with beach access. 22 units with tables, stoves and water. Rate - $1.00 per car.

Patterson Memorial Park - 1 mile south of Waldport. Interesting sea beach area with stand of wind-depressed trees. Tables, stoves, latrines, water, 10 campsites. Rate - $.75 per car.

Beverly Beach State Park - 7 miles north of Newport at Spencer Creek. Coastal area, excellent beach. 2 unit camp. Tables, stoves, water,

EXHIBIT "L" (Cont)

restrooms, showers, laundry facilities. 10 tent camps. 12 trailer camps (with water, electricity, and waste water disposal connections) Rates - $1.00 per car and $1.25 per car with trailer.

Cape Lookout State Park - 12 miles southwest of Tillamook at south end of Netarts Bay. Scenic area, virgin sitka spruce forest, cape headland, beach, trails. 30 unit camp. Tables, stoves, water, restrooms, showers, laundry facilities. 22 tent camps 8 trailer camps (with water, electricity, and waste water disposal connections). Rates - $1.00 per car and $1.25 per car with trailer.

Short Sand Beach State Park - 10 miles south of Cannon Beach. Superb natural coastal area of rare beauty containing samples of old growth rain forest in picturesque canyons leading to the charming Smugglers Cove and Short Sand Beach. Tables, stoves, latrines, water. 18 campsites. ½ mile walk from car. Bathing, hiking, fishing, nature study. Spectacular views. Rate $.75 per car.

Saddle Mountain State Park - 8 miles northeast of Necanicum Junction in coast range. Superb scenic coastal mountain offering unusual natural features and magnificent views. Tables, stoves, latrines, water. 6 campsites. Hiking. Rate - $.75 per car.

PACIFIC HIGHWAY U. S. 99, U. S. 99E, U. S. 99W, U. S. 126

Champoeg State Park - 7 miles southeast of Newberg (99W) on east bank of Willamette River. Historic sites of 1843 provisional government meeting. Museum. Tables, stoves, water, restrooms. 6 campsites. Rate - $1.75 per car.

Williamson State Park - 12 miles northwest of Salem on State Route #221. Forested tract in Willamette Valley. Tables, stoves, water, restrooms. 6 campsites. Rate - $.75 per car.

Silver Falls State Park - off U. S. 99E (State 214) 26 miles east of Salem. Unique forested water shed of Silver Creek with 15 superb waterfalls. Hiking trails, fishing, and lodge with dining facilities nearby. 50 unit camp. Tables, wood or electric stoves, water, restrooms, showers, laundry facilities. 41 tent camps. 9 trailer camps (with water, electricity, waste water disposal connections). Rates - $1.00 per car and $1.25 per car with trailer.

Cascadia State Park - 42 miles east of Albany on State Route #20. Inviting wooded park on banks of South Santiam River Soda spring, tables, stoves, water, restrooms 15 campsites. Swimming, fishing. Rate - $.75 per car.

Alderwood State Park - off U. S. 99, (on State 36) 15 miles southwest of Junction City on Long Tom River. Water, tables, latrines, stoves. 5 campsites. Pleasant, cool forested area. Rate - $.75 per car

EXHIBIT "L" (Cont)

PACIFIC HIGHWAY U. S. 99, U. S. 99E, U. S. 99W, U. S. 126 (Cont)

Amitage State Park - 5 miles northeast of Eugene on Coburg Road. Water, tables, stoves, restroom. 12 campsites. Attractive site on tree covered banks of McKenzie River. Fishing boat landing. Rate $.75 per car.

Dorris State Park - 28 miles east of Eugene on McKenzie River on U. S. 126. Tables, stoves, latrines, water. 3 campsites. Fishing. Rate - $.75 per car.

CENTRAL OREGON ROUTES - U. S. 97, U. S. 26, U. S. 126, U. S. 395, STATE 19 and 66

Cove Palisades - 5 miles west of Culver, off U. S. 97. Spectacular river canyons offering a challenge to the fishermen. 41 unit camp (36 tent, 5 trailer). Tables, stoves, water, restrooms, showers, laundry facilities. Rates - $1.00 per car, or per car with trailer.

Cline Falls State Park - 4 miles west of Redmond on U. S. 126. On banks of Deschutes River. Tables, stoves, latrines, 4 campsites. Fishing. Rate - $.75 per car.

Booth State Park - 13 miles west of Lakeview, State Route 66. In beautiful stand of yellow pine. Tables, stoves, water, latrine. 4 campsites. Rate - $ 75 per car.

Chandler State Park - On U S. 395, 16 miles north of Lakeview. Pine forested canyon Tables, stoves, water, latrines. 5 campsites. Rate - $.75 per car.

Painted Hills State Park - 9 miles northwest of Mitchell off U. S. 26. Beautifully colored fossil bearing hills. Camping area on Bridge Creek. Tables, latrines; water must be boiled. 6 campsites. Rate - $.75 per car.

Shelton State Park - On State 19, 10 miles southeast of Fossil. Delightful forested tract in canyon of small stream. Tables, stoves, latrines, water. 4 campsites. Rate - $.75 per car.

OLD OREGON TRAIL HIGHWAY - U. S. 30

Dabney State Park - 4 miles east of Troutdale, on Scenic Route. On Sandy River. Tables, stoves, restrooms, water. 7 campsites. Rate - $.75 per car.

Benson State Park - 28 miles east of Portland on Express Route in a grove of cottonwood, alder and maple near Multnomah Falls. In the magnificent Columbia River Gorge. Tables, stoves, water, restrooms, nearby hiking trails. 10 campsites. Rate - $.75 per car.

EXHIBIT "L" (Cont)

OLD OREGON TRAIL HIGHWAY - U. S. 30 (Cont)

Viento State Park - 8 miles west of Hood River. Wooded tract alongside Viento Creek and on south bank of Columbia River. Tables, stoves, water, restrooms. 14 campsites. Rate - $.75 per car.

Ukiah-Dale Forest Wayside - 50 miles south of Pendleton on Route U S. 395. Supplies at Ukiah 1½ miles. Forest wayside on Camas Creek. Tables, stoves, water, latrines. 15 campsites. Rate - $.75 per car.

Emigrant Springs State Park - 26 miles east of Pendleton. Delightful forested park area with historic spring. Used as a campsite by emigrants on the Old Oregon Trail. 50 unit camp. Tables, stoves, water, restrooms, showers, laundry facilities. 32 tent camps. 18 trailer camps (with water, electricity and waste water disposal connections). Rate - $1.00 per car, $1.25 per car with trailer.

Hilgard Junction State Park - 8 miles west of La Grande at the junction of the Starkey Road. Pleasant camping grounds on the edge of the Grande Ronde River near the site of the Old Oregon Trail crossing. Tables, stoves, water and restrooms. 10 campsites. Rate - $.75 per car.

Red Bridge State Park - 7½ miles up Grande Ronde River from a junction 8 miles west of La Grande. Pine forested riverside tract. Tables, stoves, latrines, water. 8 campsites. Rate - $.75 per car.

Wallowa Lake State Park - 78 miles northeast of La Grande (on State Route #82), and 6 miles south of Joseph Delightful forested park at south end of magnificent Wallowa Lake. At foot of rugged Wallowa Mountains. Swimming, fishing, boating, hiking trails, horse rental nearby. 57 unit camp. Tables, wood or electric stoves, water, restrooms, showers, laundry facilities. 47 tent camps 10 trailer camps (with water, electricity and waste water disposal connections). Rates - $1.00 per car, and $1.25 per car with trailer.

Catherine Creek State Park - 8 miles east of Union on State Route #203 Pine forested tract on banks of stream. Tables, stoves, water, restrooms. 8 campsites. Fishing. Rate - $.75 per car.

2. That the above charges shall be posted within the main entrance of the above park facilities.

3. That said charges are to take immediate force and effect for the year 1955.

4. That this resolution be duly entered in the minutes and records of the Commission this 18th day of January, 1955, as Miscellaneous Resolution File No. 124.

EXHIBIT "M-1"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, the State Highway Commission on the 23rd day of June, 1954, by resolution declared the necessity for the acquisition of certain real property owned by Ruby A. Bailey, et al., bearing file No. R-21896, and situated in Section 13 and Section 24, Township 36 South, Range 15 West, W.M., Curry County, Oregon, for right of way purposes for the relocation, construction, improvement and maintenance of the Euchre Creek-Wedderburn Section of the Oregon Coast Highway, including its use for the relocation, construction, improvement and maintenance of the Curry County Road known as the Wedderburn-Giesel Monument County Road; and

WHEREAS, the said resolution declared the necessity for the acquisition or extinguishment of all rights of access to a right of way of the said relocated Euchre Creek-Wedderburn Section of the relocated Oregon Coast Highway and all of the contiguous real property of the owners, except for two rights of access to the said relocated Oregon Coast Highway for the production and transportation to market of the farm products of the owners' remaining land, for the development, harvesting and transportation to market of forest products of the owners' remaining land, and for private residential purposes, and the reserving to the State of Oregon the right, at its option, to construct a frontage road; and

WHEREAS, the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the above-mentioned rights of access to the said relocated Oregon Coast Highway and to allow the owners additional access rights to the said relocated Oregon Coast Highway via the Wedderburn-Giesel Monument County Road;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That page 13, Exhibit A, of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 23rd day of June, 1954, pertaining to the property owned by Ruby A. Bailey, et al., file No. R-21896, be and the same hereby is, amended to read as follows:

> Rights of access to the said relocated Oregon Coast Highway via the Wedderburn-Giesel Monument Curry County Road, which said Curry County Road will connect with the said relocated Oregon Coast Highway, on the easterly side thereof, opposite Highway Engineer's center line Station 1249+00.

EXHIBIT "M-1" (Cont)

2. That this amending resolution be entered in full in the minutes and records of the Commission this 18th day of January, 1955, as Condemnation Resolution No. 516.

EXHBIT "M-2"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Carlton Junction-Newberg Section of the Yamhill-Newberg Highway; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Carlton-Junction-Newberg Section of the Yamhill-Newberg Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "M-2" (Cont)

2. That the relocation, construction, improvement and maintenance of the said Carlton Junction-Newberg Section of the Yamhill-Newberg Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the lease private injury or damage

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 18th day of January, 1955, as Condemnation Resolution No. 529.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 529, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-3"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the State Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing of any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct, improve and maintain the Washburn-North Plains Section of the Wilson River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "M-3" (Cont)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction, improvement and maintenance of the said Washburn-North Plains Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the establishment, construction, improvement and maintenance of the said Washburn-North Plains Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "M-3" (Cont)

5. That this resolution be entered in full in the minutes and records of the Commission this 18th day of January, 1955, as Condemnation Resolution No. 544.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 544, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-4"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites, or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any State highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final

determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon

6. That this resolution be entered in full in the minutes and records of the Commission this 18th day of January, 1955, as Condemnation Resolution No. 662.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 662, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-5"

Minutes of January 18 and 19, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Weston-Weston Mountain Section of the Weston-Elgin Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Weston-Weston Mountain Section of the Weston-Elgin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or the reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "M-5" (Cont)

2. That the relocation, construction, improvement and maintenance of the Weston-Weston Mountain Section of the Weston-Elgin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 18th day of January, 1955, as Condemnation Resolution No. 663.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 663, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
March 2, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Ben R. Chandler, Chairman, was excused from attending this meeting.

At the request of Commissioner Reynolds, Mr. R. H. Baldock, State Highway Engineer, explained briefly two plans that are being considered by Congress to provide an increased amount of Federal Funds to assist the States in highway construction, one plan being embodied in the provisions of Senate Bill S-1048, known as the Gore Bill, and the other plan being covered by the provisions of Senate Bill S-1160, known as the Administration Bill. He gave as his feeling that Bill S-1160 is the better of the two because it provides more Federal funds and requires less State match funds. For instance, the Gore Bill provides $23,300,000 of Federal funds and requires $12,500,000 of State match funds per year while the Administration Bill provides $40,700,000 of Federal funds and requires only $7,000,000 of State match money per year. In addition the Administration Bill would reimburse the State for State funds, both bond and current funds, expended in the building of US99 and US30 to the high standards used, to approximately $50,000,000.

Bids for highway construction, as follows, were then opened and read aloud by the Secretary, who announced that the Commission would award contracts at 4:30 p.m. in the same room:

CLACKAMAS COUNTY
GRADING AND PAVING ROCK CREEK-DAMASCUS SECTION OF THE CLACKAMAS-BORING COUNTY ROAD

K. F. Jacobsen & Co., Inc., Portland	$148,125.00
Vernie Jarl, Gresham	153,905.50
Warren Northwest, Inc., Portland	155,845.50
Acme Construction Co., Eugene	163,710.00
Logan Taylor & Co., Portland	167,436.50
E. C. Hall Co., Portland	168,637.00
Portland Road & Driveway Co., Portland	171,799.00
Babler Bros. Inc., Portland	175,816.00

COLUMBIA COUNTY
NORTH SCAPPOOSE CREEK BRIDGE ON PITTSBURG-SCAPPOOSE ROAD

Frank Watt Construction Co. and S & D Construction Co., Portland	$16,710.00
Johnson & Amens, McMinnville	19,007.50
United Builders, Inc., Beaverton	19,905.00
Orlando C. Bennard, Portland	20,035.00
Pettijohn Engineering Co., Portland	22,205.00
Babler Bros., Inc.	22,210.00
Valley Construction Co., Portland	22,305.00
Charles R. Schmiedeskamp, Portland	22,765.00
L. B. Read, Portland	22,999.00
General Construction Co., Portland	23,105.00
C. J. Eldon, Portland	23,830.00
Tomlinson & Buckmaster, Portland *	24,340.00
Schrader Construction Co., Portland	25,480.00
James & Yost, Portland	26,912.50

* Bidder will accept only one project.

COOS COUNTY
MCCULLOUGH BRIDGE PAINTING ON OREGON COAST HIGHWAY

A. H. Barbour & Son, Inc., Portland	53,340.00
Tri-State Painting Co., Portland	56,000.00
J. E. Brown, Portland	64,560.00
C. H. Savage Co., Portland	66,130.00
Chas. Murphy, San Francisco, California	77,405.00

DOUGLAS COUNTY
UMPQUA RIVER BRIDGE PIER PROTECTION ON OREGON COAST HIGHWAY

Tom Lillebo, Reedsport	24,210.00

DOUGLAS COUNTY
FOREST BOUNDARY SLIDE CORRECTION, WINCHESTER BAY-FOREST BOUNDARY SECTION OF THE OREGON COAST HIGHWAY SOUTH OF WINCHESTER BAY

DenHerder & Strobel Contractors, Medford	22,194.50
Henry H. Miller Construction Contractor, Roseburg	25,517.50
Pioneer Construction Company, Portland	28,772.50
Martin Kincheloe, Myrtle Point	29,125.00
Coos Bay Dredging Co., Inc., Coos Bay	29,663.50
Glen Ousley, Eugene	30,500.00
M. L. ONeil & Son, Eugene	31,110.00
S. W. Groesbeck, Eugene	33,730.00
Asphalt Paving Co., Klamath Falls	34,920.00

March 2, 1955

JACKSON COUNTY
MEDFORD TRAFFIC SIGNALS ON PACIFIC HIGHWAY

Trowbridge & Flynn Electric Co., Medford	$15,593.00
Rochat Electric, Portland	17,488.00
Anderson & Torretta, Walla Walla, Washington	22,633.18

JACKSON COUNTY
LITTLE APPLEGATE RIVER AND STAR GULCH BRIDGES ON THE UPPER APPLEGATE COUNTY ROAD

Frank Watt Construction Co. and S & D Construction Co., Portland	25,450.00
Johnson & Amens, McMinnville	27,725.00
R & M Construction Co., Central Point	28,004.80
Ausland Construction Co., Grants Pass	28,166.00
Archie L. Purdy, Central Point	28,373.00
C. P. Patterson, Redmond	28,619.00
E-W Construction Co., Eugene	29,267.00
H. Barnhart, Medford	30,701.00
Minshall Construction Co., Jacksonville	31,458.00
George E. Berry, Beaverton	33,265.00
The Central Heating Co., Oregon Ltd., Eugene	33,888.00
Dodson & Clark, Ashland	36,652.00
Tomlinson & Buckmaster, Portland*	37,310.00

* Bidder will accept only one project.

LANE COUNTY
PAVING GOSHEN-COTTAGE GROVE UNIT, GOSHEN-DIVIDE SECTION OF PACIFIC HIGHWAY

Max J. Kuney Co., Inc., Spokane, Washington	740,550.00
T. C. Wildish, Eugene	814,245.00
Rogers Construction Co., Portland	828,767.50
E. C. Hall Co. and J. C. Compton Co., Portland	859,407.00
Warren Northwest, Inc., Portland	860,130.50
The Central Heating Co., Oregon Ltd., Eugene	872,615.00
J. N. Conley, Portland	899,012.50
Acme Construction Co., Eugene	914,262.50
J. Ira McNutt, Springfield	976,080.00

LANE COUNTY
COTTAGE GROVE (NORTH RIVER ROAD) PAVING PROJECT

Rogers Construction Co., Portland*	9,360.00
T. C. Wildish, Eugene*	9,875.00
J. N. Conley, Portland*	10,490.00
E. C. Hall Co. and J. C. Compton Co., Portland*	10,585.00
Acme Construction Co., Eugene*	10,730.00

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Cottage Grove Paving Project (cont)

The Central Heating Co., Oregon Ltd., Eugene*	$11,067.50
J. Ira McNutt, Springfield*	11,070.00
Warren Northwest, Inc., Portland*	11,187.50
F. H. McEwen, Eugene 1/	13,292.50
Porter W. Yett, Portland 1/	13,736.00

* Will not accept this bid unless also awarded bid for Goshen-Cottage Grove Unit.
1/ Bids rejected as too high.

LANE COUNTY
SALT CREEK BANK PROTECTION, EAGLE CREEK-TWIN CREEK SECTION OF WILLAMETTE HIGHWAY

F. L. Somers, Medford	63,400.00
E. C. Hall Co., Portland	64,100.00
S. W. Groesbeck, Eugene	66,100.00
Asphalt Paving Co., Klamath Falls	67,320.00
Kuckenberg Construction Co., Portland	68,400.00
F. H. McEwen, Eugene	73,100.00
Inter City Sand & Gravel Co., Inc., Eugene	76,180.00
Floyd Graham Construction Co., Lebanon	86,700.00

MALHEUR COUNTY
GRADING AND OILING AROCK-HIGHWAY JUNCTION SECTION OF AROCK COUNTY ROAD

C. E. Leseberg, Nyssa	61,920.00
Babler Bros., Inc., Portland	65,119.00
Anlicker & Robinson, Bend	68,426.00
Rogers Construction Co., Portland	69,028.00
Eagle Construction Co., Inc., Boise, Idaho	69,252.00
Russell Olson Construction Co., Inc., Pendleton	71,573.00
Don Green & M. K. Buick, Salem	75,939.00

POLK COUNTY
GRADING AND PAVING MILL CREEK-RED PRAIRIE ROAD SECTION OF WILLAMINA-SALEM HIGHWAY

Stevenson Construction Co., Salem	84,309.00
Central Paving Co., Independence	87,227.00
Warren Northwest, Inc., Portland	92,046.00
D. F. McKenzie, Salem	93,795.00
The United Contracting Co., Portland	94,103.50
K. F. Jacobsen & Co., Inc., Portland	95,104.00

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TILLAMOOK COUNTY
GRADING AND PAVING WEST SLOPE UNIT2, SUMMIT SECTION OF THE WILSON RIVER HIGHWAY

Grimstad & Vanderveldt, Astoria	$20,691.60
Oregon Asphaltic Paving Co., Portland	23,336.40
K. F. Jacobsen Co., Inc., Portland	25,890.50

TILLAMOOK COUNTY
GRADE WIDENING AND SURFACING YACH BRIDGE-WEED BRIDGE SECTION OF THE LITTLE NESTUCCA HIGHWAY

Glen Ousley, Eugene	16,475.00
Stevenson Construction Co., Salem	18,107.50
M. L. O'Neil & Son, Eugene	19,637.50
Calkins Crushing Co., Oceanlake	20,250.00
A. H. Saxton & Son, Corvallis	20,750.00
C. J. Eldon, Portland	21,250.00
P. C. Knox, Gladstone	21,500.00
Kuckenberg Construction Co., Portland	21,900.00
Asphaltic Paving Co., Klamath Falls	32,200.00

UMATILLA COUNTY
GRADING AND PAVING; REOILING RIETH HILL AND STANFIELD JUNCTION-CATHOLIC MISSION SECTIONS OF OLD OREGON TRAIL

Vernie Jarl, Gresham	95,979.00
Barney B. Helser, Beaverton	98,782.00
Arthur Simonsen & Co., Baker	102,947.00
Rogers Construction Co., Portland	107,267.00
Morrison & Lamping, Walla Walla, Washington	112,085.00

UMATILLA COUNTY
SAND STATION GUARDRAIL PROJECT ON COLUMBIA RIVER HIGHWAY

T. W. Thomas, Portland	3,075.00
Vern Hoaglin, Beaverton	3,270.00
A. C. Bubak, Woodburn	3,300.00
Morrison & Lamping, Walla Walla, Washington	3,630.00
Carl Andersen, Walla Walla, Washington	4,110.00
R & W Construction Co., Auburn, Washington	4,200.00
R & M Construction Co., Central Point	4,785.00
McWaters & Bartlett, Boise, Idaho	5,100.00
Otis Williams & Co., Kennewick, Washington	5,250.00

UMATILLA AND MORROW COUNTIES
IRRIGON-COLD SPRINGS ROCK PRODUCTION ON COLUMBIA RIVER, HERMISTON AND PENDLETON-COLD SPRINGS HIGHWAYS

Arthur Simonsen & Co., Baker	20,010.00
Barney B. Helser, Beaverton	20,250.00

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Irrigon-Cold Springs Rock Production Project (cont)

E. H. Itchner Co., Molalla	$ 20,250.00
Vernie Jarl, Gresham	20,920.00
Calkins Crushing Co., Oceanlake	27,000.00

UMATILLA AND UNION COUNTIES
WESTON MOUNTAIN-LITTLE PHILLIPS CREEK REOILING PROJECT

Russell Olson Construction Co., Inc., Pendleton	21,571.00
Babler Bros., Inc., Portland	23,806.00
Oregon Asphaltic Paving Co., Portland	24,420.00
Morrison & Lamping, Walla Walla, Washington	25,660.00
Harr & Horton, Portland	27,282.00
Central Paving Co., Independence	27,990.50
J. C. Compton Co., McMinnville	29,120.00

WALLOWA COUNTY
HURRICANE CREEK BRIDGE

Frank Watt Construction Co. and S & D Construction Co., Portland	8,550.00
Jackson & Ray, Hermiston	11,025.00
Marshall Construction Co., Hermiston	11,630.00
Tomlinson & Buckmaster, Portland*	13,640.00

* Bidder will accept award of only one project.

YAMHILL COUNTY
GRADING AND PAVING HESS CREEK (NEWBERG) SECTION OF THE PACIFIC HIGHWAY

Stevenson Construction Co., Salem	136,355.50
T. W. Thomas, Portland	142,867.40
Babler Bros., Inc., Portland	159,358.00
Walter Goodat	169,977.00
C. J. Eldon, Portland	187,793.60

The Commission approved the minutes of the meeting held January 18 and 19, 1955.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following matters:

1. Request of Mr. Leonard F. Van Leuven for permission to establish a novelty concession in a small state-owned building at Lava Caves State Park: The Parks Superintendent recalled that a concession was permitted in Lava Caves Park a number of years ago and

there was no objection to the operation. Mr. Van Leuven, he stated, plans to sell novelties constructed of juniper and other materials, also post cards, candy bars, gum, pop, et cetera, and has offered to pay as rental ten per cent of the proceeds. It was his thought that the concession would not be a detriment to the park and he recommended that Mr. Van Leuven be allowed to operate the concession during the 1955 season on the terms previously mentioned which will be covered in more detail by a formal agreement. The Commission accepted his recommendation.

2. Proposed state park at Susan Creek on the North Umpqua River, about 30 miles east of Roseburg in Douglas County: The Parks Superintendent stated that, in compliance with the Commission's instructions at the last meeting, he contacted members of the Douglas County Court concerning acquisition of this area and was advised by letter that the county-owned lands in that area would be made available. He pointed out that a considerable portion of the area needed for park purposes is O & C land owned by the federal government. Under provisions of a 1954 Federal law, the land cannot be purchased or leased but must be set aside for park purposes either under the Recreation Act or by Presidential Order, and application for the land has been filed with the Bureau of Land Management. Also, Douglas County has obtained use of some of the federal land under a Special Use Permit obtained prior to the passage of the 1954 Federal law, which the County will turn over to the State. He recommended that the area be acquired and formally designated as a state park. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission also authorized an expenditure of $2,000 in the year 1955 for maintenance of the park.

3. Offer of Mrs. W. S. Sickels to sell to the State for park purposes 3.83 acres of land which lies within the boundaries of the City of Bandon: The Parks Superintendent reported that this land provides a beautiful overlook from which the beach and off-shore rocks may be viewed but is located approximately 1.5 miles north of the area recently purchased for state park purposes at Bandon Beach. The Sickels property, he stated, while desirable from the view standpoint, cannot be used to good advantage for any other purpose. He also said the asking price of $7,500, or approximately $2,000 per acre, is not out of line, but in his estimation, it would be of greater benefit to the public to develop the recently acquired area than to acquire an additional area. He recommended that the Sickels property not be purchased at this time. The Commission adopted the recommendation.

4. Request of State Representative Thomas R. McClellan for repairs to the Yaquina lighthouse building in order to retain its present appearance as an attraction to tourists in Yaquina Bay State Park. The Parks Superintendent recalled several requests from the Lincoln County Historical Society that the lighthouse building remain intact,

and that the Commission granted the Society until the end of the present legislative session to raise the necessary funds to provide for rehabilitation of the structure. Mr. McClellan, he stated, indicates that the majority of the people interested in retaining the building will be satisfied if the building is left in its natural state without rebuilding in any way that would require expenditure of a considerable amount of money.

With this procedure in mind, the Parks Superintendent stated that the cost of reroofing, replacing windows, and repairing the building sufficiently so that it will stand in its present condition, plus some landscaping, would be approximately $2,000. This expenditure, he pointed out, is merely to keep the building in a standing position and is based on the premise that people will not be allowed in the building. The expenditure of this money, he added, will keep the structure as a tourist attraction and will eliminate the danger to visitors as long as they are not allowed within the building. He recommended, therefore, that the improvements be made as outlined. The Commission accepted his recommendation.

5. Proposed easement covering diversion of water and a ditch across a small portion of the Idaho Methodist Conference property adjoining Wallowa Lake State Park: This easement, the Parks Superintendent explained, was obtained by the State Game Commission in the name of the Highway Commission to provide primarily a spawning ground for fish. The 1955 budget, he said, contains an item for diverting some water from the Wallowa River to the Wallowa Lake State Park, which involves diversion at two places, one a short distance south of the State property, and the other a short distance above the outlet on the State property. It was his thought that the diversion of the water will not only be an added attraction to tourists, but will also provide spawning grounds for fish. He recommended that the easement be approved so that work may be started. The Commission approved the recommendation.

6. Request of Depoe Bay Chamber of Commerce for installation of an information booth on the west side of the Oregon Coast Highway in Depoe Bay: The Parks Superintendent stated that the Chamber of Commerce wants to install a small booth, 4 feet x 4 feet, 16 feet north of the steps leading to the park area, to be used from Memorial Day through Labor Day. He gave as his opinion that the location of the booth will be objectionable from the standpoint of use of the area as a park and will detract from the scenic view; moreover, it could lead to demands for installation of other facilities. The Commission accepted his recommendation that the request be denied.

7. In discussing the development of state park property at Depoe Bay, Commissioner McIver brought up the matter of constructing a building on the Moore property at the outlet of the bay which would provide not only rest room facilities as requested by residents of Depoe Bay, but would also provide a view point to see the ocean and as a concession building to be operated in a manner similar to the one at Crown Point on the Columbia River Highway. The Chief Counsel commented that Mrs.

Moore, who owns the property referred to, has plans to construct a gift shop and restaurant on the property this coming summer, and has indicated that she does not wish to sell the land but will give the State an easement for the portion that she does not need in the development of her plans. The Engineer objected to the placing of State buildings on land which has not been acquired outright by the State. He suggested that a building to house toilet facilities be constructed at the location previously agreed upon as soon as the Depoe Bay people can furnish a proper agreement to provide for its maintenance. The Chief Counsel observed that to obtain the Moore property it will probably be necessary to condemn it, and he felt that the cost would be very high. As a result of the discussion, the Commission instructed the Right of Way Engineer to obtain appraisals on the Moore property and, if possible, to get Mrs. Moore's price for which she will sell it. The Commission stated a desire to inspect the location before taking final action.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway improvements and for other purposes. After careful consideration, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer requested authority to negotiate the purchase of properties for which no specific authority previously has been granted, as follows:

COUNTY AND SECTION	FILE NO. AND NAME	PURPOSE	HIGHWAY
BAKER			
Huntington Section	22308- Mack	Cinder Pit	Old Oregon Trail
LANE			
	22508- Bryant	Right of Way	McKenzie

The Commission approved the request.

A report on miscellaneous properties sold since the last Commission meeting was also submitted by the Right of Way Engineer and accepted by the Commission. (For a list of the properties sold, see copy of the report prepared by Mr. C. W. Parker, Property Manager, dated March 2 and 3, 1955, filed in the Secretary's office under the heading "Miscellaneous Sales").

March 2, 1955

Changes in location of several access points heretofore authorized were presented by the Right of Way Engineer who explained that except for the Nellie Fromm and the Mark properties the changes are in location only, and in no case is additonal access being granted. Concerning the Nellie Fromm property and the Mark property, he said that the changes involve type of usage only in order to allow the Bonneville Power Administration to use the existing access in connection with the maintenance and operation of its power transmission line. The Commission approved changes in access on the following properties:

a. Smith property, File 19125, on the Medford County Farm Section of the Pacific Highway in Jackson County: Change in location only.

b. Nellie Fromm property, File 3257 and L-1968, on the Brush Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County: Change in use of access only.

c. Mark property, File 20202, on the Rinehart Creek-Frankport Unit of the Oregon Coast Highway in Curry County: Change in use of access only.

d. Moore property, File 21846, on the Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco County: Change in location only.

e. Thomas property, File 18332, on the Medford County Farm Section of the Pacific Highway in Jackson County: Change in location only.

f. Zell property, File 19736, on the Onion Flat-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County: Change in location only.

Consideration was given to an option secured from R. H. Gollihur for property on the Sylvan Section of the Sunset Highway in Multnomah County The Right of Way Engineer recommended that this option in the amount of $10,746 be rejected as it is entirely too high. The Commission rejected the option.

Consideration was given to an easement obtained from the Southern Pacific Company which would allow the State Highway Commission to construct a dike on railroad property on the Goshen-Divide Section of the Pacific Highway in Lane County. Based on the Right of Way Engineer's favorable recommendation, the Commission approved the easement.

In connection with the project for the Hess Creek Fill on US99W in Newberg, the Right of Way Engineer requested authority to pay $500 to the Spaulding Pulp and Paper Company for approximately 65,000 cu. yds. of borrow material to be removed from the Company's property and used

in the Hess Creek Fill Project. The Commission approved the payment.

The matter of reconveying a parcel of property to Albert Johnson on the Tigard-Newberg Section of US99W in Washington County was considered. The Right of Way Engineer explained that due to a change in design of the highway, it is not necessary to secure anyof the property from Mr. Johnson as was originally contemplated. The original transaction, he stated, has not been completed and no consideration has been paid to Mr. Johnson. He recommended that the property acquired from Mr. Johnson and not needed for highway purposes be reconveyed to him by quitclaim deed. The Commission approved the recommendation.

The Right of Way Engineer requested permission to sell by public auction portions of Lots 2 and 3 of Block 9 in the original townsite of Florence on the Oregon Coast Highway. This property, he stated, no longer is required for highway purposes and he recommended that it be sold for a price not less than $2,000 and without access to the Oregon Coast Highway. The Commission approved the sale by adopting the attached resolution relative thereto, marked EXHIBIT "B-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a claim filed by Mr. M. T. Wymore for damages to his home which was moved to accommodate construction of the Portland-Salem Expressway. The Right of Way Engineer advised that Mr. Wymore, whose property lies on the Gervais-Hayesville Section was requested by the State to move his house. The moving was done under Mr. Wymore's direction, and Mr. Wymore released his moving contractor; however, later the house settled badly on its new foundation, and Mr. Wymore is now asking payment of $500 as damages. He recommended payment of the claim in such amount. The Commission approved the payment.

Sale of 1.456 acres of land located on the Powell Butte Secondary Highway in Crook County to Mr. and Mrs. L. W. Whitsett was discussed. The Right of Way Engineer explained that when the property was purchased for a quarry site there was some misunderstanding as to just where the property line was located, and it later developed that the description included some level land under irrigation which was not considered in the negotiations. The State paid for the property at the rate of approximately $50 per acre. The Right of Way Engineer recommended that the property be sold back to the original owners for the sum of $60. The Commission approved the recommendation.

The Right of Way Engineer requested confirmation of a sale by public auction of 0.74 acre of excess right of way located on the Chrome-Coquille Section of the Oregon Coast Highway in Coos County. He commented that the State purchased the land at the rate of $150 per acre whereas this sale is at the rate of approximately $700 per acre. He recommended that the property be sold to the high bidder, Vera Shaw, at her offer of $525, with complete restriction of access to the highway.

The Commission confirmed the sale.

Consideration was given to a request from the City of Portland that the Highway Commission consent to vacation of portions of N. E. 49th Avenue, N. E. 52nd Avenue, and N. E. Oregon Street, and convey to the City a strip of land for street purposes that connects N. E. Oregon Street with N. E. 49th Avenue. The Right of Way Engineer explained that the reason for this vacation is to remove from the City street system that portion that will be closed by the new right of way of the Union Pacific Railroad along T. H. Banfield Expressway. The Commission deferred action on this matter because some of the property is involved in condemnation proceedings which should be resolved before action is taken.

Also considered by the Commission was a request from the City of Portland for the vacation of a portion of 91st Avenue and N. E. Wasco Street that lies within the area of the Union Pacific's new team track site which was moved on account of construction on the T. H. Banfield Expressway, and a request that the Commission deed to the City a strip of land connecting N. E. 91st Avenue with N. E. Halsey Street to replace the area vacated. The Commission approved both requests.

The Right of Way Engineer reported that the State Industrial Accident Commission inspected the electrical wiring in the State owned Howard Cooper Building in Portland and found that it had not beeninstalled in compliance with the wiring code of the City of Portland in that no provision has been made for adequate grounding of outlets used for portable electrical tools. An investigation, he said, indicates that it will cost approximately $200 to take care of the 70 outlets,and he recommended that the Commission grant authority to perform the work at a cost not to exceed such sum. The Commission accepted the recommendation.

The Commission considered a form of agreement with the City of Newberg concerning construction of the Hess Creek-Newberg Section of the Pacific Highway West in Newberg. It was pointed out that the agreement provides that the City of Newberg shall convey to the State right of way necessary for this project, and in return the State shall contribute a maximum sum of $7,946.50 toward the cost to relocate a city water main which lies underneath the new fill, and shall perform other items of construction and landscaping. The Commission approved the agreement upon recommendation of the Engineer.

The Commission discussed the matter of reconveying to J. D. and Christine W. Douglas, 9.85 acres of land included in a gravel bar on the Sams Valley Secondary Highway that was acquired from them in 1948 as a source of gravel. The Right of Way Engineer pointed out that the option provided that if and when the State no longer needed the property it would be deeded back to the grantors; also, that it provided that the State would construct and maintain a revetment along the river frontage until such time as the property reverts to the grantors. The property, he said, no longer is of value to the State, and he suggested that it be reconveyed to the former owners at this time in order to relieve the State from its obligation with res-

pect to the revetment. The Commission adopted the suggestion and ordered the property deeded back to the Douglases for a consideration of $1.00.

Upon the Right of Way Engineer's favorable recommendation, the Commission granted to Mr. John G. Bolter the right to operate his farm equipment across the Sherman Junction-Willowdale Section of The Dalles-California Highway at Station 419+00, said crossing being beneath a bridge structure that the Highway Department is now constructing at this point.

Consideration was given to the sale of a stand of timber on highway right of way that was acquired for a proposed extension of the Little Butte Secondary Highway in Jackson County, particularly in the South half of the Southwest quarter of Sec. 34, T. 36 S., R. 3 East, W.M. The Right of Way Engineer advised that the stand consists of 103.5 MFBM of Douglas Fir, Yellow Pine, and Incense Cedar, and that cruisers feel that the timber is worth a minimum price of $1,068.50. He requested permission to offer the timber for sale by oral bidding for a minimum price of $1,068.50. He also commented that the timber outside the right of way is being logged at the present time by a private operator. The Commission authorized the sale as requested.

The matter of closing an option obtained from Walter E. Mack in the amount of $2,500 for property needed for the Winchester-Garden Valley Road Section of the Pacific Highway in Douglas County was discussed by the Commission. The Right of Way Engineer gave as his opinion that the price of $2,500 is entirely out of line and that the property is not worth more than $800. He recommended rejection of the option. The Commission adopted the recommendation.

The Commission discussed and approved a lease agreement with Ernest and Mary Fernau whereby the Fernaus lease from the State certain motel and restaurant property owned by the State at Jefferson Junction on the Pacific Highway East, south of Salem. The lease begins on February 1, 1955, on a nonrevocable basis, but after January 31, 1956 is revocable by either party upon giving 90 days' notice. The consideration involved is $150 per month during the time that the lease is in effect.

The Commission considered and approved two permits from the Bonneville Power Administration whereby the State is allowed to use portions of the Power Administration right of way for highway construction; one concerns the Pendleton-Deadman's Pass Section of the Old Oregon Trail and the other the Clatskanie-Delena Section of the Columbia River Highway.

The Commission discussed a request from Fred Meyer, Inc. for a change in access control on T. H. Banfield Expressway at the intersection of N. E. Halsey Street and N. E. 99th Avenue, Portland. It appears that presently a right of way fence is being constructed along the south side of the off-ramp from the expressway to N. E. Halsey Street at 99th Avenue, and it is contemplated to continue the fence to a point where the west line of 99th Avenue intersects the south line of Halsey Street which will require

traffic from the ramp to enter Halsey Street before turning into 99th Avenue enroute to the shopping center that is being constructed by Fred Meyer Company on the east side of 99th Avenue just south of Halsey Street. In his request Mr. Meyer points out that Multnomah County owns a triangular parcel of ground at the southwest corner of this intersection which was conveyed to the County by Gill Brothers Seed Company in order to provide a roadway for traffic from the ramp to enter 99th Avenue without encroaching on Halsey Street. He asks that the right of way fence be constructed along the south line of this triangular tract so traffic from the ramp can enter 99th Avenue without interfering with Halsey Street traffic. The Engineer exhibited a map showing the intersection and the triangular tract referred to by Mr. Meyer, and he recommended approval of Mr. Meyer's request on the condition that no access of any kind to Banfield Expressway and its connections across the triangular tract shall be allowed. The Commission adopted the recommendation and so ordered.

Consideration was given to a form of agreement with the Bureau of Public Roads in which the State agrees to pay the cost of borrow materials and gravel surfacing materials needed on the Deception Creek-Oakridge Section of the Willamette Highway in Lane County. The Right of Way Engineer explained that this is a Forest Highway Project being constructed by the Bureau of Public Roads using Forest Highway Funds; further, that in removing the materials, the Bureau of Public Roads' contractor inadvertently took about 35,000 cubic yards from private property thinking it was government owned land. In the past, he said it has been the practice to acquire sources of construction materials for the Bureau when privately owned land is involved and he recommended that the same procedure be followed in this instance. He gave as his feeling that it may cost the State about 10 cents per cubic yard for the material taken. The Commission approved the agreement, and ordered that settlement with the owner be negotiated on the best possible terms.

The Right of Way Engineer brought up for discussion the procedure to be followed in securing independent appraisals of property being acquired for highway and other purposes. He pointed out that it has been the practice, based upon instructions issued several years ago, to secure one independent appraisal of property that is valued between $10,000 and $20,000, and two appraisals of property that is valued above $20,000. Cost of such appraisals, he said, has been approximately one per cent of the cost of the property. He mentioned that independent appraisals in the past have been very valuable in condemnation cases, as it seems that juries place considerable confidence in values determined by disinterested parties. The Commission affirmed its approval of the procedure now being followed.

Commissioner Reynolds inquired as to how much money has been invested in right of way for uncontracted projects. The Right of Way Engineer was instructed to check the records and render a report at the next meeting.

The Commission discussed with the Engineer and the Right of Way

Engineer the status of construction projects for which bids are to be received at the April contract letting, particularly whether or not award of any of the projects will be delayed by lack of right of way. The Right of Way Engineer advised that right of way for projects that are now being considered for advertising will be clear.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other highway purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Buell Slide Unit, Buell-Salt Creek Section of the Willamina-Salem Highway

R 22672- Oscar Parker and Charles Parker
Right of Way (Polk)
0.82 acre

Sylvan Section of the Sunset Highway

R 20607- Aloysius Raab
Right of Way (Multnomah)
967 square feet

R 20651- Anna Aglesheimer
Right of Way (Multnomah)
255 square feet

R 20866- Anna Kelly Algesheimer and Mary Kelly Ross
Right of Way (Multnomah)
50 square feet

R 22183- R. H. Gollihur
Right of Way (Multnomah)
1771 square feet

Hess Creek-Newberg Unit, Middleton-Newberg Section of the Pacific Highway West

R 1864- Howard Bennett
Yamhill
Parcel No. 1: 4155 square feet for right of way
Parcel No. 2: 100 square feet for easement to construct fill

R 22470- Roy L. Hembree
Right of Way (Yamhill)
230 square feet

Hess Creek-Newberg Unit, Middleton-Newberg Section of the Pacific Highway West (cont)

R 22471- Paul D. Dent, Roy L. Hembree, Ernest Smith and Carl S. Calef
Right of Way (Yamhill)
680 square feet

R 22472- Paul D. Dent
Right of Way (Yamhill)
5100 square feet

R 22474- Florence K. Newlin
Right of Way (Yamhill)
3473 square feet

R 22475- William M. Kletzer
Right of Way (Yamhill)
3220 square feet

R 22476- Carl Willard Carlson
Right of Way (Yamhill)
3645 square feet

R 22477- Thomas D. Yarnes
Right of Way (Yamhill)
3254 square feet

R 22478- Annette Godwin
Right of Way (Yamhill)
3270 square feet

Greggs Creek-Wedderburn Section of the Oregon Coast Highway

R 22952- S. O. Newhouse
Drainage easement (Curry)
0.006 acre

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

L 2322- Kate L. Bailey, et al.

Tualatin River-Middleton Section of the Pacific Highway West

L 2350- Clark L. Johnston, et al.

L 2351- Agnes M. Hite, et al.

March 2, 1955

The Commission approved the request by adopting the attached resolutions relative thereto, marked EXHIBITS "H-1" through H-5 ", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried in court by his staff since the January meeting of the Commission, as follows:

1. State vs. Tom Wymore, et al., L-2145 (R-20906), for 0.38 acre needed as right of way for the Hayesville Junction-Wilsonville Junction Section of the Portland-Salem Expressway. The State offered to pay $950 for this property, which offer the defendants rejected and demanded the sum of $6,800, later reduced to $5,500. The jury returned a verdict in the sum of $4,500 plus attorneys' fees in the amount of $1,000.

2. State vs. Margaret M. Parson, L-2048 (R-19821), for 4.52 acresneeded as right of way for the Washburn-North Plains Section of the Wilson River Highway in Washington County. An offer was made for this property in the sum of $8,700 which was refused, the defendants demanding the sum of $41,000, later reduced to $24,900. The jury returned a verdict in the sum of $8,000.

3. State vs. Arthur R. Wecks, et al., L-2182 (R-21569), for 13.10 acres needed as right of way for the Shady Point-Booth Ranch Section of the Pacific Highway in Douglas County. The sum of $3,500 was offered for this property and rejected by the defendants who demanded the sum of $8,000. The jury returned a verdict in the amount of $5,500.

4. State vs. James Arthur Lyons, Jr., et al., L-1996 (R-15871), for approximately one acre required for right of way on Unit No. 2 of the T. H. Banfield Expressway in Portland, plus 640 square feet for an easement. The State offered to pay $52,500 for this property, which offer the defendants refused, demanding the sum of $85,000. The jury returned a verdict in the amount of $48,100.

5. Peninsula Drainage District No. 2 vs. City of Portland and State of Oregon, L-1851, to foreclose Drainage District assessments on property located near the intersection of Union Avenue and Denver Avenue in the City of Portland. The Drainage District assessments were made while United States was owner of the property for a period of about three years. Subsequently the United States conveyed approximately 95 acres to the City of Portland and approximately 25 acres to the State of Oregon. Suit was to determine whether or not the Drainage District may lawfully levy assessments against property owned by the United States. On January 19, 1955, the court handed down its decree in favor of the defendants, holding that the purported Drainage District assessments by the plaintiff against the property owned by the State and the City of Portland are void and of no force and effect.

6. State vs. E. J. Munson, et al., L-2294, for the purpose of collecting from the defendant the sum of $928.50 due on a contract for the sale of timber in the Van Duzer Corridor in Tillamook and Lincoln Counties. The defendants failed to appear in the case and the court granted a default judgment in favor of the State for the amount claimed by the State.

7. State vs. State Construction Company, et al., L-1744, to recover from the defendants the sum of $8,634.95, being the amount of the bid bond given by the State Construction Company with its bid for construction of the piers for the Marion Street Bridge in the City of Salem. Case was first tried on May 26, 1952, resulting in a judgment in favor of the defendants. An appeal to the Supreme Court was made and a decision rendered on February 23, 1955 reaffirming the verdict of the lower court.

(For details in these cases, see copy of the Chief Counsel's letter to the Commission, dated February 24, 1955, in the General Files).

The Commission also considered and accepted the Chief Counsel's report on court cases which have been settled by his office since the Commission meeting held January 18 and 19, 1955, as follows:

1. State vs. Katie A. Burrows, et al., L-2224 (R-21230), for 0.38 acre required as right of way for the Goshen-Divide Section of the Pacific Highway in Lane County. The State offered to pay $2,575 for this property, including a barn, upon the condition that the defendants establish ownership of the barn. The defendants rejected the offer, demanding the sum of $10,000. It was subsequently determined that the defendants did not own the barn, and the State's offer was reduced to $1,350. Negotiations resulted in a settlement for $1,750 and the State to execute a quitclaim deed releasing any interest in an easement across this property to a nearby County road.

2. State vs. Kenneth Walton, et al., L-2096 (R-20587), for 0.055 acre for widening Cornelius Road in connection with construction of the Goshen-Divide Section of the Pacific Highway in Lane County. An offer was made for this property in the amount of $120. The defendants demanded the sum of $1,700 plus $750 attorneys' fees. Further negotiations resulted in a settlement for the sum of $300.

3. State vs. Gold-Ray Realty Co., et al., L-2120 (R-20801), for 22.64 acres needed as right of way for the Blackwell Hill-Medford Section of the Pacific Highway in Jackson County and 0.42 acre right of way for construction of a frontage road. An offer in the amount of $20,916 was made and was rejected by the defendants, who demanded the sum of $37,500 plus $3,750 as attorneys' fees. Subsequent to the filing of the claim and the offer made by the State, it was decided that fencing would be constructed by and at the expense of the State. It was necessary,

therefore, to deduct the sum of $2,180 from the amount originally offered by the State. A settlement was finally negotiated for $22,500.

4. State vs. Robert M. Knox, et ux., L-2325 (R-21505, R-21899), for 38.61 acres needed as right of way for the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County. The State offered to pay $31,872 for this property, which offer the defendants rejected and demanded the sum of $40,000. At the Commission meeting December 7 and 8, 1954, a traffic interchange between the Oregon Coast Highway and the Wedderburn Giesel Monument County Road was approved at the location of and in lieu of the originally proposed underpass which would not have provided access to the relocated highway. The property was reappraised on the basis of the traffic interchange and an offer was authorized in the amount of $23,000. Subsequent negotiations effected a settlement for the sum of $23,000, plus performance of certain minor construction items.

5. State vs. Elmer F. Gaska, et al., L-2298 (R-21541), for 0.22 acre needed as right of way for the Lana Avenue-Hayesville School Section of the Pacific Highway East in Marion County. An offer was made in the amount of $4,000 for this property, which offer was rejected by the defendants who demanded the sum of $12,050. Subsequent negotiations resulted in the settlement of the case for the sum of $4,750, the defendants to be granted two accesses, 30 feet in width, on the easterly side of the highway.

(For further details concerning these settlements, see copy of the Chief Counsel's letters to the Commission, dated February 25 and February 28, 1955 in General Files.)

The Chief Counsel reported that in compliance with a resolution adopted by the Commission on December 20, 1951, he made offers for the acquisition of real property, which offers were tendered prior to the institution of condemnation proceedings, as follows:

Carlton Junction-Newberg Section of the Yamhill-Newberg Highway:

R-22411-Owner: Kenneth M. Branchflower, et al. 2.552 acres for right of way. Offer of $4,570 approved by Mr. Reynolds on February 15, 1955.

R-22414-Owner: Wesley I. Crow, et ux. 0.44 acre for right of way. Offer of $2,242 approved by Mr. Reynolds on February 15, 1955.

Clatskanie-Delena Section of the Columbia River Highway:

R-22645-Owner: Ola F. Pratt, et ux. 0.6 acre for a haul road to and from a material site. Offer of $150 approved by Mr. McIver on February 7, 1955.

The Commission approved the offers as presented.

March 2, 1955

The Commission confirmed approval previously granted the Chief Counsel to attend meeting of the National Committee on Urban Transportation in Chicago, on February 18, 1955, it being the Commission's understanding that the State will not be asked to pay the expense involved.

The Chief Counsel reported settlement of the State's claim against Morrison-Kiewit-Macco Company for damage that resulted from the contractors depositing of waste materials on the Willamette Highway at Eagle Point near Meridian Dam. The surety for the contractors, he stated, has paid the full amount of the claim which was $13,009, but demanded a full and complete release from further liability for all damage resulting from past and future slides. The Commission accepted the report.

A report was also submitted by the Chief Counsel concerning the case of State vs. Rushlight's, Inc., L-2112, being a condemnation action instituted for the acquisition of 26,158 square feet of real property to be exchanged with the Union Pacific Railroad Company for right of way needed for Unit No. 3 of the T. H. Banfield Expressway in Portland. The verdict in the case, he stated, was $7,100, which was unsatisfactory to the defendants who filed motion for a new trial. Motion for a new trial was argued on October 13, 1954, and on February 4, 1955 the court granted a new trial in the case but no date has yet been set for the retrial.

The Chief Counsel's report also covered the case of the State vs. Philip S. Holt, et ux., L-2091, which is a condemnation action to acquire 1.26 acres of land as right of way for the Goshen-Divide Section of the Pacific Highway in Lane County. The State in this instance, he said, offered an amount of $956 for the property which the defendants refused. The jury returned a verdict in the amount of $700. Motion was filed by the defendant for a new trial which was overruled by the court. However, on January 24, 1955, the defendants filed a notice of appeal, alleging erroneous rulings by the court. Appropriate action, he stated, is being taken with respect to the appeal. The reports were accepted by the Commission.

The Chief Counsel also reported on court actions which have been instituted against the State Highway Commission, as follows:

1. Case of Fred Wilson (Pop) Green, et ux., vs. State in which the plaintiff seeks to recover $2,500 damages caused by a change of grade on "B" Street in the City of Canyonville. This property, the Chief Counsel stated, is located at the intersection of the Tiller-Trail Highway and "B" Street in Canyonville. The grade of the reconstructed highway, he stated, is substantially higher than the grade of the existing highway, so it was necessary to raise the grade of "B" Street. He added that an investigation is being made to determine the action that should be taken.

2. Case of C. J. Eldon vs. State of Oregon, in which Eldon seeks to recover additional compensation in the amount of approximately $7,700 in connection with the contract awarded to him for construction of the St. Joseph Undercrossing Unit of the Lafayette-North Yamhill

River Section of the Pacific Highway West in Yamhill County. Mr. Eldon, he stated, contends that he is entitled to compensation for 695.4 cubic yards of excavation at $12 per cubic yard whereas the Engineer states that he is entitled to pay for only 48.5 cubic yards. He added that Mr. Eldon has instituted suit to force revision of the Engineer's estimate and that appropriate action will be taken to defend the State. The Commission accepted the report.

The Chief Counsel reported on the case of George W. Read vs. the State of Oregon. It appears that Mr. Read seeks to collect the sum of $656 by reason of an option that was accepted by the Highway Commission for real property located on the Medford-County Farm Section of the Pacific Highway in Jackson County. The Chief Counsel explained that this is a complicated transaction involving a release from the property owner and rights of a leaseholder, and, although it may be that the State is obligated to pay someone for the property rights, it has not yet been determined definitely to whom such payments should be made. Appropriate action, he stated, will be taken with regard to this action. The Commission accepted his report.

The Commission also considered a report submitted by the Chief Counsel concerning the case of State vs. J. A. Gallagher, et al., (L-1992), for right of way needed for the North Corvallis Section of the Pacific Highway West in Benton County. The Chief Counsel recalled that the jury in this case returned a verdict in the amount of $2,000 which was $150 less than the offer made by the State. He pointed out that according to the statutes the State in cases of this kind is entitled to recover its necessary disbursements from the defendants so a cost bill was submitted in behalf of the State in the amount of $78.44, but the court sustained the motion of the defendants to strike the State's cost bill. He recommended that the ruling of the court not be appealed. The Commission accepted the report and the recommendation.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

The Engineer reported that under authority granted by law and pursuant to instructions from the Commission, he has awarded to the successful bidders contracts which were referred to him by the Commission to award when certain conditions had been satisfied, as follows.

1. Grading and paving on West Unit, Weston-Weston Mountain Section of Weston-Elgin Highway, Umatilla County. Bids received December 7, 1954. Conditions of award satisfied January 20, 1955. Rogers Construction, Inc., Portland, contractor.

2. Construction of McDowell Creek Bridge over McDowell Creek on County Road No. 1286, Linn County. Bids received January 19, 1955. Conditions of award satisfied January 24, 1955. Lind & Marr, Beaverton, contractor.

3. Grading and stone surfacing the South Unit, Hayden Bridge-Donna Section of Eugene-Marcola Road, Lane County. Bids received January 19, 1955. Conditions of award satisfied January 26, 1955. Allum Bros., Eugene, contractor.

4. Grading and paving on St. Helens Paper Company-Mildreds Corner Section of Kaster and Old Portland Roads, Columbia County. Bids received January 19, 1955. Conditions of award satisfied January 31, 1955. Parker-Schram Company, Portland, contractor.

The Commission accepted his report.

A report was submitted by the Engineer concerning requests from the West Coast Telephone Company that the State pay the cost of second and third moves of pole line facilities due to highway construction, and that the State consider the placement of utility poles at a greater distance inside the State's right of way than is now allowed. The Engineer stated that a careful investigation had been made of these requests and, that in the case of additional moves of telephone lines, it was found that this occurred to the facilities of the West Coast Telephone Company in only two instances - one at Greenacres Point on the Bunker Hill-Delmar Section, and the other on the Reedsport-Elbow Lake project on the Oregon Coast Highway in Douglas County. In both instances, he said, it was necessary to move the pole lines the second and third times because of slides occurring in highway construction. It was his thought that if public utilities wish to enjoy the benefits of being located on highway right of way they should likewise suffer the risks involved.

Concerning the placing of poles inside the right of way line, he pointed out that it has been standard practice for many years to require poles to be placed one foot inside the right of way line because if they are placed nearer the highway center line, in many cases, they would seriously handicap maintenance operations. However, deviations from the one foot ruling have been permitted where circumstances warrant, and when such deviation has been recommended by the Division Engineer. He commented that no particular trouble had been incurred with any of the other utility companies. He recommended that no reimbursements be made for moving the pole lines; also, that the general policy of placing pole lines one foot from the right of way line be maintained except where there are extenuating circumstances. The Commission accepted both recommendations.

In compliance with instructions given at a previous Commission meeting, the Engineer reported that he has completed a reconnaissance survey of the Boulder Gorge Section of the Sumpter Valley Highway. This section, he stated, is narrow and is suitable for one-way traffic only; also, that it is approximately one-half mile long and can be improved to a modern two-way highway at a cost of approximately $48,000, using a crushed gravel surface. Commissioner Reynolds commented that improvement of

this section has been deferred in the past due to the possibility of the section being inundated by construction of a dam. However, it now appears that the dam may not be built for many years. The Commission authorized the Engineer to conduct a location survey of the section to determine accurately the cost involved to improve it.

The Commission considered and accepted a report submitted by the Engineer showing statistics taken from the weighmaster records for a three-month period from October through December for the years 1950 to 1954, inclusive. The Engineer pointed out a slight increase in the percentage of violations of log haulers since 1952; also, an increase in violations for the haulers of commodities other than logs. These increases, he stated, correspond very closely to the decrease in the amount of fines assessed per violation.

The Engineer reported that under authority previously granted him by the Commission, he has approved reclassification of the following highway sections from Group II status to Group I status:

(1) Oregon Caves Highway from the junction with the Redwood Highway at M.P. 0.00 to the junction with the Holland Loop Road at M.P. 6.16. (2.) Halsey-Sweet Home Secondary Highway from the junction with the Pacific Highway East at M.P. 0.00 to the junction with the South Santiam Highway at Sweet Home at M.P. 21.51. These changes, he stated, were based upon test runs which proved that equipment having an overall length of 60 feet could travel the sections without encroaching upon the opposing traffic lane. The report was accepted by the Commission.

The Engineer also reported that he has ordered lifted the reduced load limits heretofore in effect on the Wapinitia Highway between M.P. 28 and M.P. 40, effective 8:00 a.m., January 31, 1955. The Commission accepted the report.

The Engineer also reported the posting of the following highway sections for reduced loads:

(1) Crane-Scotts Butte Secondary Highway between M.P. 28.0 and M.P. 40.5, effective 8:00 a.m., February 17, 1955. (2.) Medical Springs Secondary Highway between M.P. 0.05 at Union, and M.P. 20.35 at Medical Springs, effective 8:00 a.m. on February 19, 1955.

The Commission approved such postings.

Consideration was given to the cancellation of a lease with Roy W. Colpitts, for the removal of gravel from a bar in Bear Creek on the Pacific Highway about three miles north of Central Point in Jackson County. The Engineer explained that the lease was obtained in 1948 for a consideration of five cents per cubic yard for material taken, and expires on May 6, 1958. During the past seven years, he said, no material has been taken from the bar. The State owns two other bars in the vicinity on which it is

not necessary to pay a royalty, in view of which he recommended that the Colpitts lease be cancelled. The Commission approved cancellation of the lease.

Consideration was given to a report submitted by the Engineer concerning a request from Clackamas County Court for installation of a stop light on the Pacific Highway East at its junction with River Road, a short distance south of the City of Milwaukie. The Engineer advised that an extensive study and analysis of this intersection has been made which revealed that corrective measures should be taken which would provide for a new entrance to the state highway, the setting up of a one-way street couplet, and the widening of the highway to provide an additional traffic lane for cars that enter the highway at this point. He estimated the cost of the work involved at about $16,000 and he advised that the plan has been approved by the Clackamas County Court which has indicated that the County will take care of Seventh Avenue as a part of the one-way street couplet and will place such directional signs as are required. It was his opinion that this improvement will prove satisfactory; however, if it does not, then a traffic light can be installed later. He recommended that the work be authorized as outlined, and financed with funds from the unobligated state highway balance in the 1955 budget if and when the County Court signs an appropriate agreement covering details including County participation in the project. The Commission accepted the recommendation.

Commissioner Reynolds inquired if any physical check is made on equipment purported to be in the hands of new contractors as stated in their prequalification statements. It was explained that, although a physical check is not always made, new contractors are often required to submit additional evidence that they have proper equipment or have made arrangements to secure such equipment before they are given bidding forms; also, that in every instance the contractors financial and equipment statements are carefully evaluated so as to make certain,so far as is possible, that the forms are given only to those contractors who are considered responsible and able to do the work for which plans are requested.

Attention was given to the matter of acquiring the Corvallis Lumber Mill property in South Corvallis for right of way for future location of US99W along First Street in Corvallis. The Engineer reported that, as previously instructed, he had made an investigation of the circumstances relating to the improvement on First Street in Corvallis for which the mill property would be required. The mill, he stated, has now ceased to operate and the property is for sale for the sum of $125,000 which is considered a fair price by highway department appraisers. He further stated that information has been received to the effect that the City of Corvallis expects to be required to pay one-third of the cost of the property, the State to pay the balance. On the basis of the actual taking, he said, the state highway will occupy only about one-third of the area to be acquired, so on that basis the State should contribute only one-third of the cost and the City the balance, the portion not used as right of way to be conveyed to the City for park purposes. He suggested that the State go fifty-fifty with the City of Corvallis in acquiring the property while it is for sale, with no

commitment as to when the highway will be built along First Street. As a result of discussion, the Commission authorized negotiations for acquisition of the mill property on the basis that the State and the City will each pay one-half. The Commission ordered that the City be contacted relative to such arrangement, and, if satisfactory, then independent appraisals of the property are to be obtained. The final arrangement is to be covered by written agreement between the City and the State. The Commission made it clear that no commitment, whatsoever, is to be made as to when the highway will be constructed along the First Street route. (Mr. James O. Conville, City Manager of Corvallis, was present during the noon recess and discussed the subject with the Commission. The Commission's requirements were explained to him at that time and the Engineer was instructed to ascertain the lowest price the Company will take for its property and to report back at the next meeting through the Right of Way Department.

The Engineer reported on a request made by a Jackson County delegation at the January Commission meeting, that the East and West Diamond Lake Secondary Highways be kept open for year-around travel. He advised that this would involve about 42 miles of highway, which in past years have not been kept open during the winter season because of the expense of snow removal operations; also, that to plow snow and sand the road surface during the six winter months would require construction of a maintenance station near the junction of the East and West Diamond Lake Highways, the purchase of two additional rotary snow plows, one heavy plow and truck, one small truck and other small equipment at a total cost of approximately $140,000. The annual cost of operation, he said, would amount to approximately $60,500 per year not including the additional cost of maintaining the highway surface by reason of its being in use twelve months yearly which, he estimated, would be about $84,000 annually. As the average daily traffic over this route is only about 30 vehicles, and because of the added expense, he recommended that the request for year-around maintenance be denied. The Commission adopted the recommendation and so ordered.

In connection with this matter, Commissioner Reynolds commented that he had heard remarks that those highways which are allowed to close with snow during the winter are not opened in the spring until pressure from the fishermen demands it. The Engineer explained that it is not economically feasible to open the snow-filled passes much sooner than June 1, which date varies with seasons and depth of snowfall. He gave as his feeling that it is purely a coincidence that the date of opening occurs near the time of the opening of the fishing season in the high mountain country.

Consideration was given by the Commission to adoption of two resolutions authorizing pay roll deductions to pay premiums for California-Western States Group Life Insurance and Oregon Physicians' Service Medical and Hospital Insurance furnished highway department employees who are members of the Oregon State Employees Association. The Engineer explained that both resolutions were prepared in conformity with the Commission's wishes as previously expressed, and that permission to make

such pay roll deductions is contingent upon the California-Western States Insurance Company and the Oregon Physicians' Service keeping in full force and effect agreements with the Commission that are satisfactory to the Commission and are available to all highway employees, whether members or nonmembers of the Association. The Engineer and the Chief Counsel recommended that the resolutions be adopted. The Commission accepted the recommendations and thereupon adopted the resolutions as attached hereto, marked EXHIBITS "C-1" and "C-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Commissioner Reynolds also commented that the Commission has made no change in its thinking in that no employee of the highway department shall be required to join the Oregon State Employees Association in order to obtain the benefits of any insurance contract, life or medical, that has been approved by the Highway Commission.

The Commission considered a number of claims submitted by 13 residents of the City of Tillamook whose properties were damaged by smoke and dust from a State paving plant operation. The Engineer reported that paving crew No. 1 on July 22, 1954, had moved into a location which had been used annually for the past twenty years, and that on August 2, complaints were received from several residents of the area that their properties were being damaged by smoke and dust from the operation. Efforts to correct the condition, he said, were unsuccessful, so on August 5 the plant was moved to another location. Sometime later, 13 claims were submitted for a total of $1,052.66, which total was later reduced to $836.70 as a result of negotiations by the Maintenance Superintendent. He recommended payment of the 13 claims, totaling $836.70. The Commission approved the payment and instructed the Engineer hereafter to take all possible precautions to prevent recurrence of a similar situation.

The Engineer reported on a request from the City of Wheeler for widening of the Oregon Coast Highway and construction of curbs thereon through the City. He said that an investigation reveals that the improvement requested is about 3,000 feet long, and that it will cost about $25,000 to perform the work. He also said that there is no particular congestion of traffic at the present time and that the improvement to full street width would be mainly for the benefit of the City. He pointed out that the ultimate route of US101 when constructed from Manzanita south to a point near Brighton will by-pass the town of Wheeler. On the basis of these findings he recommended that the request be denied. The Commission adopted the recommendation.

The Engineer reported the results of receiving bids in Salem on February 21 for the sale of used equipment and scrap materials located at Salem, Siskiyou and Nyssa. He pointed out that the total amount of high bids received was $17,918.42 compared with the estimated value for the same items of $13,443. It was his recommendation that all of the items be sold to the high bidder in each instance, except Items 2, 11, 13, 17, 18, 20, 21, and 24, the offers for which in his opinion are too low and should be rejected. The Commission approved the recommendation and so ordered.

(For details see tabulation of bids filed in the office of the Secretary under File No. 474, "Miscellaneous Proposals".)

A request was considered from Lane County School District No. 112 for improvements to the Alsea-Deadwood Secondary Highway in Lane County to facilitate school bus operations. They urged widening in several dangerous places and elimination of some narrow, blind curves. The Engineer reported that during the past few years a number of requests for improvement of this road have been investigated and that cost estimates have been prepared for various types of improvement, ranging from the barest minimum for constructing turnouts to widening of the highway to a minimum standard required for county roads on the Federal Secondary System. The estimates, he said, vary according to type of improvement and range from $90,000 to $750,000 for the entire 20-mile section. He pointed out that the U. S. Forest Service is now constructing an alternate route up Green Creek which will be completed in about three years. He recommended that nothing be done at this time to improve the present road but that arrangements be made to exchange the old road with the County and to take over the new forest road when the latter is completed. The Commission accepted the recommendation.

Attention was given by the Commission to claims submitted by Consumers Cooperative Association, and by the Lincoln County Public Utilities District, whose properties were damaged as the result of a dynamite blast that was set off by a highway maintenance crew in connection with some minor betterment work in which it was engaged on the Siuslaw Highway near Swisshome on January 5, 1955. Also considered were the claims of 88 employees of the Cooperative Association, presented through their Attorneys, Babcock, Russell and McGeorge, Portland, for loss of wages resulting from the accident. The Engineer explained details with respect to the accident and advised that the claim submitted by the Cooperative Association is in the amount of $30,702.11, that of the Utility District is for the sum of $7,071.19, and that the claims of the employees totals $11,175.30 and represents loss of $7\frac{1}{2}$ working days for each employee while the mill was out of service. It appears that a powder-man, who was supposed to be an expert in the handling of dynamite, was engaged especially to handle the powder work on this job, and that he so loaded the holes that a large quantity of rock was blown across the highway onto private property, causing considerable damage. The Engineer further reported that the Cooperative Association and the Utilities District, having claims totaling approximately $38,000, plan to request the Legislature to enact legislation to pay the claims, while the mill employees have already secured the introduction of legislation to pay lost wages totaling about $11,000. The Chief Counsel advised that, while the Highway Commission has the power to pay damage claims of not to exceed $500 each, he did not think the present statutes would support payments to the mill employees because in this State, and in other States, the statutes confine such payments to damage to property and injury to persons, whereas loss of wages is a highly speculative matter and might logically lead to other speculative claims. It was, therefore, his recommendation that support be given to legislation for the payment of damage to property but not for

loss of wages. There was no injury to persons. In this, the Engineer concurred.

The Commission gave attention to the following items of unfinished business as they appear on the Secretary's summary, dated January 19, 1955:

1. Request of West Coast Telephone Company that the State pay the cost of second, third and additional moves of phone line facilities due to highway construction: The Commission ordered this item deleted from the list of unfinished business inasmuch as action had been taken earlier in the day.

2. Request of Clackamas County Court, et al., for installation of a stop light on the Pacific Highway East at its junction with River Road, a short distance south of Milwaukie: As the Engineer had submitted a report earlier on this matter, the item was ordered deleted from the list of unfinished business.

3. Proposed acquisition of property at Susan Creek on the North Umpqua Highway for state park purposes: The Parks Superintendent reported on this matter earlier in the day so the Commission ordered the item removed from the list of unfinished business.

4. Proposed acquisition of the Corvallis Lumber Mill property for future location of US99W along First Street in Corvallis: The Commission ordered this item deleted from the list of unfinished business as a report was submitted by the Engineer earlier in the day.

5. Request of Wheeler City Council for curb construction and full width pavement on US101 through the City: This item was ordered deleted as a report was submitted earlier in the session.

6. Request of Depoe Bay Chamber of Commerce for construction of public rest rooms on state property in Depoe Bay: This item was considered earlier at this meeting and it was ordered removed from the list of unfinished business.

7. Request of Oregon State Employees Association that pay roll deductions be authorized to pay premiums for Oregon Physicians' Service medical and hospital coverage and for California-Western States group life insurance, and that they be restricted to Oregon State Employees Association members: This item was previously considered, hence was ordered removed from the list of unfinished business.

8. Request of a delegation from Baker County for improvements

to the Baker-Homestead Highway, the Sumpter Valley Secondary Highway, and the Haines-Anthony Secondary Highway: This item was also ordered deleted from the list of unfinished business as consideration had been given to it earlier in the day.

9. Proposed construction of Clay Street interchange in the City of Portland: The Engineer stated that he hoped to have his report on this subject ready for the Commission meeting in May. This item is to remain on the list of unfinished business.

10. Request of Lane County School District No. 112 for improvement to the Alsea-Deadwood Secondary Highway in Lane County: This item was considered by the Commission earlier in this meeting and was ordered deleted from the list of unfinished business.

Attention was given by the Commission to a protest submitted by residents of the town of Ukiah against the by-passing of their town by the new secondary highway being constructed between Starkey and Ukiah. The Engineer reported that careful consideration was given to utilization of the present route through Ukiah and an alternate route that would by-pass the town, and it was found that the route through the town of Ukiah, 4.22 miles long, would cost $249,650, whereas the by-pass route which is one-fourth mile shorter would cost $238,400. He recommended adoption of the shorter and cheaper by-pass line. The Commission deferred action pending appearance of a delegation from Ukiah on the following day. (The delegation appeared as scheduled, and suggested a compromise route. The Engineer was instructed to investigate it personally.)

A request was considered from Ross Congleton, Chairman of the Prineville City Police Committee, for installation of flashing beacons on Third Street (US26) in the vicinity of the Prineville City Schools. The Engineer advised that an investigation revealed that school patrols are maintained at the Locust Street and Fairview Street intersections to safeguard children, and that vehicular volume on US26 is too low to warrant installation of a school crossing signal; moreover, the highway is now posted for a 25-mile per hour speed limit. He gave as his opinion that flashing beacons will be of no benefit. In view of the low traffic volume and the favorable accident record, he recommended that the request for flashing beacons be denied. The recommendation was accepted by the Commission.

Consideration was given to a resolution from the City of Eagle Point requesting installation of a "stop-and-go" traffic signal at the intersection of North "C" Street (route of Little Butte State Secondary Highway) and Main Street, in the City of Eagle Point. The Engineer stated that a traffic engineering investigation revealed that the volume of traffic that enters this intersection does not meet or even closely approach the minimum warrant necessary for signalization. He recommended that the request be denied. The Commission adopted the recommendation.

A request from Mrs. Tom Robnett, Safety Chairman, Jackson County Parent Teachers Association Council, Medford, for installation of traffic signals at the intersections of the Medford-Provolt Highway with Lozier Lane and with the Oak Grove Road, for protection of school children, was considered by the Commission. The Engineer advised that the request was carefully investigated and it was found that the low traffic volume does not warrant installation of signals. A review of the records, he said, discloses no pedestrian accidents at either intersection during the period from January 1, 1949 to October 31, 1954. In view of the circumstances, he recommended that the request be denied. The recommendation was adopted by the Commission.

In this connection, Commissioner Reynolds questioned the necessity for the Commission to pass on requests for signals when such requests are made by individuals who do not represent recognized organizations. The Engineer was instructed to give the matter some thought and to recommend a procedure at the next meeting.

The Engineer reported receipt of a request from the U.S. Army Engineers that the State maintain a revetment in the Santiam River at Miller Bend, immediately upstream from the highway bridge on US99E. He estimated the cost of work required now at between $1,500 and $2,000. He recalled that in 1948 the State entered into an agreement with the Army Engineers covering construction of revetments at Bannick Bend and Miller Bend, whereby the State agreed to contribute not to exceed $30,000 for construction, but specifically denied any liability or responsibility for maintenance of the projects. It was his opinion that the maintenance work is not the responsibility of the State and he recommended that the request be denied. The Commission accepted the recommendation and so ordered.

Cooperation with Southern Pacific Company in the cost to install a flashing light signal at the Derry grade crossing of the Southern Pacific Railroad on the Salem-Willamina Highway, about one-half mile east of Rickreall, was discussed. The Engineer advised that two separate accidents recently occurred at this crossing, both within a period of 48 hours, with one fatality resulting from each accident. Investigation, he said, revealed that the existing wigwag signal is not adequate because it is visible under certain conditions only from one side of the railroad track. He recalled that the Commission, in a telephone discussion of the subject, orally approved the installation on a 50/50 basis with the Railroad Company, and he asked the Commission to confirm the authority at this time for the record. He recalled that the State's share of the expense involved is estimated at $3,500. The Commission confirmed the oral authorization and also approved an agreement with the Southern Pacific Railroad Company, covering details, which was presented.

The Commission discussed a request from Mr. Charles R. Newman, Yamhill County Commissioner, for improvement of the Pacific Highway West through the town of Whiteson. The Engineer recalled previous requests for this improvement which includes elimination of a reverse curve and a dip in the highway grade. A somewhat hazardous condition does exist

at this place, he said, by reason of the curve and the dip, and an investigation reveals that the solution is reconstruction of the highway on new alignment, which is estimated to cost $135,000. He estimated the cost to widen the present roadway on existing alignment as is now requested, at $6,000, but he recommended against such project because the money would be entirely lost when the highway is improved on proper alignment in the not too distant future. The Commission adopted the recommendation.

The Engineer requested authority for an expenditure of $15,000 to construct a frontage road as part consideration for right of way acquired across the Seufert property adjacent to the Columbia River Highway, near its junction with The Dalles-California Highway in Wasco County. He explained that provision was made for construction of a frontage road in order to control access to the highway and it is now necessary to construct it. The Commission granted the request.

The Engineer reported an error in the total summarization of Federal-aid secondary funds allocated to Division No. 5 for the federal fiscal year 1957 as approved by the Commission at the meeting held on January 18-19. He called attention to five projects listed in the program for Division No. 5, all of which he said, are correct insofar as the amount for each is concerned, but the total should have been $710,000 rather than $610,000 as shown in the program, accordingly, Division No. 5 has been overprogrammed by $100,000. The five projects, he said, are needed now and it does not seem advisable to delete any of them. He recommended that the program be undertaken as listed, the extra amount needed to finance it to be obtained from the unprogrammed federal secondary balances that probably will accrue during the year, and that proper adjustment be made to take care of Division allocations when the program for 1958 Federal-aid secondary funds is arranged. The Commission approved the procedure as outlined by the Engineer.

Authority was requested by the Engineer to transfer an allocation of $25,000 heretofore set up to finance fence construction on The Dalles-California Highway between Lapine and the Diamond Lake Junction, to a fencing project on the Central Oregon Highway between Horse Ridge and Burns. From information now available, he said, there appears to be some question as to the justification of the fence between Lapine and Diamond Lake Junction as there is no loose stock in this vicinity; also, it appears that the fence is undesirable from the standpoint of the U. S. Forest Supervisor who has pointed out that it might result in trapping deer between the right of way fences. He added that the hazard caused by stock running at large along the Central Oregon Highway east of Horse Ridge is material, and he recommended that the funds be transferred to the place where it is most needed. The transfer was approved by the Commission.

The Commission considered and upon recommendation of the Engineer approved requests from Polk, Benton, Douglas, Umatilla, Josephine, Jefferson, Hood River, Deschutes, and Lincoln Counties for additions to the Federal-aid Secondary(County Road)System as follows:

FAS 193 (Route Revision), Polk and Benton Counties-Adds 1.08 miles.

Polk County has requested that the route of FAS 193 from a road junction approximately two miles south of Independence to a road junction approximately 0.5 mile south of the Polk-Benton County line be revised to follow the Buena Vista Road.

FAS 244 (Extension), Douglas County-3.37 miles.

This proposed extension would carry FAS 244 from the City of Riddle easterly to a junction with the Pacific Highway near the South Umpqua River.

FAS 467 (Extension), Umatilla County-2.33 miles.

The proposed extension of FAS 467 would extend the northern terminus of this route from a road junction near Stanton northerly to a road junction at Van Sycle, thus providing more complete service to the wheat and pea farming area north of Helix.

FAS 594, Josephine County- 11.8 miles.

Proposed FAS 594, known as the Galice County Road, extends from existing FAS 265 near Merlin westerly along the Rogue River to Galice.

FAS 660, Jefferson County-0.94 mile.

Proposed FAS 660 extends from the existing county FAS 548 easterly to the Culver State Highway.

FAS 661, Hood River County-1.6 miles.

Proposed FAS 661, known as the Straight County Road, extends from the Odell State Highway near Odell southerly for a distance of 1.6 miles to the Mt. Hood State Highway.

FAS 662, Hood River County-4.6 miles.

Proposed FAS 662, known as the Trout Creek Ridge Road, extends from the Hood River State Highway at Trout Creek southerly and easterly to the Hood River State Highway at Parkdale, a distance of 4.6 miles.

FAS 663, Hood River County-2.7 miles

Proposed FAS 663, known as the Belmont and Brookside County Roads, extends from the Hood River State Highway at Hood River, westerly and southerly to the Hood River State Highway at Windmaster Corner.

FAS 664, Deschutes County-1.5 miles.

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Deschutes County requests an extension of Federal-aid Secondary Highway No. 658 for a distance of 1.5 miles to be known as FAS 664, in order to provide a connection with The Dalles-California Highway.

FAS 584, Lincoln County-10.4 miles.

Lincoln County requests an extension of 10.4 miles on Federal-aid Secondary Highway No. 584 in order to provide a connection between the Cities of Elk City and Toledo, particularly to finance construction of a bridge across the Yaquina River at Toledo.

The Engineer presented for consideration a number of additional 1956 and 1957 Federal-aid Secondary County Road projects, totaling $921,000. He advised that there still remains an unprogrammed balance of $2,133,000 of 1955, 1956, and 1957 County Federal-aid Secondary funds available to finance the improvements. He presented a list of the proposed projects, as follows, and recommended their approval:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS FUND
		Projects Proposed January 10, 1955		
Douglas	244	Yokum Bridge Section, 0.4 mile. Grade, surface and structure.	$200,000	'55 & '56
Hood River	661	Odell Junction-Dukes Valley Junction, 1.6 miles. Grade, surface, and oil.	$ 50,000	'56
Jefferson	547) 548) 660)	Metolius-Culver, 10 miles Oil Mat.	$ 69,000	'55
Josephine	594	Hells Gate Bridge-Brockman Gulch, 3.5 miles. Grading.	$132,000	'56
Polk	193	Luckiamute River Section Grade, surface, oil & structure	$126,000	'57
TOTAL Projects Proposed 1/10/55			$577,000	

(continued on following page)

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS FUND
		Projects Proposed February 15, 1955		
Clatsop	608	Miles Crossing-Rieth Road, 1.5 miles. Pave.	$ 50,000	'56
Lincoln	584	Yaquina River Bridge (Toledo). Structure only.	$154,000	'55 '56 '57
Umatilla	467	Van Sycle-Helix, 7.5 miles. Surface and oil.	$140,000	'55 '56
TOTAL Projects Proposed 2/15/55			$344,000	
TOTAL All Projects			$921,000	

SUMMARY BY FISCAL YEARS:

	1955	1956	1957	Total
Available 8/1/54	$393,000	$3,100,000	$3,100,000	$6,593,000
Previously Approved	250,000	2,048,000	1,241,000	3,539,000
Unprogrammed Balance	$143,000	$1,052,000	$1,859,000	$3,054,000
Proposed Projects 1/10/55	90,000	361,000	126,000	577,000
Balance	$ 53,000	$ 691,000	$1,733,000	$2,477,000
Proposed Projects 2/15/55	21,000	250,000	73,000	344,000
Unprogrammed Balance	$ 32,000	$ 441,000	$1,660,000	$2,133,000

The Commission approved the projects as recommended.

Authority was requested by the Engineer to place asphaltic tile on the floor of the multilith room in the basement of the State Highway Building, in Salem, used by the Secretary's office, and to place like tile on the floor of the Building Superintendent's office in this basement. He estimated the cost involved for tiling both rooms at $390. The Commission approved the expenditure.

The Engineer requested authority to pay the Union Pacific Railroad Company the sum of $54,905.63, being 50 per cent of the cost of repairing

damage to the railroad caused by slides on the Cascade Locks-Wyeth Section of the Columbia River Highway. He stated that the Railroad Company submitted an itemized claim in the amount of $109,811.25, which was checked and found to be in order. He gave as his feeling that the slides were not entirely the fault of highway construction and probably would have occurred regardless of the highway construction; however, he recommended payment of one-half of the total expense in conformity with the long standing precedent that has been established in connection with the handling of slides in the Columbia Gorge whereby the State and the Railroad Company each pay one-half of the expense involved. The Commission approved payment of the present claim of $54,905.63 upon execution of an agreement with the Railroad Company covering details.

Consideration was given by the Commission to approval of an agreement with Oregon State College covering a cooperative experimental project to determine the design and characteristics of base courses under flexible pavements. The Engineer explained that this agreement is the next step following preliminary work on base course thicknesses that was undertaken by the College under an agreement executed in August, 1954, and involves actual testing of typical materials. The College, he stated, has the same personnel available that built the test cell for the investigation of base course material, and it would be advantageous for them to continue the work. He estimated the cost of the complete investigation of four typical materials at $3,000, and he recommended approval of the cooperative project subject to the terms of an agreement which he presented for acceptance. The Commission approved the project as recommended.

The Engineer requested authority to construct immediately footings and column sections that are needed in connection with the Washington and Jefferson Streets overcrossing structures in Eugene. He explained that the Eugene grade separation project is included in the five-year program and includes two overcrossing structures to carry Washington Street and Jefferson Street traffic over the Southern Pacific Company's tracks. Mr. Lafferty, owner of a building, he said, wishes to build an extension to his warehouse which will be under the viaduct on Jefferson Street, and the columns to support the viaduct will be inside of the proposed building. He pointed out that a considerable amount of damage can be avoided if the columns are built during construction of the building, and he requested authority to do so. He estimated the cost involved at $1,200. The Commission approved the request and ordered the arrangement covered by an appropriate agreement with Mr. Lafferty.

A letter from the Klamath County Chamber of Commerce requesting early improvement of the Klamath Lake Secondary Highway was considered. The Engineer commented that the section to which they refer is twenty-two miles in length and has a very low priority rating for construction. The Commission deferred action on the request pending appearance of a delegation on the following day. (A Mr. Brown appeared before the Commission later in the session. He was given no encouragement either for construction of the project or that a survey would be authorized.)

The Commission discussed the matter of reimbursing Peter Kiewit Sons Company, contractor on the Bureau of Public Roads job on the Oregon Coast Highway north of Wedderburn, in the amount of $1,927.27, and of reimbursing Soule' Steel Company in the sum of $139 for work performed on this project prior to revision of plans for the same. The Engineer explained that in settling the Knox right of way matter in this area it was agreed that a traffic interchange and a larger underpass than had been originally contemplated would be provided,and the plans were revised accordingly. In the meantime, Peter Kiewit Sons Company, contractor, did certain work that cost $1,927.27, and Soule' Steel Company, supplier of steel, went to the expense of $139 in cutting and handling steel for the small underpass structure. Itemized statements of work performed by both concerns have been submitted by the contractor and approved by the Bureau of Public Roads. He recommended that both Companies be reimbursed in the amounts of their respective claims. The Commission approved such payments.

The Commission considered and ordered filed a letter from the American Legion Auxiliary of Warrenton favoring selection of the Smith Point route in the reconstruction of the Oregon Coast Highway between Astoria and Seaside.

The Engineer requested, and the Commission approved, increases in project authorizations as follows:

1. An increase of $82,000 in the contract on the Rocky Point-Brush Creek Section of the Oregon Coast Highway for repair of storm damage and to protect against future damage. This work consisted of constructing an overflow channel, moving the center line of the highway approximately 30 feet west for 1500 feet to avoid a large slide, slide removal, drainage, and reinforcement of pavement.

2. An increase of $16,500 in the contract for construction of the Rinehart Creek Bridge on the Oregon Coast Highway, Contract No. 3970, to lengthen the bridge by one span because of an unsatisfactory foundation at the north bridge end.

A request from the City of Dallas that the State Highway Department prepare plans and specifications and supervise field construction in connection with a city bridge widening project on Levens Street in Dallas was discussed. The Engineer advised that the City has agreed to reimburse the State for all costs involved. He recommended approval of the request because the City does not have an organization to handle such work. The Commission approved the recommendation.

Attention was given by the Commission to a number of letters and resolutions from Granges and other organizations in the vicinity of Estacada, requesting the rerouting of the Clackamas Secondary Highway in Estacada so as to avoid the City schools. The Engineer recalled that this matter was previously considered by the Commission at its meeting in December, 1954, and was denied at that time on the basis that the pre-

sent highway is adequate to handle present day traffic and there is not sufficient priority for construction of a new highway as the petitioners propose. Further study of the problem has been made and it has been determined that it will cost about $125,000 to construct a route that will by-pass the schools and the principal business district, using a 24-foot pavement without curbs, and $145,000 for a 44-foot pavement with curbs. Traffic on the Clackamas Secondary Highway, he said, is approximately 1,200 vehicles daily at the south city limits and 2,700 at the north city limits, which indicates that the existing road is adequate to serve present needs. He added that there is insufficient priority to warrant early construction of the by-pass, and he recommended that the request be denied. The Commission adopted the recommendation.

The Commission discussed a letter from the Hon. Ward R. Webber, County Judge of Wasco County, renewing a previous request for modernization of The Dalles-California Highway from its connection with US30 to a point north of Dufur. The Engineer stated that the project has considerable merit but no funds are immediately available to finance it. The Secretary was instructed to inform Judge Webber that the Commission considers the project a meritorious one and should be accomplished, but, definitely, no monies are available to finance construction now. The project is to be kept in mind for future consideration.

A letter was presented from Mr. Martin P. Gallagher, Ontario, in behalf of the Oregon Industries Company which owns a Frozen Food Plant at that place. Mr. Gallagher advises that the Company plans to expand its holdings in Ontario by developing a 20-acre tract across which the highway department has made a survey for rerouting the Old Oregon Trail, including a railroad grade separation structure. He requested information whether or not the Highway Commission intends to proceed with such project because it will have considerable bearing on the Company's plans. The Engineer advised that a survey for a route that will by-pass the City of Ontario has just been completed. He exhibited a map showing the proposed route which leads to the existing Snake River Bridge, and explained details. He recommended approval of the survey and that authority be granted to negotiate needed right of way, particularly such portions as are threatened with building development. The Commission tentatively approved the survey and authorized right of way negotiations along the proposed alignment. Formal adoption of the survey was deferred until a future meeting when all three Commissioners are present, which is a legal requirement.

The Engineer reported on the engineering and economic considerations involved in the realignment of the Pacific Highway between Jump Off Joe Creek and Grants Pass. He advised that several routes were studied, and it was determined that two lines were worthy of consideration, one being the "L" line, otherwise known as the Merlin Hill Line, which is 0.91 mile shorter than the present highway and which is estimated to cost $2,520,000, and the "L-2" line, otherwise known as the Granite Hill Line, which is 1.14 mile shorter than the present highway, but is estimated to cost $3,280,000. The "L" line, he said, has a benefit quotient of 3.08

whereas the "L-2" line has a benefit quotient of 2.42. He recommended adoption of the Merlin Hill Route and that an approximate two-mile section thereof be added to the 1956 Federal-aid highway program. He recalled that an amount of $420,000 is being held in reserve for the purpose. As a result of discussion, the Commission authorized the acquisition of right of way along the Merlin Hill Route, but deferred formal adoption of the survey until it has been completed and when all three Commissioners are present. The Commission also approved the Engineer's recommendation that the two-mile section of the Merlin Hill line be added to the 1956 Federal-aid highway program.

A request was presented from several people who own property on the west side of the Pacific Highway East immediately north of the Railroad Underpass in North Salem for the widening of the pavement and construction of curbs in front of their holdings. The Engineer advised that these property owners complain that people do not patronize their establishments because they are not allowed to park their cars on the highway in front of their properties, and as a result their properties are valueless for business purposes. To eliminate this condition, they have offered to deed to the City of Salem a strip of land not less than eight feet wide along their respective frontages, and they have also agreed to pay the entire cost of moving their buildings back to the new property line, and to construct sidewalks along their frontage, if the State will widen the pavement and construct a curb along the highway. He estimated the cost to widen the pavement and to construct the curb at $1,930, and he recommended approval of the property owners' request, subject to the condition that the pavement is not to be widened, and the curb is not to be constructed until the buildings have been moved back and the new sidewalk constructed. The Commission adopted the recommendation.

Consideration was given to a request from Meier & Frank Company for the construction of "on" and "off" ramps to the T. H. Banfield Expressway at their proposed shopping center at Northeast 122nd Avenue. The Engineer advised that a careful study has been made of all matters pertaining to the proposed development and conferences have been held with Meier & Frank Company officials. The studies, he said, indicate that there is considerable merit for an off-ramp from the west connecting with 122nd Avenue, which leads directly to the proposed shopping center, and is being widened by Multnomah County to provide a four-lane facility. The estimated cost to construct the off-ramp, he stated, is $138,000, being approximately $101,000 for construction and $37,000 for right of way. He estimated the cost to construct an on-ramp to the Expressway from 122nd Avenue at $342,000, which amount in his opinion is out of proportion to the benefits that might be derived. He pointed out that there are two routes now available to handle traffic returning to the west from the shopping center ---one via Northeast Prescott Street to 102nd Avenue, and one via Northeast Fremont Street to 102nd Avenue where "on" and "off" ramps are presently provided. The cost to provide connections, either "on" or "off", for traffic from the east, he said, would be very costly and the expense is not justified because existing facilities are available to accommodate travel to the shopping center from that direction. He recommended that the State

construct the off-ramp at 122nd Avenue to serve traffic from the west, and general traffic in this area, at an estimated cost of $138,000, and that the request for ramps to serve traffic from the east be denied. The Commission approved the project as recommended.

The Engineer also stated that a request has been received from Fred Meyer Company for "on" and "off" ramp connections to Banfield Expressway to accommodate people from the east who want to patronize a large shopping center that the Company is developing on the south side of Halsey Street between 99th Avenue and 102nd Avenue. He pointed out that there is an existing "off-ramp" from the Expressway which fits into Halsey Street in front of the shopping center, and an "on-ramp" to the Banfield Expressway is available at 82nd Avenue. As there are sufficient routings to reach the shopping center from the east, he recommended that the request be denied. He pointed out that, by construction of an off-ramp at 122nd Avenue, both Meier & Frank Company and Fred Meyer Company will have equal status in that "on" and "off" ramps will be provided to and from the west but in neither instance will a direct "on" - or "off"-connection be provided for traffic from the east. In view of the Engineer's explanation, the Commission denied the Fred Meyer Company request.

The Commission considered and upon recommendation of the Enginner, approved the following requests for extensions of time within which to complete highway contracts:

1. Andrew Nesheim, Contract No. 4138, for painting five bridges on the Oregon Coast Highway in Curry County, requested an extension of time from October 15, 1954, to July 15, 1955. Extension approved as requested, without penalty.

2. Starr Builders, Contract No. 4289, for construction of a Car Storage Shed at Albany on the Pacific Highway in Linn County, requested an extension of time from January 31, 1955, to March 15, 1955. Extension approved as requested, without penalty.

3. Walt M. Young, Contract No. 4242, for construction of a Maintenance Building at John Day in Grant County, requested an extension of time from November 30, 1954, to June 1, 1955. Extension approved as requested, without penalty.

4. George L. Rochat & Son, Contract No. 4251, for installation of Salem By-Pass illumination in Marion County, requested an additional extension of time from January 31, 1955, to April 1, 1955. Extension approved as requested, without penalty.

5. R. H. Jones, Contract No. 4146, for construction of the Mission Junction Grade Separation on the Old Oregon Trail in Umatilla County, requested an extension of time from December 31, 1954, to April 30, 1955. Extension approved as requested, without penalty.

6. George E. Berry, Contract No. 4169, for construction of a bridge over the Malheur River on the Central Oregon Highway in Malheur County, requested an extension of time from October 31, 1954, to April 30, 1955. Extension approved as requested, without penalty.

7. Birkemeier and Saremal, Contract No. 4102, for construction of the 60th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County requested an additional extension of time from January 29, 1955, to March 15, 1955. Extension approved as requested, without penalty.

8. Central Heating Co., Oregon Ltd., Contract No. 4198, for construction of the O. P. & E. Railroad Overcrossing on the Pacific Highway in Lane County, requested an extension of time from October 31, 1954 to February 28, 1955. Extension approved as requested, without penalty.

9. Hutton-Kalkhoven, Contract No. 4309, for construction of a guardrail on the Big Eddy-Dillon Section of the Columbia River Highway in Wasco County, requested an extension of time from January 31, 1955, to May 31, 1955. Extension approved as requested, without penalty.

10. R. A. Heintz Construction Company, Contract No. 3881, for grading the Elkhead Road-Rice Hill Section of the Pacific Highway in Douglas County, requested an extension of time from July 31, 1954, to October 15, 1954. Extension granted to September 30, 1954, with an engineering penalty to be assessed after July 31.

11. Gibbons & Reed Company, Contract No. 3807, for grading the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, requested an additional extension of time from September 7, 1954, to February 1, 1955. Extension granted without penalty to January 21, 1955, the actual completion date of the project.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. (For further details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.)

The Engineer reported that Contracts Nos. 3877, 3881, 4063, 4162, 4173, 4180, 4198, 4243, and 4274 for construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance.

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After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a request from the North Douglas Grange Roads Committee for improvement of the Territorial Secondary Highway between Lorane and Anlauf. This section, the Engineer stated, is nine miles long and the cost to improve it to modern secondary highway standards is estimated at $850,000. He recalled that during the past three-year period $975,000 has been spent to improve this highway between the Benton County line on the north and Lorane on the south, and he pointed out that no funds are available at this time to finance further improvements. He recommended that the request be denied, at least until additional funds are available. The Commission approved the recommendation.

Attention was given by the Commission to a request from C. W. Ringey, Superintendent of the Umatilla Indian Reservation, that he be allowed to take approximately 16,000 cubic yards of rock from a state-owned quarry on Emigrant Hill Section of the Old Oregon Trail, to be used in improving Reservation roads. The Engineer said that there is an unlimited supply of material at this location. He recommended approval of the request, subject to the strict understanding that the material shall be taken only when it will not interfere with the operations of the State's contractor and the rapid completion of the State's project; also, with the understanding that the material is transported over an existing stock driveway. The Commission adopted the Engineer's recommendation and so ordered.

The Engineer reported a request from F. T. Fowler, Traffic Engineer for the City of Portland, that the State cooperate with the City in improving traffic conditions at the intersection of North Interstate Avenue, (US99W) and North Lombard Street (US30 By-pass). The improvement suggested, he said, consists of removal of the existing medial island and provision of left-turn movements at this intersection, and prohibition of left turns at seven additional intersections on North Interstate Avenue. He estimated the total cost to revise the North Lombard intersection at $2,850, and installation of overhead illuminated signs prohibiting left-turn movements at the additional seven intersections at $1,615, a total of $4,465. He recommended approval of the project on the basis that the expense shall be shared equally by the City and the State, the State's share to be charged against 1955 minor betterment funds budgeted for channelization. The Commission approved the project as recommended.

The Engineer reported that the State Speed Control Board has established certain reduced speed zones on 82nd Avenue (Cascade Secondary Highway) in the City of Portland, between Failing Street on the north and Cooper Street on the south. The city limits, he said, follows the center line of 82nd Avenue along a portion of the section so it is necessary for the Commission to take concurring action along those portions outside of the city limits. He recommended concurrence in the action taken by the Speed

Control Board which requires changes in actions heretofore taken by the Commission, as follows: (1) Rescind action taken on September 12, 1951, establishing a 35-mile per hour speed zone on 82nd Avenue from M.P. 0.80 (N. E. Failing Street) to M.P. 1.01 (N. E. Fremont Street), except that between M.P. 0.93 and M.P. 1.03, the indicated speed shall be 20 miles per hour during the hours of school crossings; (2) establishment of a 35-mile per hour speed zone on 82nd Avenue from M.P. 3.81 (south of S. E. Lincoln Street) to M.P. 4.88 (south of S. E. Boise Street); (3) establishment of a 30-mile per hour speed zone on 82nd Avenue from M.P. 5.40 (north of S. E. Foster Road) to M.P. 6.49 (S.E. Duke Street), except that between M.P. 5.82 and M.P. 5.90, the indicated speed shall be 20 miles per hour during the hours of school crossings; (4) Establish a 30-mile per hour speed zone on 82nd Avenue from M.P. 6.30 (S. E. Glenwood Street) to M.P. 6.37 (S.E. Cooper Street). The Commission accepted the recommendations by adopting the attached resolution relative thereto, marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the State Speed Control Board at its meeting in December, 1954, established reduced speed zones on the Pacific Highway through the Cities of Oakland and Yoncalla in Douglas County. In order to carry the speed zones to logical termination points, he said, it will be necessary to extend the restrictions into the rural sections adjoining each City. He recommended zone designations as follows: From the south city limits of Oakland (M.P. 183.36) to a point 250 feet south thereof (M.P. 183.41)--35 miles per hour; from a point 0.16 mile north of First Street in Yoncalla (M.P. 168.15) to the north city limits of Yoncalla (M.P. 168.31), and from the south city limits of Yoncalla (M.P. 163.59) to a point 100 feet north of Fifth Street in Yoncalla (M.P.168.64)-35 miles per hour.

The Commission approved the reduced speed zones as recommended by adopting the attached resolution relative thereto, marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also recommended designation of reduced speed zones on US99, US99E, and US99W, adjacent to the City of Junction City, in order to correlate with reduced speed zones placed within the City by the State Speed Control Board, as follows: (1) on US99 between the south city limits of Junction City (M.P. 109.56) and a point 0.13 mile south of First Street (M.P. 109.74)--40-miles per hour; on US99E from a point 450 feet north of 18th Street, (M.P. 108.48) to the north city limits of Junction City, (M.P. 108.66)--35-miles per hour; (3.) on US99W from a point 250 feet north of 18th Street, (M.P. 110.81) to the north city limits of Junction City, (M.P. 110.95)--35-miles per hour. The Commission approved the speed zones as recommended by adopting the attached resolutions relative thereto, marked EXHIBITS "E-3", "E-4", and "E-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer reported that the Eugene City Council has enacted a resolution prohibiting the shoulder parking of vehicles on West 11th Avenue (Richardson-Eugene State Secondary Highway) between the west property line of Chambers Street and the east property line of Seneca Road. He recommended concurrence in the City's action, after which, he said, necessary signs will be installed. The Commission approved the City's action.

The Engineer brought up for discussion a hazardous condition that is caused by the parking of vehicles on the right of way of Columbia River Highway near its junction with the road that leads to the new Columbia River bridge east of The Dalles. He said that people park their cars between the curb and the edge of the highway pavement, which creates a distinct hazard for vehicles attempting to enter the highway from parking lots at nearby business establishments. In order to correct the condition, he recommended that parking on the highway shoulders be prohibited on both sides of the Columbia River Highway between a point 350 feet west of Hull Road (Engineer's Station 16+00) and a point 670 feet east of Hull Road (Engineer's Station 26+00); and on the north side of the highway only, between Engineer's Stations 48+25 and 60+00; and on the south side of the highway only, between Engineer's Stations 54+50 and 60+00. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from Robert L. Thomas for a reduction of the existing 50-mile per hour speed limit on a section of the Pacific Highway West just north of the Multnomah-Washington County line. The Engineer advised that an investigation by the Traffic Engineering Division revealed no adequate reason for changing the existing speed limitation; however, there is warrant for prohibiting the parking of vehicles on the shoulders of the highway in the vicinity of S. W. 53rd Avenue and S. W. Pasadena Street, where such parking impairs sight distance for vehicles entering the highway. He accordingly recommended that Mr. Thomas' request for a reduction in the designated speed limit be denied, and that in lieu thereof the Commission take appropriate action to prohibit the shoulder parking of vehicles along the northwesterly side of the Pacific Highway West from a point 200 feet northeast of S. W. 53rd (Engineer's Station 163+00) to a point 200 feet northeast of S. W. 55th Avenue (Engineer's Station 170+00). The Commission approved both recommendations and thereupon adopted the attached resolution marked EXHIBIT "F-2", prohibiting the shoulder parking of vehicles on the highway, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed oral action heretofore taken, promoting Mr. P.M. Stephenson from his former position of Assistant Bridge Engineer to the position of Bridge Engineer, replacing the former Bridge Engineer, Mr. G. S. Paxson, who was advanced to Assistant State Highway Engineer some time ago. Mr. Stephenson's appointment as Bridge Engineer is effective March 1, 1955.

The Commission confirmed the sale of an old photostat machine for the sum of $700, as requested by the Engineer.

Consideration was given to a text that is to be placed on the text board that the Commission heretofore tentatively authorized erected at Sherar's Bridge over the Deschutes River on the Sherar's Bridge Secondary Highway, north of Maupin. The Engineer presented a text as prepared by the Memorials Committee of the Oregon Historical Society. Upon his favorable recommendation, the Commission approved the text, as follows, and authorized the Engineer to proceed with erection of the standard marker which is estimated to cost $400:

SHERAR'S BRIDGE

ON THIS SITE THE ANCIENT INDIAN TRAIL CROSSED THE DESCHUTES RIVER WHERE THE EARLIEST PIONEERS FLOATED THEIR WAGONS. THE FIRST BRIDGE WAS BUILT BY JOHN Y. TODD IN 1860. IN 1868 THE FIRST POST OFFICE IN WASCO COUNTY WAS ESTABLISHED. J. H. SHERAR ACQUIRED THE PROPERTY SOON AFTERWARDS AND CONSTRUCTED A 13-ROOM HOTEL AND LIVERY STABLE AND IMPROVED THE TOLL ROAD ON BOTH SIDES OF THE DESCHUTES CANYON. HE MAINTAINED THE ROAD WITH INDIAN LABOR FROM BAKEOVEN TO THE DALLES. SHERAR'S BRIDGE AND TOLL ROAD WAS THE GATEWAY TO THE VAST TERRITORY OF CENTRAL OREGON. THE BUILDING OF THE RAILROADS THROUGH THE DESCHUTES CANYON IN 1911 ENDED THE IMPORTANCE OF SHERAR'S BRIDGE AND THE ROAD WAS LITTLE USED UNTIL THE RECONSTRUCTION OF THE HIGHWAY IN RECENT YEARS.

The Commission also considered a request from R. D. McCurdy, Secretary of the Enterprise Chamber of Commerce, for erection of a text board overlooking the Wallowa Valley, setting forth the connection of the Wallowa Valley with the Nez Perce Indian War. The Memorials Committee of the Oregon Historical Society, the Engineer commented, has approved a text. The Engineer recommended approval of the request and that he be authorized to erect a standard historical marker at the most advantageous

place along the highway in the Wallowa Valley, with the following text to be inscribed thereon, as prepared by the Memorials Committee of the Oregon Historical Society:

THE NEZ PERCE WAR

HERE, IN WALLOWA VALLEY, THE NEZ PERCE WAR BEGAN IN MAY 1877. IT ENDED IN OCTOBER 1877, WHEN, AFTER A HISTORIC 1,000-MILE RETREAT, YOUNG CHIEF JOSEPH IN DIGNIFIED SURRENDER SAID: "FROM WHERE THE SUN NOW STANDS I WILL FIGHT NO MORE FOREVER." THE TREATY OF 1855 MADE WALLOWA VALLEY PART OF THE NEZ PERCE RESERVATION. CHANGES MADE IN 1863, RESTORING THE VALLEY TO THE U. S. WERE NOT RECOGNIZED BY OLD CHIEF JOSEPH AND HIS SONS. IN 1873 THE U. S. RECOGNIZED CHIEF JOSEPH'S CLAIMS BUT REVERSED THE DECISION IN 1875. TROOPS WERE SENT TO PROTECT THE WHITE SETTLERS WHO HAD ENTERED THE VALLEY IN GOOD FAITH. YOUNG CHIEF JOSEPH WITH 300 WARRIORS WON MOST OF HIS BATTLES AGAINST SUPERIOR FORCES. FEELING THAT PROMISES MADE AT HIS SURRENDER WERE BROKEN, CHIEF JOSEPH DEVOTED HIS LIFE IN VAIN PLEADING WITH THE UNITED STATES GOVERNMENT.

The Commission approved the text and authorized erection of the marker which is estimated to cost $400.

The Commission considered a request from Josephine County Court that the County be permitted at its own cost and expense to build a new connection for the "Speaker" County Road to the new Pacific Highway about two miles north of the town of Wolf Creek. The Engineer explained that the county road now connects to the old Pacific Highway, and the old highway, in turn, connects with the new highway at points approximately 2,000 feet apart. The present connections, he said, are on very flat angles and are on curves where sight distance is restricted, whereas the connection proposed by the County will enter the highway at right angles at a point where adequate sight distance is available, and in addition thereto, the old connections will be closed. He recommended approval of the County

Court's request. The Commission approved the new highway connection as recommended, subject to the condition that the State will not be asked to contribute funds to assist in financing the project.

A request from the Umatilla County Court that the Mission North-Mission South Road from its junction with Oregon Highway 11 to its junction with US Highway 30, as relocated, be designated as a state secondary highway was considered by the Commission. The Engineer reported that the road is 4.65 miles long, and that it would cost approximately $450,000 to improve it to modern secondary standards. Traffic studies, he said, indicate that the average daily traffic would be about 170 vehicles if it were signed as a by-pass route for Pendleton. He pointed out that the section from Mission south is now on the Federal-aid County Road system, while the section north from Mission is not. He also pointed out that the mileage of roads now on the state secondary system is about twice that on the county road system, yet the counties receive 50 per cent of all federal secondary monies. It was his opinion that the volume of traffic that will use the road does not justify its being placed on the state highway system, and he recommended that the request be denied. He offered the suggestion, however, that the Mission-North road could be designated a Federal-aid Secondary (County Road) Highway, if the County so desired, so it would be eligible along with the Mission-South section for Federal-aid Secondary funds that are allocated to Umatilla County. The Commission accepted the recommendation, and ordered that the matter be discussed with the County Court from that standpoint.

A claim in amount of $50, presented by Shirley W. Pettengill, Coquille, for destruction of an apple tree was discussed. The Engineer explained that the tree was damaged by a Soils Investigation crew while carrying on a survey for the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway, and an investigation of the claim reveals that it is a legitimate one. He recommended that it be allowed in full. The Commission approved the recommendation.

Consideration was given to a claim for damages submitted by Mr. E. J. Molitor for the destruction of tulip bulbs on his land adjacent to the Banfield Expressway, at 162nd Avenue. The Engineer advised that a drainage condition developed in construction of the Expressway which, during an exceedingly heavy rain, caused the flooding of Mr. Molitor's property on January 27, 1955, and, although action was taken immediately to relieve the situation, it was not possible to drain the area entirely, and a large quantity of bulbs were lost. Mr. Molitor, he said, submitted a claim for $1,843.51 for the loss of approximately 20,000 tulip bulbs, but later agreed to accept $1,492.51 as settlement in full, such amount being a reasonable value of the bulbs destroyed as estimated by the Landscape Engineer. The Engineer recommended that Mr. Molitor be paid the sum of $1,492.51 for all damages involved on condition that he give a full and complete release. The Commission accepted the recommendation and so ordered.

Attention was given by the Commission to a claim submitted by Mr.

Douglas S. Ward, Portland, in the sum of $29.26 for damage to his car caused by the lowering of the traffic arm gate at the Vancouver end of the Columbia River bridge between Portland and Vancouver. The Engineer advised that the damage occurred when the gate was lowered by a gate tender who was under the influence of liquor, and who subsequently was discharged. Upon his favorable recommendation, the Commission approved payment of the claim.

A request from Mrs. Blanche Tipton for commercial access from her property to a new connecting highway between the reconstructed Deady-Shady Section of the Pacific Highway and the present road south of Shady Point was discussed. The Engineer reviewed the matter briefly explaining that the property was acquired in February, 1954, and that private access was granted to serve a small parcel, and unlimited access was granted from a larger parcel to the Grant Smith County Road, which in turn, has unlimited access to the approach highway. He recalled a similar request in September, 1954, which was denied. He added that conditions have not changed since that time, and that it still is his recommendation that the request should not be granted. Approval of the request, he said, would set a precedent that would be inimical to the interests of the State in its access control provisions. The Commission denied the request as recommended by the Engineer.

Consideration was given by the Commission to a proposed agreement with Jackson County School District No. 6, Central Point, covering installation of splash boards in a 9' x 6' box culvert carrying the waters of Griffith Creek so that the water level can be raised to permit pumping for irrigation. The Engineer advised that the agreement is partly to fulfill the State's obligation in connection with a right of way settlement with the School District, and that the splash boards will be in place only from April 1 to November 1, so will not interfere with highway drainage. He recommended and the Commission approved the form of agreement as prepared.

The Engineer reported that the marine insurance providing hull and machinery coverage on the three ferry vessels at Astoria will expire May 31, 1955, so it will be necessary to receive bids at the April meeting of the Commission to retain continued coverage. He advised that it is proposed to call for bids on two alternate plans--"A" and "B". Plan "A" which provides coverage under the same conditions as in the past; that is, requiring a rate for the primary coverage, a rate for disbursements, and a credit rate for the 30-day lay-up periods. Plan "B" will require bids which show the rate for Port Risk coverage for 365 days and a quoted rate for "Operating Risk Coverage" for the estimated number of days that it is intended each vessel will operate during the year. Such coverage contains a provision that additional premiums shall be due and payable at a stipulated rate for each additional period (from 1 to 15 days) the vessel is operated. It was his thought that the total premium cost would be less under alternate "B" than under alternate "A". The Commission authorized the calling for bids on the basis outlined by the Engineer.

The Commission gave attention to a bill submitted by the California Oregon Power Company amounting to $55,748.21, for revision of its facilities on the Goshen-Coast Fork Section, the Booth Ranch Section, and in the City of Central Point, all on the Pacific Highway. The Engineer commented that the bill appears to be quite high and that the method used in determining betterment, depreciation and salvage should be carefully investigated before the claim is allowed. The Commission concurred and thereupon instructed the Auditor to make a detailed examination of the billing and report his findings to the Commission.

An agreement with the California Public Utilities Company covering construction of a power line approximately one-half mile long to serve the State remote-controlled receiving and transmitting station on Mt. Harris northeast of La Grande was discussed. The agreement provides that the Company shall be paid $325 upon completion of the line and a minimum monthly charge of $20 for a five-year period from the date that service is provided. As the $20 monthly charge is approximately the cost of the electric energy which will be consumed at regular rates, the Engineer recommended that the agreement be approved. The Commission approved the agreement as recommended.

The Commission approved the Secretary's report on papers which he signed on behalf of the Commission during the period January 14, 1955, through February 24, 1955.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on Wednesday and Thursday, April 13 and 14, 1955. The Secretary was instructed to arrange for the use of the Green Room in the Imperial Hotel, Portland. The Commission also tentatively set Wednesday and Thursday, May 25 and 26, 1955 as the date for its following meeting.

The Commission authorized Mr. R. H. Baldock, State Highway Engineer, to attend the Pacific Northwest Conference of the American Society of Civil Engineers in Tacoma, Washington, on April 22-23, 1955, at an estimated cost of $55. Mr. Baldock was also authorized to attend a meeting of the Design Committee of the American Association of State Highway Officials in Chicago, during March 28-29, 1955, at an estimated cost of $275.

Problems to be presented by delegations scheduled to appear on the following day were discussed. The Engineer reviewed briefly the matters in which the various delegations are concerned. The Commission, however, deferred action on them pending the appearance of the delegations.

The Engineer stated that Mr. Joseph K. Carson, Jr., who acts as attorney for the Stark Street Company, Inc., Portland has requested that the Commission give its approval for a change from Zone II to Zone III on the following: Lots 1 to 20 inclusive, Block A and Block C, Gannon Addition in Portland. He advised that the Highway Department is the owner of property which it is believed lies within the area described, and that

the zone change will not be detrimental to the State. He recommended approval of the request. The Commission authorized the Engineer to direct a letter to the Mayor and City Council of Portland stating that the Commission has no objection to the proposed change in Zone.

The Parks Superintendent reported a request from the Longview Fiber Co. for permission to construct a new roadway entrance to the Salmon River Highway from its property which lies just south of Van Duzer Forest Corridor. He said that a bridge on the present roadway was damaged and the Company wants to shift the entrance to the highway a little farther east. He further stated that the shift in entrance points will not be objectionable, and he recommended approval of the request. The Commission approved the recommendation.

The Secretary presented a letter from F. J. Kernan, Portland, concerning right of way which may be needed across property belonging to Kernan Livestock Farm, Inc., for the approach to the proposed bridge across the Columbia River at the foot of North Denver Avenue, Portland. The Commission referred the letter to the Engineer for investigation and report.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:30 p.m., Commissioner McIver publicly announced the Commission's decision with respect to each project as follows:

"Grading and paving Rock Creek-Damascus Section of the Clackamas-Boring County Road in Clackamas County: The Commission elects to accept the bid of K. F. Jacobsen & Co., Inc., Portland, in the sum of $148,125 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clackamas County is received and the sum of $33,400 is deposited by the County.

"Construction of North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County: The Commission elects to accept the bid of Frank Watt Construction Co. and S & D Construction Co. in the sum of $16,710 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County is received and the sum of $3,750 is deposited by the County.

"Painting McCullough Bridge over Coos Bay on the Oregon Coast Highway in Coos County: The Commission awarded the contract to the low bidder, A. H. Barbour & Son, Inc., Portland, at their bid price of $53,340.

"Umpqua River Bridge Pier Protection on the Oregon Coast Highway at Reedsport in Douglas County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $24,210.

"Forest Boundary Slide Correction Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County: The Commission awarded the contract to the low bidder, Den Herder & Strobel Contractors, Medford, at their bid price of $22,194.50.

"Installation of traffic signals on the Pacific Highway in Medford in Jackson County: The Commission awarded the contract to the low bidder, Trowbridge & Flynn Electric Co., Medford, at their bid price of $15,593.

"Construction of Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County: The Commission elects to accept the bid of Frank Watt Construction Co. and S & D Construction Co., Portland, in the sum of $25,450 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of $5,700 is deposited by the County.

"Paving Goshen-Cottage Grove Unit, Goshen-Divide Section of the Pacific Highway in Lane County: The Commission awarded the contract to the low bidder, Max J. Kuney Co., Inc., Spokane, Washington, at their bid price of $740,550.

"Paving project in Cottage Grove (North River Road) in Lane County: All bids were rejected on this job.

"Salt Creek Bank Protection, Eagle Creek-Twin Creek Section of the Willamette Highway about 13 miles east of Oakridge in Lane County: The Commission awarded the contract to the low bidder, F. L. Somers, Medford, at their bid price of$63,400.

"Grading and oiling, and reconstruction of one bridge on the Arock Highway Junction Section of the Arock County Road about 27 miles west of Jordan Valley in Malheur County: The Commission elects to accept the bid of C. E. Leseberg, Nyssa, in the sum of $61,920 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Malheur County is received and the sum of $13,900 is deposited by the County.

"Grading and paving Mill Creek-Red Prairie Road Section of the Willamina-Salem Highway in Polk County: The Commission elects to accept the bid of Stevenson Construction Co., Salem, in the sum of $84,309 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and paving (passing lane) West Slope Unit 2, Summit Section of the Wilson River Highway about 7½ miles west of Glenwood in Tillamook County: The Commission awarded the contract to the low bidder, Grimstad & Vanderveldt, Astoria, at their bid price of $20,691.60.

"Grade widening and surfacing the Yach Bridge-Weed Bridge Section of the Little Nestucca Highway about 2 miles west of Dolph in Tillamook County: The Commission awarded the contract to the low bidder, Glen Ousley, Eugene, at his bid price of $16,475.

"Grading and paving (Rieth Hill passing lane) and reoiling on the Rieth Hill and Stanfield Junction-Catholic Mission Sections of the Old Oregon Trail in Umatilla County: The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at his bid price of $95,979.

"Sand Station Guardrail Project on the Columbia River Highway in Umatilla County: The Commission awarded the contract to the low bidder, T. W. Thomas, Portland, at his bid price of $3,075.

"Irrigon-Cold Springs Rock Production Project on the Columbia River, Hermiston and Pendleton-Cold Springs Highways near Umatilla and Hermiston in Umatilla and Morrow Counties: The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at their bid price of $20,010.

"Reoiling Weston Mountain-Little Phillips Creek Section on the Weston-Elgin Highway in Umatilla and Union Counties: The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at their bid price of$21,571.

"Construction of Hurricane Creek Bridge on a county road approximately two miles west of Joseph in Wallowa County: The Commission elects to accept the bid of Frank Watt Construction Co. and S & D Construction Co., Portland, in the sum of $8,550 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of $1,900 is deposited by the County.

"Grading and paving Hess Creek (Newberg) Section of the Pacific Highway West in Yamhill County: The Commission elects to accept the bid of Stevenson Contstruction Co., Salem, in the sum of $136,355.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

The Commission signed agreements, etc., as follows:

"Indentures of Access" re change of access points for the following:

a. Smith property on Medford-County Farm Section of Pacific Highway in Jackson County.

b. Nellie Fromm property on Brush Creek-Rinehart Creek Section of Oregon Coast Highway in Curry County.

c. Mark property on Rinehart Creek-Frankport Unit of Rocky Point-Gold Beach Section of Oregon Coast Highway, Curry County.

d. Moore property on Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco County.

e. Thomas property on Medford-County Farm Section of Pacific Highway in Jackson County.

f. Zell property on Onion Flat-Middleton Unit, Tigard-Newberg Section of Pacific Highway, Washington County.

"Agreement" re easement from the Southern Pacific Company to State Highway Commission for construction of a dike on Goshen-Divide Section of Pacific Highway, Lane County.

"Quitclaim Deed" reconveying to Albert Johnson property optioned for right of way on Tigard-Newberg Section of Pacific Highway West, Washington County.

"Bargain and Sale Deed" re selling to Mr. and Mrs. L. W. Whitsett 1.456 acre of excess right of way on Powell Butte Secondary Highway, Crook County.

"Bargain and Sale Deed" re selling to Vera Shaw .74 of an acre of excess right of way on Chrome-Coquille Section of Oregon Coast Highway, Coos County.

"Agreement" with Oregon State College covering investigation of base course surfacing.

"Application and Contract" with California-Pacific Utilities Company covering a ½ mile power line extension to serve the State's remote-controlled radio receiving and transmitting station on Mt. Harris northeast of LaGrande.

"Agreement" with Jackson County covering maintenance of the Old Stage-Rock Point County Road along the Rock Point-Blackwell Hill Section of Pacific Highway. (Authorized 12-7-54)

"Lease & Sale of Road Materials Agreement" with Jesse Plunkett for a parcel of land on the forest Boundary-Meadowbrook Section of the Ukiah-Hilgard Highway. (Authorized 10-28-54)

"Special City Allotment Agreement" with City of Yamhill covering project on Elm Street in City of Yamhill. (Authorized 12-7-54)

"Finance & Maintenance Agreements" with Jackson County covering the Little Applegate River and Star Gulch Bridges on FAS 559. (Authorized 8-9-54 & 10-28-54)

"Finance & Maintenance Agreement" with Benton County covering the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road, FAS 206. (Authorized 8-9-54 &10-28-54)

"Finance & Maintenance Agreement" with Malheur County covering the Arock Highway Junction Section of the Arock Road, FAS 589. (Authorized 8-9-54)

"Bargain & Sale Deed" to B. F. Bowman & Wm. Purchase for a parcel of land on the Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway in Umatilla County.

"Fiscal Year 1956 Forest Highway Program" as tentatively agreed upon at a joint conference held on January 18, 1955.

March 2, 1955

"Agreement" with S. P. Railroad Company re flashing light signal installation at the Derry Crossing on Salem-Willamina Highway near Rickreall.

"Quitclaim Deed" to the original owners, J. D. and Christine W. Douglas, a 9.85 acre gravel pit on the Sams Valley Secondary Highway, Jackson County.

"Agreement" with Jackson County School District No. 6 re the placing of splash boards in a 9' by 6' box culvert carrying Griffith Creek, in order to raise the water level to permit pumping for irrigation.

"Finance & Maintenance Agreement" with Clackamas County covering the Rock Creek-Damascus Section of the Clackamas-Boring Road, FAS 129. (Authorized 9-24-53 & 9-24-54, August 1, 1954 Summary)

"Agreement" with J. L. Campbell covering their operation of the lodge at Silver Falls State Park, from January 1, 1955 through December 31, 1955. (Authorized 1-18-55)

"Quitclaim Deed" to Karl W. Arnold for a parcel of land on the Albany-Lebanon Section of the Santiam Highway in Linn County. (Authorized 1-21-54)

"Quitclaim Deed" to Edward L. Detlefsen, et ux., for a parcel of land on China Camp Section, Oregon Coast Highway in Coos County. (Authorized 5-25-50)

"Special City Allotment Agreement" with City of Nyssa covering N. Third Street and Locust Avenue in City of Nyssa. (Authorized 12-7-54)

"Finance & Maintenance Agreement" with Wallowa County covering the Hurricane Creek Bridge project on FAS 497. (Authorized 10-28-54)

"Lease Agreement" with Ernest Fernau for property lying in the William Neil Donation Land Claim, also lying in the Southeast quarter of Sec. 10, T. 9 S., R 3 W., W.M., Marion County, for the purpose of operating a restaurant and tourist camp.

"Agreement" with the City of Newberg covering the relocating of a 10" water main in the City of Newberg.

"Quitclaim Deed" to Fred L. Knickerbocker for a parcel of land of the John Cochran and wife Donation Land Claim No. 55, in Lane County.

"Power Line Easement" with Bonneville Power Administration in which they grant to the state the use of R/W on their St. Johns-Astoria Transmission line crossing of the Columbia River Highway in Columbia County.

"Power Line Easements" with Bonneville Power Administration covering construction of highway across Pendleton-Deadman's Pass Section of US30 and Clatskanie-Delena Section of US30.

March 2, 1955

Mr. George Ruby, Portland, member of the Columbia Gorge Commission appointed by Governor Paul L. Patterson, was present and conferred privately with the Highway Commission regarding preservation of the esthetic features of the Columbia Gorge, and other matters.

The meeting adjourned at 4:45 p.m. to reconvene at 9:00 a.m. on the following day in the same room.

Portland, Oregon
March 3, 1955

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, with the following persons present and participating:

Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Chairman Chandler was excused from attending this meeting.

Bids as follows, for highway construction were opened and read aloud by the Secretary who then announced that awards of contracts would be made at 3:30 p.m.:

BENTON COUNTY
GRADING AND ROCK SURFACING AND CONSTRUCTION OF ONE BRIDGE ON BEAVER CREEK SCHOOL-TWIN BRIDGES SECTION OF BEAVER CREEK -GREENBERRY ROAD

D. F. McKenzie, Salem	$ 66,310.00
Stevenson Construction Co., Salem	67,079.00
M. L. O'Neil & Son, Eugene	71,433.00
F. H. McEwen, Eugene	76,930.00
C. J. Eldon, Portland	81,225.00
R. A. Heintz Construction Co., Portland	82,722.00

CLACKAMAS COUNTY
PAVING LITTLE CREEK-ESTACADA SECTION OF WOODBURN - ESTACADA HIGHWAY

Edwin C. Gerber, Oregon City	$152,986.00
John R. Saxton, Idleyld Park	152,988.00
E. H. Ittchner Co., Molalla	153,118.00

Paving Little Creek-Estacada Section (cont)

Vernie Jarl, Gresham	$156,053.00
J. N. Conley, Portland	156,623.00
E. C. Hall Co. and J. C. Compton Co., Portland	158,783.00
P. B. Doherty & Son, Portland	167,556.00

COLUMBIA COUNTY
ST. HELENS (COLUMBIA BOULEVARD AND WILLAMETTE STREET) PAVING PROJECT

Parker-Schram Co., Portland	13,775.00
K. F. Jacobsen Co., Inc., Portland	14,345.00
The United Contracting Co., Portland	17,100.00

COOS COUNTY
CHINA CAMP MARSH SECTION OF OREGON COAST HIGHWAY AND MYRTLE POINT (ASH AND 8TH STREETS) PAVING PROJECTS

Bidder	China Camp	Myrtle Point	Total Combined Bid
Woodward & Son and Barklow, Coquille	$ 26,738.00	$ 11,967.00	$ 38,705.00
Rogue River Paving Co., Grants Pass*	29,005.00	11,180.00*	40,185.00
Porter W. Yett, Portland*	28,094.00	12,424.00*	40,518.00
Coos Bay Dredging Co., Inc., Coos Bay	28,399.65	13,122.50	41,522.15
K. F. Jacobsen Co., Portland*	31,527.50	13,253.50*	44,781.00
J. C. Compton Co., McMinnville*	31,302.50	14,147.00*	45,449.50

*Bidder will not accept award of Myrtle Point Paving Project unless also awarded China Camp Marsh Section job.

DOUGLAS AND COOS COUNTIES
SHOULDER OILING REEDSPORT-HAUSER SECTION OF OREGON COAST HIGHWAY

Petersen Bros., Florence	$ 22,075.46
Hutton-Kalkhoven, Portland	22,690.00
Babler Bros., Inc., Portland	25,960.00
J. C. Compton Co., McMinnville	27,973.00
Harr and Horton, Portland	31,592.50
Asphalt Paving Co., Klamath Falls	34,124.00

HOOD RIVER AND MULTNOMAH COUNTIES
MULTNOMAH FALLS-VIENTO ROCK PRODUCTION PROJECT ON COLUMBIA RIVER HIGHWAY

Barney B. Helser, Beaverton	21,050.00
Calkins Crushing Co., Oceanlake	24,540.00
Vernie Jarl, Gresham	31,880.00

March 3, 1955

KLAMATH COUNTY

WILLAMETTE JUNCTION GRADE SEPARATION AT THE JUNCTION OF WILLAMETTE HIGHWAY WITH THE DALLES-CALIFORNIA HIGHWAY

R. H. Jones, Hillsboro	$ 39,860.00
Hamilton & Thoms, Eugene	44,715.00
Babler Bros., Inc., Portland	45,155.00
R & M Construction Co., Central Point	45,981.00
Johnson & Amens, McMinnville	46,011.00
Murray Bros. Construction Co., Bend	46,610.00
Rogers Construction, Inc., Portland	47,275.00
George E. Berry, Beaverton	48,660.00
Valley Construction Co., Portland	49,095.00
Glenn Snook, Eugene	50,020.00
Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, Portland	51,440.00
H. C. Werner, Inc., Eugene	52,811.00
The Central Heating Co., Oregon Ltd., Eugene	53,365.00
Peter Kiewit Sons Co., Longview, Washington	54,372.50

LINCOLN COUNTY

PAINTING YAQUINA BRIDGE AT NEWPORT, OREGON

C. H. Savage Co., Portland	14,208.00
A. H. Barbour & Son, Inc., Portland	15,510.00
J. E. Brown Co., Portland	16,770.00
Runnels Paint Co., Seattle, Washington	31,000.00
Chas. Murphy, San Francisco, California	34,780.00

MALHEUR COUNTY

VALE BRIDGE TIMBER REPLACEMENT OVER MALHEUR RIVER ON OLD ALIGNMENT OF THE CENTRAL OREGON HIGHWAY

George E. Berry, Beaverton	$ 19,700.00
J. O. Young & Sons, Nampa, Idaho	19,704.00
Otis Williams Co., Kennewick, Washington	23,325.00
C. K. Olson, Nyssa	24,221.00
P. C. Knox and V. C. Johnson, Gladstone	26,260.00
R. H. Jones, Hillsboro	27,712.00
Hannan Bros., Portland	27,776.00
McWaters & Bartlett, Boise, Idaho	28,347.50
T. W. Thomas, Portland	28,780.00
S. W. Groesbeck, Eugene	28,960.00
Mills Construction Co., Salem	31,976.50
King-Tyler & Tyler, Moses Lake, Washington	43,822.00

MARION COUNTY

CENTER STREET BRIDGE PAINTING ON WILLAMINA-SALEM HIGHWAY

A. H. Barbour & Son, Inc., Portland	5,712.00
O & S Painters, Inc., Tigard	8,400.00

March 3, 1955

Center Street Bridge Painting (cont)

Tri-State Painting Co., Portland	$ 9,000.00
C. H. Savage Co., Portland	9,750.00
Repine & Gregg Painting Co., Salem	10,184.00
Hall Erection and Painting Co., Portland	10,200.00
Charles Murphy, San Francisco, California	10,275.00
Runnels Paint Co., Seattle, Washington	11,300.00
J. E. Brown Co., Portland	11,760.00

MARION COUNTY
SILVERTON (JAMES STREET) GRADING AND PAVING PROJECT

Central Paving Co., Independence	$ 4,052.00
Warren Northwest, Inc., Portland	4,080.00

MULTNOMAH COUNTY
HALSEY STREET CONNECTION UNDERCROSSING IN PORTLAND

Cherveny Construction Co., Portland	239,591.00
Schrader Construction Co., Portland	245,890.00
Valley Construction Co., Portland*	256,830.00
Lord Bros. Contractors, Portland	264,530.00
Inland Construction Co., Milwaukie	265,830.00
Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, Portland	269,720.00
Charles R. Schmiedeskamp, Portland	281,725.00
Donald M. Drake Co., Portland	282,818.00
Lee Hoffman, Beaverton	284,577.00
Natt McDougall Co., Portland	286,849.00
Gibbons & Reed Co., Portland	410,340.00

*Bidder will not accept award of projects above an aggregate total of $265,000.

POLK COUNTY
INDEPENDENCE (NORTH CITY LIMITS-OAK STREET) SECTION OF THE INDEPENDENCE HIGHWAY GRADING AND PAVING PROJECT

Central Paving Co., Independence	13,083.00
Warren Northwest, Inc., Portland	13,565.00

SHERMAN COUNTY
GRASS VALLEY (CHURCH STREET-BRYAN STREET) PAVING PROJECT ON THE SHERMAN HIGHWAY

Warren Northwest, Inc., Portland	9,740.00
Morrison & Lamping, Walla Walla, Washington	12,400.00
Russell Olson Construction Co., Inc., Pendleton	14,500.00

March 2, 1955

WASHINGTON COUNTY
GRADING AND PAVING GASTON SECTION OF THE TUALATIN VALLEY HIGHWAY

C. C. Meisel, McMinnville	$ 12,785.50
K. F. Jacobsen Co., Inc., Portland	12,991.00
Oregon Asphaltic Paving Co., Portland	13,352.00
Portland Road & Driveway Co., Portland	14,140.00

WASHINGTON COUNTY
GALES CREEK BRIDGES ON THE WILSON RIVER HIGHWAY OVER GALES CREEK

Johnson & Amens, McMinnville	73,627.50
R. H. Jones, Hillsboro	75,955.00
Tom Lillebo, Reedsport	78,425.00
Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, Portland	80,845.00
C. J. Eldon, Portland	82,555.00
Hamilton & Thoms, Eugene	83,850.00
Valley Construction Co., Portland*	83,900.00
Babler Bros., Inc., Portland	84,960.00
Gibbons & Reed Co., Portland	85,814.50
General Construction Co., Portland	93,080.00
United Builders, Inc., Beaverton	94,565.00
Lee Hoffman, Beaverton	94,620.00
James & Yost, Inc., Portland	101,495.00

*Bidder will not accept award of projects above an aggregate total of $265,000.00.

YAMHILL COUNTY
YAMHILL (ELM STREET) GRADING AND PAVING PROJECT

Oregon Asphaltic Paving Co., Portland	$ 6,000.00
C. C. Meisel, McMinnville	6,312.50
Portland Road & Driveway Co., Portland*	6,643.00

*Bidder will make lump sum reduction of $300.00 if awarded this project and the Gaston Paving Project.

Mr. Vernon I. Miller, County Judge, Sherman County, Mr. B. H. Roberson, President of Highway 97 Association; Mr. B. C. Baumgartner, Mayor, Grass Valley; Mr. George B. Nesbitt, Mayor, Goldendale, Washington; Mr. Henry H. Miller, County Commissioner, Klickitat County, Washington, and Mr. R. B. Spiekerman, President of Goldendale Chamber of Commerce, came before the Commission regarding a co-operative study to determine the feasibility of a bridge across the Columbia River between Biggs, Oregon, and Maryhill, Washington, as a replacement

for the Maryhill Ferry. Mr. Miller headed the group. He recalled that the Highway Commission previously agreed to contribute toward the project, and he advised that subsequently the matter was given careful consideration by the Governor of Washington and the Washington Toll Bridge Authority. He introduced Mr. Nesbitt who stated that as a result of their contacts with the Washington officials, the Washington Legislature and the Washington Toll Bridge Authority have authorized the study which Mr. William Bugge, Director of Highways, estimates will cost about $20,000. Accordingly, most of the legal barriers have been surmounted. He explained that the plans provide for participation by four parties--The State of Washington, Klickitat County, Washington, State of Oregon, and Sherman County, Oregon, on an equal basis. He asked the Commission to assume, as the fourth member of the group, payment of one-fourth of the total cost involved. Commissioner Reynolds recalled that the Commission at its last meeting agreed conditionally to contribute $3,000 toward the expense, but it now seems that such sum is inadequate for the purpose. Mr. Nesbitt replied that according to the latest estimate of the Director of Highways of Washington, the study will cost about $20,000, but they are asking each participant to contribute $6,000 to make certain that adequate funds are provided. As a result of the discussion, the Commission decided to pay 25 per cent of the cost of the study up to a maximum of $6,000, on the condition that each of the other three participants contribute a like sum. It was understood that such contribution includes the $3,000 previously authorized,and is not in addition thereto. The Secretary was instructed to inform the Washington Toll Bridge Authority by letter, of the Commission's action, and to send the letter to Mr. Spiekerman to deliver to the Washington Toll Bridge Authority in person.

Mr. Vernon I. Miller, Sherman County Judge, brought up the matter of highway signs at the junction of US97 and US197. He said that the existing signs and center line stripe have a tendency to route travel over US197; also, that southbound traffic on US97 is required to stop before entering the intersection, which indicates that US97 is secondary in importance. In order to correct this impression, he suggested that the names of certain Washington cities, including Seattle and Yakima, be placed on the signs as a convenience for tourists who want to visit those cities. The Commission referred the matter to the Engineer to investigate.

Mr. Miller also brought up for discussion the matter of permitting employees of the State Highway Department to hold City offices. He mentioned two maintenance men who hold offices in the town of Moro, one being Mayor of the town and the other a town councilman. He protested the Commission's ruling that will not permit them to act in those capacities but will require them to resign. He urged that they be allowed to retain their civic positions as they are competent men and highly respected in the community. The Commission referred the matter to the Engineer for a report. (The Engineer rendered his report on the subject later in the day. At that time, he explained that the ruling which prohibits employees of the State Highway Department from holding positions as officials in city and county government was made many years ago to forestall involvement of the State Highway Department in political matters, and to avoid

criticism, justified or otherwise, as to favoritism which might be granted due to employees holding such offices. The Commission decided to adhere to past practice.)

A delegation from Creswell came before the Commission to urge the oil surfacing of the south leg of the Springfield-Creswell Secondary Highway, from its junction with the Willamette Highway to its junction with the Pacific Highway in Creswell. The following people were present: Mr. and Mrs. Waldo T. Taylor, ranchers; Mr. Phil Walker, Ford Tractor Company owner; and Mr. Art Skinner, rancher. Mr. Taylor headed the group, and introduced the several members. Mr. Skinner who was principal spokesman, stated that they represent the people who live along this section of highway, and are bothered with dust in the summertime and with mud during the winter season. He also said that the road is very rough at all times. He pointed out that improvement of the highway has been requested many times in the past,but nothing of material value has been done to correct the conditions. The Engineer explained that the roadbed is gravel-surfaced and is difficult to maintain. He also said that the project is a meritorious one as is the Territorial Secondary Highway on which a large amount of money has been spent, and that there is not enough money available to finance both of them. Mrs. Taylor declared that the road is in such condition that automobile tires wear out in only about 6,000 miles on this road, and that the life of school buses which have to travel the route is greatly shortened by the very rough road. Mr. Taylor expressed the opinion that the maintenance cost on the road would be less if it were oiled than it is in its present condition. Mr. Walker mentioned that during periods of high water, the highway is flooded so they can't go to Creswell to shop, but they could go to Springfield and Eugene if the road were improved.

Commissioner Reynolds advised that the Commission tries to distribute its funds equitably throughout the several Counties, but finds it hard to take care of all of the roads that are in need of improvement, so priority has to be given to some of them; however, serious consideration will be given to the request, and an investigation will be made to determine the need for the improvement and its priority status, without any promise that anything will be done to improve conditions.

Mr. Lloyd Bowman, Mrs. Tempe Rhodes, and Mr. E. S. Harrington, business people from the town of Ukiah, appeared before the Commission to present their objections to the proposed relocation of the Hilgard-Ukiah Secondary Highway which would by-pass the town of Ukiah. Mr. Bowman acted as spokesman. He stated that they represent all of the businessmen and 98 per cent of the property owners in Ukiah who are unanimous in opposing the projected line as they feel that it would isolate their town. Mrs. Rhodes, who operates a general store and a ranch and has been a resident of the town for a number of years, alleged that snow drifts very badly along the projected line whereas if the road were placed along the creek and through the town of Ukiah, this problem could be avoided. Mr. Harrington urged that consideration be given to businessmen and property owners in the town, as the by-pass route, he felt, would be very harmful to them.

He also confirmed Mrs. Rhodes' statement that the snow drifts badly on the proposed by-pass route. The Engineer stated that the proposed line passes about 3,000 feet north of the town,and that the rise and fall is about the same on both routes. Commissioner Reynolds stated that the project will be reviewed and that a thorough study will be made before the project is constructed, and if it is found that the proposed alignment is not proper, it will be changed. The Engineer was thereupon instructed to give the matter his personal attention. The Commission also stated that it will inspect the project personally some time this coming summer.

Mr. Donald M. Sharpe, The Dalles, was present in the interests of development of the Cloud Cap Inn area on Mt. Hood for skiing and other recreational purposes. He explained that he has been promoting financial arrangements for the necessary projects, but such arrangements are contingent upon securing an adequate road leading to the area and whether or not snow removal can be provided. The U. S. Forest Service, he stated, has indicated that it will build the road and a parking lot, and Hood River County will maintain it, but there still remains the problem of snow removal. He pointed out the congestion caused by skiers at Government Camp, and he declared that the development of the Cloud Cap Inn area will relieve this congestion. He inquired if the Forest Service builds the road and if private interests develop the area, will the Highway Commission keep the road open during the winter. He estimated development costs at $200,000.

Commissioner Reynolds stated that the Commission does not ordinarily perform work on roads other than state highways, but the Commission is interested and will consider the project. In reply to his inquiry as to whether or not the U. S. Forest Servicehas made a definite commitment to the project, Mr. Sharpe said that the Forest Service is 100 per cent in favor of the project, but doesn't know now when construction will go forward. He repeated that what he wants to know today is whether or not the State will conduct the snow removal operations, if the Forest Service builds the road and parking lot, and the proposed development materializes. In reply to an inquiry from Commissioner McIver as to how much it will cost to remove the snow, the Engineer stated that it is difficult to make an estimate until the road is built, but it will be expensive, and the State does not now have the equipment to perform the type of snow removal that would be required. He suggested that action be deferred until next summer when the project can be viewed on the ground. Mr. Sharpe stated his approval of the suggestion. The Chief Counsel questioned the Commission's authority to spend State money on a road that is not on the State Highway system. Commissioner Reynolds concluded the interview by repeating that the Commission is interested and will have a thorough investigation made of the project; however, he said, this is only one of many similar requests that have been received, most of which have been turned down. He added that the Commission would like to be kept advised as to the plans of the U. S. Forest Service concerning this project.

Mr. Grant F. Brown, a rancher from Fort Klamath, was present and urged improvement of the Klamath Lake Secondary Highway northerly

from its junction with the road leading to Lake-of-the-Woods to Fort Klamath. He stated that he represents Fort Klamath Grange and Klamath County Pomona Grange. He pointed out that the section of highway from Klamath Falls to a junction with the Lake-of-the-Woods Road is newly constructed, but from there north to Fort Klamath, the road is very old and hazardous. He recited the history of the road and requested a survey for completion of the same. He advised that the road is needed in order to market timber on adjacent land as well as to market other agricultural products. He presented petitions signed by 492 residents of Klamath County urging the improvement and advised that the project has the endorsement of the Klamath County Court, Klamath County Chamber of Commerce, Jackson County Chamber of Commerce, and all of the newspapers of the district. He filed the supporting material with the Commission.

Commissioner Reynolds called attention to the fact that in recent years a great deal of money has been spent in Klamath County for highway improvements, including improvement of the south end of this highway, and the question arises where are funds to be found to finance the construction now requested; however, a study will be made of the project, notwithstanding that no encouragement can be given that it will be constructed; in fact, the Commission cannot even say that it will authorize a survey because there are so many other places that are more in need of improvement and which have a higher priority. He repeated that the Commission can give no encouragement for immediate funds. Commissioner McIver expressed concurrence in the statements of Commissioner Reynolds, which concluded the discussion.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

Mr. Charles Collins, Superintendent, Douglas County Park Board, and Mr. John Amacher, State Representative from Douglas County, and President of the Board, came before the Commission relative to the establishment of a state park on the North Umpqua River at Susan Creek, east of Roseburg. Mr. Collins stated that they were informed of the action that was taken by the Commission on the previous day, designating this area as a state park, and just want to thank the Commission personally for it. The Douglas County Park Board, he stated, will assist the Commission in any way that it can, and he expressed the hope that the Commission will proceed with early development of the area. He added that Douglas County will convey to the State all of its interests in the property. Mr. Amacher gave as his understanding that the Commission plans to spend about $2,000 for development this year. Mr. C. H. Armstrong, State Parks Superintendent, stated that it is planned to expend about $2,000 this year for maintenance and for some small improvements to make the park usable; also that additional funds will be provided next year, depending what use is made of the park this year. Commissioner Reynolds stated that the Commission is happy to secure the park site and intends to develop it as use of the area warrants.

Mr. Dean Erwin, County Judge of Wallowa County, conferred briefly with the Commission concerning the Little Sheep Creek Secondary Highway. He asked for a survey of the section from the top of Little Sheep Creek Hill to a point about 8 miles northerly thereof, in view of anticipated travel over the road because of the proposed Snake River Dams. Commissioner Reynolds stated that the request would be given consideration, but no commitment can be made at this time.

Mr. and Mrs. Henry Sturtevant of Portland and their attorney, Mr. James K. Navarra, appeared before the Commission regarding issuance of a permit to move a large quonset hut over state highways and city streets from the Bertha-Beaverton District to East 167th and Division Streets, Portland, via the St. Johns Bridge. Mr. Navarra, who acted as spokesman, explained that the Commission purchased right of way from Mr. Sturtevant, and that the negotiations were based on the premise that Mr. Sturtevant would be allowed to move the building, and accordingly he sold it, but now finds that he cannot get a moving permit from the State, so has lost the sale and stands to lose $5,000, which will put him out of business. He asked the Commission to reconsider the matter and grant the permit. Mr. Porter, Right of Way Engineer, stated that he discussed the matter with Mr. Johnson and Mr. Mayhew, who conducted negotiations for this property, and it appears that the negotiations were conducted on the basis that Mr. Sturtevant would move his building back on his own property, and at no time was he given any idea that he would be allowed to move the building over state highways. In fact, payment was made to Mr. Sturtevant for the right of way acquired and to compensate him for damages incurred, and to reimburse him for the cost to move the building back. No protest was made when the deal was closed. Mr. Sturtevant, however, constructed another building and is now endeavoring to sell the original quonset type structure. Mr. Sturtevant endorsed the statements of his attorney, and alleged misrepresentation on the part of the Commission's agents. Commissioner Reynolds explained that the permit definitely cannot be granted to move the building over state highways, but the Commission will review the entire transaction and will recompense Mr. Sturtevant if it develops he has been injured by the actions of the highway department representatives. The Right of Way Engineer was thereupon instructed to render a complete report on the subject.

Mr. William A. Babcock, Portland attorney, discussed with the Commission a claim for wages lost by employees of the St. Helens Wood Products Company on the Siuslaw Highway near Swisshome, because of damages done to the plant of the Company by a blast set off by State Highway personnel. He explained that on January 5, 1955, a State crew working on a road widening project near the plant set off a blast which had caused a number of large rocks to fall on the plant, causing damage that necessitated the closing down of the plant to January 17th. 88 employees of the Company were involved, he said, and each lost $7\frac{1}{2}$ working days, or a total of $11,175.30. It was his opinion that the State is liable for payment of the lost wages, and has the right to pay the claims, each of which is under $500. Commissioner Reynolds stated that the request would be discussed with the Chief Counsel, and that Mr. Babcock would be notified

of the decision that is reached. Following Mr. Babcock's departure the Chief Counsel stated that in his opinion, the law does not grant the Commission authority to pay the claims, and he recommended that they be denied. The Commission adopted the recommendation and instructed the Chief Counsel to so inform Mr. Babcock.

Consideration was also given to a request from the Grande Ronde Valley Flood Control District for State cooperation in the cost of revising highways and bridges that will be affected by its proposed flood control project. The Engineer stated that the request particularly concerns the bridge over the Grande Ronde River about 2½ miles west of Cove, the Catherine Creek Bridge just east of Union, and a one and one-half mile section of the Medical Springs Highway along Catherine Creek. The two bridges, he stated, are substandard steel trusses built about 30 years ago and are lighter and narrower than the present standards and that if anything is done with them, they should be replaced with more modern structures. He estimated the cost to replace the two bridges and to surface the one and one-half mile section of the Medical Springs Highway at $85,000. He said that the State will benefit by the new facilities,and he recommended that the State cooperate with the Flood Control District and perform the improvements as outlined, provided the District contributes the sum of $20,000 toward the costs involved which represents the value of the remaining life of the existing facilities. The Commission accepted the recommendation and ordered that the District be so informed.

The Right of Way Engineer reported that there is a parcel of property consisting of 3.5 acres of land, a house, and some cabins in the town of Canyonville on the Pacific Highway, which is not needed for highway purposes. The property has an appraised value of $5,000, and he recommended that authority be granted to sell it at public auction for not less than $5,000. The Commission approved the request by adopting the attached resolution relative thereto, marked EXHIBIT "B-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer requested authority to attend a meeting of the Northwest Conference on Access Control to be held in Tacoma on April 22, 1955 at an estimated cost of $35. The Commission granted the request.

A brief report was submitted by the Chief Counsel concerning his trip to Chicago to attend the Subcommittee Meeting of the National Committee on Urban Transportation. The meeting, he said, was called to discuss the transportation needs of counties, cities and districts, and to set up a procedure for future needs in urban areas. The expenses for this trip, he commented, were paid by the Committee.

Commissioner Reynolds reported receipt of a number of letters from residents of Medford, protesting reconstruction of the Pacific Highway through Hawthorne Park in Medford. The Engineer explained that surveys are now being conducted, and it appears that there are two feasible locations, one of which will entirely by-pass the City of Medford to the east,

and the other will go through Hawthorne Park. The surveys, he said, are now under way and until all of the facts have been obtained, it will not be possible to make a recommendation as to which is the proper route. The Commission instructed the Engineer to advise the people of Medford, through the local newspaper, as to the true status of the proposed highway relocation as it concerns their City.

Commissioner Reynolds also mentioned the concrete divider at the Stanfield junction on the Old Oregon Trail. He said that the divider is somewhat of a hazard during hours of darkness, and he suggested that possibly another type of divider might serve the purpose better, or perhaps illumination of the area would reduce the hazard. He also suggested as a remedy the widening of the highway at this location. The Engineer was instructed to investigate the matter and submit a report.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 3:30 p.m. Commissioner McIver publicly announced the Commission's decision with respect to each project as follows:

"Grading and rock surfacing, and construction of one bridge on the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road about ten miles south and west from Corvallis in Benton County: The Commission elects to accept the bid of D. F. McKenzie in the sum of $66,310 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of $14,900 is deposited by the County.

"Paving Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County: The Commission awarded the contract to the low bidder, Edwin C. Gerber, Oregon City, at his bid price of $152,986.

"Paving (Columbia Boulevard and Willamette Street) in St. Helens in Columbia County: The Commission elects to accept the bid of Parker-Schram Co., Portland, in the sum of $13,775 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of St. Helens is received and the sum of $1,000 is deposited by the City.

"Paving China Camp Marsh Section of the Oregon Coast Highway north of Coquille in Coos County and Myrtle Point (Ash and 8th Streets) Paving Project in Coos County: The Commission awarded the contract to Woodward & Son and Barklow, Coquille, by reason of their low combination bid of these two projects in the sum of$38,705.

"Shoulder oiling on the Reedsport-Hauser Section of the Oregon Coast Highway in Douglas and Coos Counties: The Commission awarded the contract to the low bidder, Petersen Bros., Florence, at their bid price of $22,075.46.

"Multnomah Falls-Viento Rock Production Project on the Columbia River Highway west of Hood River in Hood River and Multnomah Counties: The

Commission awarded the contract to the low bidder, Barney B. Helser, Beaverton, at his bid price of $21,050.

"Construction of Willamette Junction Grade Separation at the junction of the Willamette Highway with The Dalles-California Highway in Klamath County: The Commission awarded the contract to the low bidder, R. H. Jones, Hillsboro, at his bid price of $39,860.

"Painting Yaquina Bridge at Newport in Lincoln County: The Commission awarded the contract to the low bidder, C. H. Savage Co., Portland, at their bid price of $14,208.

"Vale Bridge Timber Replacement over the Malheur River on the old alignment of the Central Oregon Highway in Malheur County: The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at his bid price of $19,700.

"Painting the Center Street Bridge over the Willamette River in Salem on the Willamina-Salem Highway in Marion County: The Commission awarded the contract to the low bidder, A. H. Barbour & Son, Inc., Portland, at their bid price of $5,712.

"Silverton (James Street) Grading and Paving Project in Marion County: The Commission awarded the contract to the low bidder, Central Paving Co., Independence, at their bid price of $4,052.

"Construction of Halsey Street Connection Undercrossing in the City of Portland in Multnomah County: The Commission elects to accept the bid of Cherveny Construction Co., Portland, in the sum of $239,591 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving Independence (North City Limits-Oak Street) Section of the Independence Highway in Polk County: The Commission awarded the contract to the low bidder, Central Paving Co., Independence, at their bid price of $13,083.

"Grass Valley (Church Street-Bryan Street) Paving Project on the Sherman Highway in Sherman County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $9,740.

"Grading and paving Gaston Section of the Tualatin Valley Highway in Washington County: The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at their bid price of $12,785.50.

"Construction of Gales Creek Bridges on the Wilson River Highway west of Glenwood in Washington County: The Commission awarded the contract to the low bidder, Johnson & Amens, McMinnville, at their bid price of $73,627.50.

"Yamhill (Elm Street) Grading and Paving Project in Yamhill County: The Commission awarded the contract to the low bidder, Oregon Asphaltic Paving Co., Portland, at their bid price of $6,000."

There being no further business to come before the Commission, the meeting adjourned at 3:35 p.m.

State Highway Engineer

Commissioner (Acting Chairman)

Secretary

Commissioner

March 3, 1955

EXHIBITS "A" through " H"

Minutes of

March 2 and 3, 1955

EXHIBIT "A"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY

22551 Koessel, Albert E., (Johnson)
Right of Way
Option expires July 24, 1955

3000 sq. ft. at $0.25 per sq. ft.	$ 750.00
House, 844 sq. ft. at $3.25 per sq. ft.	2,743.00
Amount to be paid owner-chrg to Right of Way	$ 3,493 00

Entire taking-

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR-BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

22747 Palmer, Alma Ursula, (Smith)
Right of Way
Option expires August 13, 1955

30,625 sq. ft. at $0.12 per sq. ft.	$ 3,675.00	
House, 552 sq. ft. at $7 per sq.ft.)		
112 sq. ft. at $4 per sq.ft.)	4,312.00	
Garage, 200 sq. ft. at $1 per sq.ft.	200.00	
Landscaping and fruit trees	628.00	
Amount to be paid owner-chrg to Right of Way		$8,815.00

Entire taking

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY

21008 Wynkoop, Leonard A. and Adrienne L. (Smith)
Right of Way
Option expires August 9, 1955

1250 sq. ft. (including shrubs & landscaping), $0.576/ sq. ft.	$ 720.00	
Damages	2,500.00	
Amount to be paid owners-chrg to Right of Way		$3,220.00

Access controlled-none allowed

UNION AVENUE-SWIFT ROAD JUNCTION SECTION-PACIFIC HIGHWAY WEST

22885 Pacific International Association (Mayhew)
Right of Way
Option expires July 27, 1955

Fee, 0.154 acre, Easement 0.24 acre, lump sum	$ 10.00	
Amount to be paid owner-chrg to Right of Way		$ 10.00

Access not controlled-

EXHIBIT "A" (cont)

CASCADE LOCKS-VIENTO SECTION-COLUMBIA RIVER HIGHWAY

22754 Morgus, Vern and Letha (Grant)
Right of Way
Option expires July 23, 1955

0.05 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access controlled-

22755 Kvavle, Carter et al (Grant)
Right of Way
Option expires August 2, 1955

0.15 acre, lump sum $ 25.00

Amount to be paid Metha K. Gibbs-chrg to Right of Way $ 25.00

Access: Sta. 691+50, Northerly side, for residential and farm use only.

Access controlled-

S.E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVER-CROSSING-CASCADE HIGHWAY

22702 Redifer, Everett (Johnson)
Right of Way
Option expires August 6, 1955

0.1 acre, lump sum $ 400.00

Amount to be paid owner-chrg to Right of Way $ 400.00

THINGS TO BE DONE BY THE STATE

Construct driveway entrance, Sta. 466+90 and gravel from hwy. to where approach comes to grade on grantor's property.
Access, Sta. 466+90, West side, unrestricted.

Access controlled-

EXHIBIT "A" (cont)

S. E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING-CASCADE HIGHWAY (cont)

22665 Michaelis, Frank A., Jr. and Barbara J. (Johnson)
Right of Way
Option expires August 14, 1955

625 sq. ft. at $0.25 per sq. ft.	$ 156.25	
Allowance for moving sign	100.00	
Amount to be paid owners-chrg to Right of Way		$ 256.25

Grantor to remove motel sign within 30 days after notice of acceptance.

THINGS TO BE DONE BY THE STATE

Reestablish 2 existing driveway entrances.
Access, Sta's 377+59 and 378+07, East side, unrestricted.

Access controlled-

FLAVEL STREET-CLACKAMAS OVERCROSSING-CASCADE HIGHWAY

21880 Harmony Development Company (Johnson)
Borrow Area and Storage Site
Option expires March 23, 1955

4.5 acres at $1,750 per acre	$ 7,875.00	
4.26 acres at $200+ per acre	856.00	
Damages	1,300.00	
Amount to be paid owner-chrg to Borrow Pit		$10,031.00

There is reserved to the Grantor an easement for roadway purposes across the N. W. corner of above described property.

CLACKAMAS OVERCROSSING-CLACKAMAS NO. 171 HIGHWAY

21753 Cadonau, Christian et al (Johnson)
Right of Way
Option expires July 23, 1955

2.00 acres at $500 per acre	$ 1,000.00	
Amount to be paid owners-chrg to Right of Way		$ 1,000.00

Access not controlled-

EXHIBIT "A" (cont)

LITTLE CREEK-ESTACADA SECTION-WOODBURN-ESTACADA HIGHWAY

22385 Hood, Josephine (Johnson)
Gravel Pit
Option expires July 18, 1955

4 acres pasture land, $300 per acre	$ 1,200.00
4.19 acres rough hillside at $100 per acre	419.00
Loss of 7 springs and a creek	1,500.00
Severance damage	1,881.00
Amount to be paid owner-chrg to Gravel Site	$ 5,000.00

Grantor reserves right to use water from springs if it does not interfere with State's use of property.

THINGS TO BE DONE BY THE STATE

Build and maintain barbed wire fence around taking.

TIDE CREEK-ST. HELENS UNIT-GOBLE-ST. HELENS SECTION-COLUMBIA RIVER HIGHWAY

21383 Union Oil Company of California CORRECTION REPORT (Mayhew)
Right of Way
Option expires July 18, 1955

0.11 acre, approx. 20'x235'	$ 450.00
Estimated cost of moving & re-establishing improvements (State to pay full amount)	1,900.00
Amount to be paid owner-chrg to Right of Way Est.	$ 2,350.00

All improvements except septic tank and cesspool to be removed within 60 days after acceptance.

THINGS TO BE DONE BY THE STATE

Reconstruct access roads with gravel surfaces, Sta's 555+45 and 553+70, to right of way line.
Replace or substitute culverts and catch basin.
ACCESS: 555+45, 553+70, 25' wide and 554+30, 50' wide, all Westerly, unrestricted
Access controlled- (Correction of 8-9-54 report, adding 50' access)

EXHIBIT "A" (cont)

GNAT CREEK-BRADLEY PARK SECTION-COLUMBIA RIVER HIGHWAY

18840 State Board of Forestry and Clatsop County (Benner)
Easement signed 11-12-52 Quitclaim Deed signed 12-22-54
Right of Way

Easement (Board of Forestry granted)
13.503 acres (Quitclaim deed-Clatsop County granted) Gratis

40' access, Sta. 30+00, North and South, operation & development of forest lands.
60' access, Sta. 44+50, North, public road connection.

Access controlled-

CARLTON JUNCTION-NEWBERG SECTION-YAMHILL-NEWBERG HIGHWAY

22398 Daniel, Harry H. and Florence A. (Grant)
Right of Way
Option expires August 9, 1955

0.15 acre at $500 per acre	$ 75.00	
Holly trees and loss of headlands	1125.00	
Amount to be paid owners-chrg to Right of Way		$ 1200.00

Grantor to remove trees and shrubs by April 1, 1955 or they become State property.

Access not controlled-

22648 Hall, Mrs. Daisy et al (Grant)
Right of Way
Option expires August 1, 1955

0.12 acre at $300 per acre	$ 36.00	
5 trees at $25 each	125.00	
Damage	139.00	
Amount to be paid owners-chrg to Right of Way		$ 300.00

Grantor to remove trees from R/W by April 1, 1955 or they become State property.

Access not controlled-

EXHIBIT "A" (cont)

HESS CREEK-NEWBERG UNIT-MIDDLETON-NEWBERG SECTION-PACIFIC HIGHWAY WEST

1865 Byington, Fred F. and Maude C. (Grant)
Right of Way
Option expires August 8, 1955

0.64 acre at $1000 per acre	$ 640.00
Damage	1,000.00
Easement for water main	160.00
Amount to be paid owners-chrg to Right of Way	$ 1,800.00

THINGS TO BE DONE BY THE STATE
Construct new access road connecting to hwy. at Church St., with 8 ft. of driving surface and covered with 8 inches of rock.
Access, Sta. 830+30, Northerly side, residential purposes.
Pedestrian access opposite Sta. 833+30, West side.

Access controlled-

ADAMS STREET-MCMINNVILLE SECTION-PACIFIC HIGHWAY WEST

22284 Cramer, N. A. (Benner)
Right of Way
Option expires July 23, 1955

1425 sq. ft. at $0.30 per sq. ft.	$ 427.50
2 trees, $50 per tree	100.00
Allowance to move building	2,000.00
Damage	272.50
Amount to be paid owner-chrg to Right of Way	$ 2,800.00

If buildings not removed from R/W by May 1, 1955, State may go on balance of Grantor's property to remove part of bldg. still in R/W.

Access not controlled-Confirmation of phone approval by Mr. McIver-2-9-55.

22295 Joensen, J. J. and Amalie J. (Benner,
Right of Way
Option expires July 25, 1955

EXHIBIT "A" (cont)

ADAMS STREET-MCMINNVILLE SECTION-PACIFIC HIGHWAY WEST (cont)

22295 Joensen, J. J. and Amalie J. (cont)

2,035 sq. ft. at $0.15-per sq. ft.	$ 305.00	
Damage	375.00	
Amount to be paid owners-chrg to Right of Way		$ 680.00

Access not controlled-

22297 Beilke, William H. and Viola M. (Benner)
Right of Way
Option expires July 31, 1955

450 sq. ft. at $0.30 per sq. ft.	$ 135.00	
Encroachment damage	215.00	
Amount to be paid owners-chrg to Right of Way		$ 350.00

THINGS TO BE DONE BY THE STATE

Construct 16' entrance, Sta. 135+40 and 12' entrance, Sta. 135+65, both Westerly side.

Access not controlled-

22302 Perry, Alfred L. et al (Benner)
Right of Way-Cor. Adams & Handley Sts., McMinnville
Option expires July 23, 1955

1,112 sq. ft. at $0.30+ per sq. ft.	$ 335.00	
Allowance for moving garage	215.00	
Encroachment damage	800.00	
Amount to be paid owners-chrg to Right of Way		$ 1,350.00

Grantor to move garage from right of way by May 1, 1955

THINGS TO BE DONE BY THE STATE

Construct 16' entrance, Sta. 138+85, Easterly side.

Access not controlled-

EXHIBIT "A" (cont)

HAYESVILLE INTERCHANGE SECTION-PORTLAND-SALEM EXPRESSWAY

22761 Franklin, O. F. and Nannie Maude (Black)
Channel Easement
Easement signed Feb. 11, 1955

Easement, 1.4 acres, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access not controlled-

22756 Anderson, Hjalmar and Hilda (Black)
Channel Easement
Easement signed February 15, 1955

Easement 0.1 acre, lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access not controlled-

22757 Stanley, Frank G. and Hatte M. (Black)
Channel Easement
Easement signed January 27, 1955

260 sq. ft., lump sum $ 10.00

Amount to be paid owners-chrg to Right of Way $ 10.00

Access not controlled-

22759 Lentsch, Mathias J. and Alta C. (Black)
Channel Easement
Easement signed January 27, 1955

550 sq. ft. $ 1.00

Access not controlled-

22760 Johnson, William E. and June R. (Black)
Channel Easement
Easement signed February 1, 1955

0.08 acre $ 10.00

Amount to be paid owner-chrg to Right of Way $ 10.00

Access not controlled-

EXHIBIT "A" (cont)

SALEM BYPASS SECTION-PORTLAND-SALEM EXPRESSWAY

22465 Harris, Hugh V. and Frances Marjorie (Benner)
Right of Way
Option expires July 27, 1955

0.32 acre at $320-per acre	$ 102.00	
Amount to be paid owners-chrg to Right of Way		$ 102.00

Access controlled-none allowed-

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY WEST

22126 Strickler, Howard P. and Louise V. (Benner)
Right of Way
Option expires July 10, 1955

950 sq. ft., lump sum	$ 25.00	
6¼ rods fence at $4 per rod	25.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access not controlled-

SALEM-LITTLE PUDDING RIVER UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22224 Lawson, Archie M. and Mary B. (Gemmell)
Right of Way
Option expires August 8, 1955

6.16 acres at $200 per acre	$ 1,232.00	
House and 2 small out-buildings	668.00	
Amount to be paid owners-chrg to Right of Way		$ 1,900.00

Grantor to vacate within 60 days from date of acceptance.

Access controlled-none allowed

20926 Schlicker, Gus and Muriel (Benner)
Right of Way
Option expires August 6, 1955

23.18 acres at $850 per acre	$19,703.00

EXHIBIT "A" (cont)

SALEM-LITTLE PUDDING RIVER UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY (cont)

20926 Schlicker, Gus and Muriel (cont)

Severance damage, 4.5 acres at $850 per acre	$1,912.50	
Amount to be paid owners-chrg to Right of Way		$21,615.50

Access controlled-none allowed-

22214 Cherry, Harold A. & Jeremina (Gemmell)
Right of Way
Option expires August 10, 1955

10.76 acres at $500 per acre	$5,380.00	
Strawberries	50.00	
Damage to 3 acres at $150 per acre	450.00	
Amount to be paid owners-chrg to Right of Way		$ 5,880.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed-

22219 Mercer, Ralph & Harriet R. (Gemmell)
Right of Way
Option expires August 7, 1955

12.06 acres at $275 per acre	$3,316.50	
Damage to 9.50 acres at $100 per acre	950.00	
Amount to be paid owners-chrg to Right of Way		$ 4,266.50

Access controlled-none allowed

22220 Mercer, Ralph and Harriet R. (Gemmell)
Right of Way
Option expires August 7, 1955

23.0 acres at $275 per acre	$6,325.00	
Damage to 2 acres at $150 per acre	300.00	
Amount to be paid owners-chrg to Right of Way		$ 6,625.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

STAYTON-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22362 McCall, J. K. and Azle (Gemmell)
Right of Way
Option expires August 8, 1955

5.69 acres at $235 per acre	$ 1,337.15	
Fencing allowance, 64 rods at $4 per rod	256.00	
Severance damage, 90 acres at $35 per acre	3,150.00	
Amount to be paid owners-chrg to Right of Way		$ 4,743.15

Grantor to fence Southerly right of way line.

Access controlled-none allowed-

BUELL SLIDE UNIT-BUELL-SALT CREEK SECTION-WILLAMINA-SALEM HIGHWAY

22673 Parker, Charles and Bertha (Gemmell)
Right of Way
Option expires July 26, 1955

0.07 acre, lump sum	$ 100.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access opposite Sta's 311+55 and 313+50, South side, residential and farm purposes only.

Access controlled-

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

22422 Martenic, Rosa Pauline (Black)
Right of Way
Option expires June 30, 1955

1000 sq. ft. at $0.08 per sq. ft.	$ 80.00	
Amount to be paid owner-chrg to Right of Way		$ 80.00

Access, 101+80, Westerly, private residential use and operation

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

22422 Martenic, Rosa Pauline (cont)

of future motel activity on Grantor's remaining land only.

Access controlled-

22443 Kenan, Harry L. and Juanita S. (Black)
Right of Way
Option expires July 28, 1955

1243 sq. ft. at $0.10 per sq. ft. $ 124.30

Amount to be paid owners-chrg to Right of Way $ 124.30

Grantor reserves right to construct at his own expense a frontage road on State Hwy. R/W from his property to Division Dr. Plans to be approved by Hwy. Dept.

Access controlled-none allowed-

22425 Gannon, Lester J. and Thelma B. (Black)
Right of Way
Option expires June 30, 1955

600 sq. ft., lump sum $ 15.00

Amount to be paid owners-chrg to Right of Way $ 15.00

THINGS TO BE DONE BY THE STATE

Connect dedicated street, approx. Sta. 124+00, Easterly side, to relocated hwy.

Access controlled-none allowed except via dedicated street-

FOREST ROAD PROJECT

DECEPTION CREEK-OAKRIDGE SECTION-WILLAMETTE HIGHWAY

22765 Nelson, Violet G. (Stuntz)
Dike and Channel Change Easement
Easement signed Feb. 14, 1955

0.83 acre, lump sum $ 1.00

Access not controlled-

EXHIBIT "A" (cont)

RICE HILL-CHENOWETH PARK SECTION-PACIFIC HIGHWAY

21199 Gourley, Peter H. and Irma M. (Holt)
Right of Way
Option expires July 26, 1955

.78 acre, lump sum $ 100.00

Amount to be paid owner-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed-

SUICIDE CREEK-WINSTON SECTION-COOS BAY-ROSEBURG HIGHWAY

22785 Nichols, J. Harold et al (Stuntz)
Loadometer Site
Option expires August 7, 1955

0.37 acre, lump sum $ 100.00

Amount to be paid owner-chrg to Misc. Sites $ 100.00

THINGS TO BE DONE BY THE STATE

Fence with stock-tight fence the area to be deeded before improving the area. State to have right to change creek channel, if necessary.

Access not controlled-

FOREST ROAD PROJECT

FOREST BOUNDARY-HAUSER SECTION-OREGON COAST HIGHWAY

18232 Brier, Lawrence D. CORRECTION REPORT (Saling)
Right of Way
Correction Deed signed February 10, 1955

Balance of payment on correction deed $104.00

Amount to be paid owner-chrg to Right of Way $ 104.00

EXHIBIT "A" (cont)

FOREST ROAD PROJECT FOREST BOUNDARY-HAUSER SECTION-OREGON COAST HIGHWAY (cont)

18232 Brier, Lawrence D. (cont)

Correction made necessary by resurvey and relocation of section lines by Bureau of Public Roads. 1.5 acre taking. Previous payment was by deed of May 23, 1952 for $46. 0.46 acre taking.

Access controlled-none allowed-

THE DALLES-SEUFERT SECTION-COLUMBIA RIVER HIGHWAY

22762 Bansch, Minnie (Chidsey)
Slope Easement
Option expires July 27, 1955

450 sq. ft.	$	1.00

Access controlled-none allowed-

HERMISTON-STANFIELD SECTION-UMATILLA-STANFIELD HIGHWAY

22663 Morgan, Dr. William L. and Evelyn S. (Brainerd)
Right of Way
Option expires July 25, 1955

7,405 sq. ft. at $0.03 per sq. ft.	$	222.15
Allowance for lawn area acquired, lump sum		50.00
Amount to be paid owners-chrg to Right of Way	$	272.15

Access, Sta's 339+35 and 339+75, North side, for existing private residential use on grantors' remaining land, only.

Access controlled-

2339 Scott, O. M. and Tena L. (Brainerd)
Right of Way
Option expires August 9, 1955

0.48 acre at $1000 per acre	$	480.00
Reestablish fence, 60 rods at $3.50 per rod		210.00
Amount to be paid owners-chrg to Right of Way	$	690.00

EXHIBIT "A" (cont)

HERMISTON-STANFIELD SECTION-UMATILLA-STANFIELD HIGHWAY (cont)

2339 Scott, O. M. and Tena L. (cont)

Grantor to reestablish fencing.

Purchase subject to City of Hermiston roadway and pipeline easement

Access 331+65 and 341+20, South, Existing farming and stock raising activity and private residential use on Grantors' remaining land only.
337+20, South, Existing operation of City of Hermiston reservoir storage tank only and above stated access rights.

Access controlled-

MEADOW CREEK-FOREST BOUNDARY SECTION-UKIAH-HILGARD HIGHWAY

22705 Grande Ronde Reservoir Company (Brainerd)
Haul Road Easement
Option expires July 9, 1955

0.25 acre, lump sum $ 100.00

Amount to be paid owner-chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Put cattle guard on south property line before State usage when need for same is requested by owner.

Access not controlled-

HUNTINGTON SECTION-OLD OREGON TRAIL HIGHWAY

22308 Mack, John C. and Jane V. (Brainerd)
Cinder Pit
Option expires August 3, 1955

80 acres at $7.50 per acre $ 600.00

Amount to be paid owners-chrg to Cinder Pit $ 600.00

EXHIBIT "A" (cont)

HUNTINGTON SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22308 Mack, John C. and Jane V. (cont)

Property sold with understanding that said property will not be fenced by the State.

Access not controlled-

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY

22940 Spanke, Florence M. and Peter Paul (Smith)
Right of Way
Option expires August 13, 1955

3,833 sq. ft. at $0.16 per sq. ft.	$ 613.28	
Building, 3,600 sq. ft. at $4 per sq. ft.	14,400.00	
Tax proration	51.72	
Amount to be paid owners-chrg to Right of Way		$15,065.00

Grantors to have 60 days after receipt of payment to vacate property.

Entire taking-

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HIGHWAY

19212 Bewley, R. B. Jr. and Donavie D. (Reeder)
Easement for Haul Road
Option expires August 4, 1955

Perpetual easement rights over 0.24 acre (including damage to house and garage)	$ 100.00	
Allowance for removing small shed from r/w	50.00	
Amount to be paid owners-chrg to Quarry Site		$ 150.00

Grantor to remove cabin from easement right of way.

THINGS TO BE DONE BY THE STATE

Construct necessary fencing.

EXHIBIT "A" (cont)

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION-PACIFIC HIGHWAY (cont)

19212 Bewley, R. B. Jr. and Donavie D. (cont)

Construct cattle guard, approx. Sta. 15+90.

Access not controlled-

CLATSKANIE-DELENA SECTION-COLUMBIA RIVER HIGHWAY

22645 Pratt, R. E. and Ola F. (Smith)
Access road to rock site
Option expires March 8, 1955

0.61 acre and all damage $ 400.00

Amount to be paid owners-chrg to Quarry Site $ 400.00

THINGS TO BE DONE BY THE STATE

Trees to be removed from r/w and placed on owners' property. Fence access road right of way.

Convey to the optionors above that 14 foot right of way adjacent to the East property line, purchased under file No. 22607, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the cash plus the value of the property to be relinquished by the State.

Access not controlled-Confirmation of phone approval by Mr. McIver, 2-10-55.

CLEAR LAKE-COOS COUNTY LINE SECTION-OREGON COAST HIGHWAY

22925 Schuttpelz, Adolph and Dora M. (Holt)
Easement for Waste
Option expires August 14, 1955

Easement for waste, 1.15 acres, lump sum $ 100.00

Amount to be paid owners-chrg to Right of Way $ 100.00

EXHIBIT "A" (cont)

CLEAR LAKE-COOS COUNTY LINE SECTION-OREGON COAST HIGHWAY (cont)

22925 Schuttpelz, Adolph and Dora M. (cont)

THINGS TO BE DONE BY THE STATE

Construct 20 ft. approach from S. W. corner of waste area to old hwy.

Access not controlled-

S.E. FLAVEL STREET-SOUTHERN PACIFIC CO. OVERCROSSING SECTION-CASCADE HIGHWAY

22680 Shaw, Walter B. and Iva M. (Johnson)
Right of Way
Option expires August 16, 1955

8276 sq. ft. at $0.25 per sq. ft.	$ 2,068.00	
Service Station bldg., canopy and island	2,010.00	
Two 1500 gal. storage tanks	230.00	
Gravel driveway and parking area	500.00	
Damages	2,700.00	
Amount to be paid owners-chrg to Right of Way		$ 7,508.00

Grantor to remove compressor and two gasoline pumps and vacate property within 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Remove service station bldg. within 60 days after Grantor vacates.

Access: Sta's 392+49, 393+29 and 394+30, East side, unrestricted.

Access controlled-

EXHIBIT "A" (cont)

FOREST BOUNDARY-HAUSER SECTION-OREGON COAST HIGHWAY

18234 Menegat, Peter et al (Holt)
Right of Way
Correction Deed signed 2-18-55

Previous settlement, 4.17 acres which has been paid	$ 967.00	
Additional taking, .86 acre at $250 per acre	215.00	
Amount to be paid owners-chrg to Right of Way		$ 215.00

Access stations corrected to 251+00, East side and 242+51, West side.

Access controlled-

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY

22536 Colistro, John (Smith)
Right of Way
Option expires August 16, 1955

1700 sq. ft. at $0.26+ per sq. ft.	$ 450.00	
House, 880 sq. ft. at $5 per sq. ft.	4,400.00	
Amount to be paid owner-chrg to Right of Way		$ 4,850.00

Entire taking-

22537 Glauso, Charles and Josephine (Smith)
Right of Way
Option expires August 22, 1955

1601 sq. ft. at $0.25- per sq. ft.	$ 400.00	
House, 880 sq. ft. at $5.80- per sq. ft.	5,100.00	
Amount to be paid owners-chrg to Right of Way		$ 5,500.00

Entire taking-

ASHLAND UNDERCROSSING SECTION-PACIFIC HIGHWAY

20678 Billings, John S. and Gladys M. (Holt)
Right of Way
Option expires August 10, 1955

EXHIBIT "A" (cont)

ASHLAND UNDERCROSSING SECTION-PACIFIC HIGHWAY (cont)

20678 Billings, John S. and Gladys M. (cont)

21,780 sq. ft. at $0.068+ per sq. ft. $ 1,500.00

Amount to be paid owners-chrg to Right of Way $ 1,500.00

THINGS TO BE DONE BY THE STATE

Construct and maintain an approach of serviceable grade and alignment. Retain existing drainage pattern. Seed embankments. Make reasonable effort to capture sulphur spring and pipe same to existing watering trough. Construct approach to access road at approx. Sta. 3+50 ("D" line), Westerly side.

Access controlled-

REITH HILL SECTION-OLD OREGON TRAIL HIGHWAY

22924 Brogoitti, O. J. (Cozad)
Rock Quarry
Option expires August 22, 1955

7.25 acres at $400 per acre	$ 2,900.00
Reestablish fences & destruction of reservoir	450.00

Amount to be paid owners-chrg to Quarry Site $ 3,350.00

SALEM-LITTLE PUDDING RIVER UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22232 Bennett, Edwin C. and Florence E. (Gemmell)
Right of Way
Option expires Aug. 24, 1955

0.02 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

GREGGS CREEK-WEDDERBURN SECTION-OREGON COAST HIGHWAY

22643 Lloyd Corporation, Ltd. (Chidsey)
Right of Way
Deed signed Feb. 11, 1955

0.52 acre	$ 10.00	
Amount to be paid owner-chrg to Right of Way		$ 10.00

Access controlled-

FOREST ROAD PROJECT

DECEPTION CREEK-OAKRIDGE SECTION-WILLAMETTE HIGHWAY

22763 Clark, Anna Lucile Cottengim and Roland C. (Stuntz)
Dike and Channel Change Easement
Easement signed February 1955

Easement, 1.24 acres	$ 1.00	

Access not controlled-

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

22433 Grohs, Howard F. and Mae (Black)
Right of Way
Option expires August 20, 1955

1000 sq. ft. at $0.075 per sq. ft.	$ 75.00	
Amount to be paid owners-chrg to Right of Way		$ 75.00

Access: 173+63, West, Private residential use, only.

Access controlled-

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY

22617 Sexton, Wilbur L. and Juanita M. (Grant)
Right of Way
Option expires August 27, 1955

240 sq. ft. at $0.10 per sq. ft.	$ 24.00	
Allowance for moving trees and shrubs	105.00	

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY (cont)

22617 Sexton, Wilbur L. and Juanita M. (cont)

Allowance for removal of wood fence and lawn $ 156.00

Amount to be paid owners-chrg to Right of Way $ 285.00

Trees, shrubs, flowers not removed by May 1, 1955 become property of State.

Access not controlled-

HESS CREEK-NEWBERG UNIT-MIDDLETON-NEWBERG SECTION-PACIFIC HIGHWAY WEST

22472 Dent, Paul D. and Rosa (Grant)
Right of Way
Option expires August 27, 1955

5100 sq. ft. at $0.15 per sq. ft. $ 765.00
Severance damage 335.00

Amount to be paid owners-chrg to Right of Way $ 1,100.00

No access permitted to Pacific West Highway

Access controlled-

22475 Kletzer, William M. and Mary Alice (Grant)
Right of Way
Option expires August 20, 1955

3220 sq. ft. at $0.15 per sq. ft. $ 483.00
Severance damage 425.00

Payment shall be made to the Bank of California to apply on Grantors' mortgage-chrg to Right of Way $ 908.00

THINGS TO BE DONE BY THE STATE

Fill to be landscaped.

No access allowed to Pacific Highway West.

Access controlled-

EXHIBIT "A" (cont)

HESS CREEK-NEWBERG UNIT-MIDDLETON-NEWBERG SECTION-
PACIFIC HIGHWAY WEST (cont)

22476 Carlson, Carl Willard and Helen et al (Grant)
Right of Way
Option expires August 24, 1955

3645 sq. ft. at $0.07 per sq. ft.	$225.15	
Damage	82.85	
Amount to be paid owners-chrg to Right of Way		$308.00

No access allowed to Pacific Highway West.

Access controlled-

EXHIBIT "B-1"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land in Florence, Oregon, lying along and adjacent to the Oregon Coast Highway described as follows:

> A parcel of land lying in Lots 2 and 3, Block 9 of the original townsite of Florence situated in Section 34, Township 18 South, Range 12 West, Willamette Meridian, Lane County, Oregon, the said parcel being that portion of said Lots 2 and 3 lying Easterly of a line which is parallel to and 70 feet Easterly of the center line of the Oregon Coast Highway, containing 0.3 acre more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 130 be entered in the minutes and records of the Commission as of the 2nd day of March, 1955.

EXHIBIT "B-2"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land in Canyonville, Oregon, lying along and adjacent to the Pacific Highway described as follows:

> Beginning at a point which is 3.18 chains South of the Southeast corner of the Joseph Roberts Donation Land Claim in Section 34, Township 30 South, Range 5 West, W.M.; running thence South 19.89 chains to an alder tree 14 inches in diameter and marked with two notches on the North and East side and being on the right side of a small creek about six feet South of the creek for the Southwest corner of said tract; thence North 66° 30' East. 12.75 chains to a cedar tree 12 inches in diameter on the right bank of Canyon Creek about 6 feet from the edge of water; thence along the right bank of Canyon Creek north 2° 45' West, 6.25 chains and North 46° West, 6.00 chains and North 64° 30' West, 385 chains and North 52° 30' West 1.50 chains to a point in Canyon Creek; thence North 49° West, 2.75 chains to the place of beginning, containing 15.38 acre, more or less.
>
> Said portion being all of the above described property lying easterly of a line parallel to and 125 feet easterly of the centerline of the relocated Pacific Highway, said centerline being described as follows: Beginning at a point which is engineers centerline Station L4-60+83.24 said point being 106 ft. N. and 215 feet West of the Southeast corner of the Josephine Roberts D.L.C.No. 59, Township 30 South, Range 5 West, W.M. thence South 30° 12'30" East 1375.26 feet; thence on a spiral curve left (the long chord of which bears South 33° 32' 30" East) 500 feet to Engineers centerline Station L4 79+58.50, said parallel line crossing the northerly and Southerly line above described property approximately at Stations 67+07 and Station 76+90 respectively.
>
> The parcel of land to which this description applies contains 3.5 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appriased by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B-2" (cont)

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 131 be entered in the minutes and records of the Commission as of the 2nd day of March, 1955.

EXHBIT "C-1"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, for a period of approximately 13 years, it has been the practice and policy of the Highway Commission to authorize the making of payroll deductions for those employees who have desired to carry group insurance for death and dismemberment benefits with California-Western States Life Insurance Company, which deductions have been made in the interest and for the benefit and protection of its employees; and

WHEREAS, the Oregon State Employees Association has requested the Commission to make deductions for similar coverage for those employees who are members of the Oregon State Employees Association; and

WHEREAS, it is the desire of the Commission to co-operate with the Oregon State Employees Association and to secure such benefits for such of its employees who may desire to be members of the Oregon State Employees Association and to be protected under the benefits to be provided by California-Western States Life Insurance Company under its present or future agreements with the Oregon State Employees Association;

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by the State Highway Commission:

1. That the Auditor of the Commission be, and he hereby is, authorized and directed to make monthly payroll deductions for such employees of the Commission who are now, or who may become, members of the Oregon State Employees Association and who desire to carry the protection afforded under the agreement or agreements between California-Western States Life Insurance Company and the Oregon State Employees Association.

2. That the making of payroll deductions for such purposes shall not be exclusive and shall not affect the making of payroll deductions for employees who carry protection under any agreement or agreements directly between the Commission and California-Western States Life Insurance Company.

3. That, as a condition to the continuance of the making of such payroll deductions, California-Western States Life Insurance Company shall maintain and keep in full force and effect agreements with this Commission that are satisfactory to the Commission and its employees, whether members or non-members of the Oregon State Employees Association. In the event that such agreements are not executed and kept in full force and effect, the Commission reserves the right to discontinue making payroll deductions for the uses and purposes herein stated, under the protection afforded by California-Western States Life Insurance Company under agreement with the Commission or under agreement with the Oregon State

EXHIBIT "C-1" (cont)

Employees Association.

4. That all payroll deductions shall be transmitted in a lump sum to California-Western States Life Insurance Company, together with a statement of the names of the employees and the amounts deducted for each employee. The Commission does and shall assume no responsibility of any nature whatsoever for accounting practices between the Oregon State Employees Association and the California-Western States Life Insurance Company, or for determining membership of any employee in the Oregon State Employees Association.

5. That this resolution be entered in the minutes and records of the Commission as of the 2nd day of March, 1955, as Miscellaneous Resolu- No. 132.

EXHIBIT "C-2"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, for a period of almost 20 years it has been the practice and policy of the Highway Commission to authorize the making of payroll deductions for those employees who have desired to carry nonindustrial accident protection for injuries, illness, medical and hospital services in the interest and for the benefit and protection of its employees, which protection has been expanded to include family and dependent coverages; and

WHEREAS, the Oregon State Employees Association has requested the Commission to make deductions for such coverage for those employees and their dependents who are members of the Oregon State Employees Association; and

WHEREAS, it is the desire of the Commission to co-operate with the Oregon State Employees Association and to secure such benefits for such of its employees and their dependents who may desire to be members of the Oregon State Employees Association and to be protected under the benefits to be provided by Oregon Physicians' Service under its present or future agreements with Oregon State Employees Association;

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by the State Highway Commission:

1. That the Auditor of the Commission be and he hereby is authorized and directed to make monthly payroll deductions for such employees of the Commission and their dependents who are now or may become members of the Oregon State Employees Association and who desire to carry the protection afforded under the agreement or agreements between Oregon Physicians' Service and Oregon State Employees Association.

2. That the making of payroll deductions for such purposes shall not be exclusive and shall not affect the making of payroll deductions for employees who have carried for themselves and their dependents protection under any agreement or agreements directly between the Commission and Oregon Physicians' Service.

3. That as a condition to the continuance of the making of such payroll deductions, Oregon Physicians' Service shall maintain and keep in full force and effect agreements with this Commission that are satisfactory to the Commission and its employees, whether members or nonmembers of the Association. In the event that such agreements are not executed and kept in full force and effect the Commission reserves the right to discontinue making the payroll deductions for the uses and purposes herein stated, whether for employees and their dependents under the protection afforded by Oregon Physicians' Service under agreement with the Commis-

EXHIBIT "C-2" (cont)

sion or under agreement with Oregon State Employees Association.

4. That all payroll deductions shall be transmitted to Oregon Physicians' Service with an attached statement of employees showing those who are carrying protection under the various separate plans and the amount withheld from each employee. The Commission does and shall assume no responsibility of any nature whatsoever for accounting practices between the Oregon State Employees Association and Oregon Physicians' Service, or for determining membership of any employee in the Oregon State Employees Association.

5. That this resolution be entered in the minutes and records of the Commission as of the 2nd day of March, 1955, as Miscellaneous Resolution No. 133.

EXHIBIT "D"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3877, with Funderburk Construction Co., for grading and oil mat surfacing on the South Umpqua River-Fairgrounds Unit, Deady-Shady Section of the Pacific Highway in Douglas County, completed November 5, 1954.

"Contract No. 3881, with R. A. Heintz Construction Co. for grading on the Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County, completed September 30, 1954.

"Contract No. 4063, with R. A. Hentiz Construction Co., for grading and paving on the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County, completed December 20, 1954.

"Contract No. 4162, with E. C. Swaggart Co., for surfacing on the Enegren Ferry-Marlow Creek Section of the Coos River Highway in Coos County, completed February 23, 1955.

"Contract No. 4173, with The Central Heating Co., Oreg. Ltd., for grading and paving on the West Unit, Eagle Rock-Post Section of the Paulina Highway in Crook County, completed November 18, 1954.

"Contract No. 4180, with Coast Construction & Excavating Co., and Jeske Bros. Construction Co. for grading and surfacing on the Paris Section of the Alsea-Deadwood Highway in Lane County, completed December 24, 1954.

"Contract No. 4198, with The Central Heating Co., Oreg. Ltd., for construction of the O. P. & E. Overcrossing on the Pacific Highway in Lane County, completed January 29, 1955.

"Contract No. 4243, with Harold W. Salter, for fencing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, completed January 24, 1955.

"Contract No. 4274, with Lowe & Beeson for construction of Cameron Bridge on the Applegate Road in Jackson County, completed January 25, 1955.

EXHIBIT "D" (cont)

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 40 shall be entered in the minutes and records of the Commission as of the 2nd day of March, 1955.

EXHIBIT "E-1"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: CASCADE SECONDARY HIGHWAY

Highway number 160 Route number Oregon 213

M. P. 0.80 (N. E. Failing St.) to M.P. 1.01 (N. E. Fremont St.) 35 M. P. H.

EXCEPT THAT BETWEEN

M. P. 0.93 (250 feet north of N. E. Siskiyou St.) and M. P. 1.03 (250 feet south of N. E. Siskiyou St.) the speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of Subsection 1. a. of ORS 483.104;

EXHIBIT "E-1" (cont)

M. P. 3.81	(south of S. E. Lincoln Street)	to M.P. 4.88	(south of S.E. Boise St.)	35 M.P.H.
M.P. 5.40	(north of S. E. Foster Road)	to M.P. 6.49	(S. E. Duke Street)	30 M.P.H.

EXCEPT THAT BETWEEN

M.P. 5.82 (250 feet north of S. E. Raymond St.) and M.P. 5.90 (S. E. Raymond Court) and from M.P. 6.30 (S. E. Glenwood St.) to M.P. 6.37 (250 feet south of S. E. Cooper St.) the speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of Subsection 1.a. of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways, particularly Speed Limit Resolution No. 68, adopted by the Commission on September 12, 1951, designating a 35 mile per hour speed zone on N. E. and S. E. 82nd Avenue (City of Portland) which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 179 be entered in the minutes and records of the Commission as of the 2nd day of March, 1955.

24582

EXHIBIT "E-2"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY

Highway number 1 Route number US99

Location of Termini				Established Speed
M.P.	183.36 (south city limits of Oakland)	to M.P.	183.41 (250 feet south of the south city limits of Oakland)	35 M.P.H.
M.P.	168.15 (0.16 mile north of First Street in Yoncalla)	to M.P.	168.31 (north city limits of Yoncalla)	35 M.P.H.

EXHIBIT "E-2" (cont)

M.P. 168.59	(south city limits of Yoncalla)	to M.P. 168.64	(100 feet north of Fifth Street in Yoncalla)	35 M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 180 be entered in the minutes and records of the Commission as of the 2nd day of March, 1955.

EXHIBIT "E-3"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter;and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY WEST

Highway number 1W Route number US99W

Location of Termini				Established Speed
M.P. 110.81	(250 feet north of 18th Street in Junction City)	to M.P. 110.95	(north city limits of Junction City)	35 M.P.H.

EXHIBIT "E-3" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 181 be entered in the minutes and records of the Commission as of the 2nd day of March, 1955.

EXHIBIT "E-4"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed therate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY EAST

Highway number 1E Route number US99E

Location of Termini				Established Speed
M.P. 108.48	(450 feet north of 18th Street in Junction City)	to M.P. 108.66	(north city limits of Junction City)	35 M.P.H.

EXHIBIT "E-4" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 182 be entered in the minutes and records of the Commission as of the 2nd day of March, 1955.

245:8

EXHIBIT "E-5"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY

Highway number 1 Route number US99

Location of Termini				Established Speed
M.P. 109.56	(south city limits of Junction City)	to M.P. 109.74	(0.13 mile south of First Street in Junction City)	40 M.P.H.

EXHIBIT "E-5" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 183 be entered in the minutes and records of the Commission as of the 2nd day of March, 1955.

246:00

EXHIBIT "F-1"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the Columbia River Highway is one of the major state primary highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and,

WHEREAS, concrete curbs to control access were placed in front of certain business establishments on the said highway east of the city of The Dalles near the new Columbia River Bridge connecting road; and,

WHEREAS, it has been found that people park their vehicles between said curbs and the edge of the highway pavement which parking constitutes a hazard to the traveling public and also to those vehicles attempting to enter the highway from parking lots provided by business establishments nearby; and,

WHEREAS, in the opinion of the Commission, public welfare and public safety require that the parking of vehicles on the highway shoulders should be prohibited within said area;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation by members of its staff, that the parking of vehicles on either side of the Columbia River Highway between a point 350 feet west of Hull Road (M.P. 84.55, Engineer's Station 16+00) and a point 670 feet east of Hull Road (M.P. 84.75, Engineer's Station 26+00; and on the north side of the Columbia River Highway between M.P. 85.14 (Engineer's Station 48+25) and M.P. 85.37 (Engineer's Station 60+00); and on the south side of the Columbia River Highway between M.P. 85.26 (Engineer's Station 54+50) and M.P. 85.37 (Engineer's Station 60+00) creates a hazard to the traveling public and to vehicles attempting to enter the highway from the parking lots at said business establishments.

2. That this Commission does hereby find and declare that the parking of vehicles within said termini should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

EXHIBIT "F-1" (cont)

6. That this resolution be entered in the minutes of the Oregon State Highway Commission as of March 2, 1955, as "No Parking Resolution No. 124".

246:02

EXHIBIT "F-2"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the Pacific Highway West (US99W) is one of the major state primary highways and is like wise a federal-aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that the parking of vehicles on the highway shoulders in the vicinity of S. W. 53rd Avenue and S. W. Pasadena Street near Portland, tends to impair the sight distance for vehicles entering said highway at such location to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and,

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along the northwesterly side of the Pacific Highway West between M.P. 6.94 (200 feet northeast of S. W. 53rd Avenue, Engineer's Station 163+00), and M.P. 7.07 (200 feet northeast of S. W. 55th Avenue, Engineer's Station 170+00), creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That this Commission does hereby find and declare that the parking of vehicles between said termini should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, the signs to bear in plain, legible letters, the words, "NO PARKING ON HIGHWAY SHOULDERS".

4. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

5. That this "No Parking Resolution No. 125" be entered in the minutes and records of the State Highway Commission as of the 2nd day of March, 1955.

EXHIBIT "G"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State Highway Commission is authorized to acquire real property, or any interest therein, for the development and maintenance of State parks by purchase, agreement, donation or by the exercise of eminent domain; and

WHEREAS, the Susan Creek area, located approximately 30 miles east of Roseburg on the North Umpqua Forest Highway, in Douglas County, Oregon is ideally situated for a State park because of its scenic beauty and geographic location and establishing a State park therein will contribute to the general welfare of the people of the State and the members of the motoring public; and

WHEREAS, the Highway Commission has acquired certain lands, hereinafter more fully described, from Douglas County, Oregon for the development of a State park; and

WHEREAS, the Highway Commission has applied to the Secretary of the Interior of the United States for withdrawal of lands, in said Susan Creek area and adjacent to the land acquired from Douglas County, for State park and recreational purposes; and

WHEREAS, the Highway Commission officially listed all State parks by a prior resolution.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission as follows:

1. That the herein described portions of the Susan Creek area in Douglas County, Oregon, are hereby designated as the "Susan Creek State Park."

2. That the aforementioned land acquired from Douglas County by a deed from said county to the State of Oregon, dated March 30, 1955, is designated as part of said "Susan Creek State Park." Attached hereto, marked Exhibit "A" and by this reference made a part hereof is a map of one page with the land acquired by deed from Douglas County outlined in red. *

3. That the federally owned land to be withdrawn for State park and recreational purposes by the Secretary of the Interior of the United States, more fully described as:

> The $N\frac{1}{2}$ of the $NE\frac{1}{4}$ ($N\frac{1}{2}$ $NE\frac{1}{4}$) (lots 1 and 2) and the $NE\frac{1}{4}$ of the $NW\frac{1}{4}$ ($NE\frac{1}{4}$ $NW\frac{1}{4}$) (lot 3) of Section 23, and the $NW\frac{1}{4}$ of the $NW\frac{1}{4}$ ($NW\frac{1}{4}$ $NW\frac{1}{4}$) (lot 4) of Section 24, Township 26 South, Range 2 West, W. M., Douglas County, Oregon, containing approximately 171 acres,

EXHIBIT "G" (cont.)

shall, upon grant of a Special Land-Use Permit by the United States of America, become a part of the said "Susan Creek State Park" without further action by this Commission. The land to be withdrawn by the Secretary of the Interior of the United States is shown on the attached map outlined in green. *

4. Miscellaneous Resolution No. 125 recorded in the minutes and records of this Commission as of the 19th day of January, 1955, is hereby amended by adding to the list of State parks the "Susan Creek State Park".

5. That this resolution be entered in the minutes and records of this Commission as of the 2d day of March, 1955.

FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 145, under the heading Miscellaneous Resolutions, and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-1"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State Highway Commission on the 23rd day of September, 1954, by resolution declared the necessity for the acquisition of certain real property owned by Clark L. Johnston, et al., File No. R-19704, situated in Section 21, Township 2 South, Range 1 West, W. M., Washington County, Oregon, for right of way purposes, for the widening, improvement and maintenance of the Tualatin River-Middleton Section of the Pacific Highway West; and

WHEREAS, the said resolution declared the necessity for the acquisition of all rights of access between the right of way of the said Pacific Highway West and all of the owners' remaining real property, except for a right of access to the said Pacific Highway West; and

WHEREAS, the said Highway Commission, after further investigating the necessity for the control of access from the said remaining land to the said Pacific Highway West, has found that it will be to the best interests of the State and the owners to change the location of the point of access to the said Pacific Highway West;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the access control language in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 23rd day of September, 1954, pertaining to the property owned by Clark L. Johnston, et al., File No. R-19704, be and the same hereby is amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and all of the owners' continguous real property which abuts thereon remaining after the appropriation of the above described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:
>
> A right of access to the Pacific Highway West of a width not to exceed 25 feet on the Easterly side of the said highway, opposite Highway Engineer's center line Station 324+85.

2. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 2nd day of March, 1955, as Condemnation Resolution No. 528.

24606

EXHIBIT "H-2"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State Highway Commission on the 28th day of October 1954, by resolution declared the necessity for the acquisition of two parcels of real property owned by Agnes M. Hite, et al., File No. R-19723, situated in the Southeast quarter (SE$\frac{1}{4}$) of Section 30, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, for right of way purposes, for the widening, improvement and maintenance of the Tualatin River-Middleton Section of the Pacific Highway West; and

WHEREAS, the said resolution declared that it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property described in said resolution, except for three rights of access to the said Pacific Highway West; and

WHEREAS, the said State Highway Commission, after further investigation, has found that the parcel of land described in said resolution as Parcel No. 2 is not large enough to complete the said widening, improvement and maintenance of the said section of the said Pacific Highway West, and that in order to properly widen, improve and maintain said highway it is necessary to increase the area sought to be acquired as Parcel No. 2, and in addition the said State Highway Commission has further found that it will be to the best interests of the State and the owners to change the locations of some of the rights of access previously reserved in said resolution to the said owners to the said Pacific Highway West, and to allow the said owners an additional access to the said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That page 3, Exhibit "A", insofar as it refers to the necessity for acquiring for right of way purposes a parcel of real property described in said resolution as Parcel No. 2, for the Pacific Highway West, in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 28th day of October, 1954, and page 4, Exhibit "A", pertaining to the reserved rights of access to the remaining property owned by Agnes M. Hite, et al., File No. R-19723, be and the same hereby is amended to read as follows:

> The following described real property is necessary for right of way purposes, for the widening, improvement and maintenance of the Tualatin River-Middleton Section of the Pacific Highway West, to-wit:

EXHIBIT "H-2" (cont)

Parcel No. 2:

A parcel of land lying in the Southeast quarter of Section 30, Township 2 South, Range 1 West, W.M., Washington County, Oregon, and being a portion of that property conveyed by that deed to Agnes Hite, recorded in Book 117, Page 337 of Washington County Records of Deeds, the said parcel being that portion of said property lying Southwesterly of that tract of land conveyed by deed to Parker R. Crossway and Frances F. Crossway, recorded in Book 289, Page 689, and included in a strip of land of variable widths, lying on the Southeasterly side of the center line of the North bound lane of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 392+27.67, said Station being 848.22 feet North and 1030.75 feet East of the East quarter ($E\frac{1}{4}$) corner of said Section 30; thence South 46° 56' 30" West (South 46° 54' West 1930 survey) 2245.83 feet to Station 414+73.5 back equals 414+83.9 ahead; thence continuing South 46° 56' 30" West 703.73 feet; thence on a spiral curve left (the long chord of which bears South 46° 40' 30" West) 400 feet; thence on a 14,323.94 foot radius curve left (the long chord of which bears South 45° 30' 52.5" West) 313.54 feet; thence on a spiral curve left (the long chord of which bears South 44° 21' 15" West) 400 feet to Station 433+01.17, said center line crossing the Westerly line of said Crossway tract approximately at Station 411+62.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Southeasterly Side of Center Line
410+00	417+50	50 feet
417+50	430+00	60 feet

Also that portion of said properly lying Southwesterly of said Crossway tract and Northwesterly of said center line.

The parcel of land to which this description applies contains 2.66 acres.

It is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove

EXHIBIT "H-2" (cont)

described, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the said Pacific Highway West of a width not to exceed 25 feet on the Easterly side of said highway, opposite Highway Engineer's center line Station 411+10.

A right of access to the said Pacific Highway West of a width not to exceed 25 feet on the Easterly side of said highway, opposite Highway Engineer's center line Station 414+00.

A right of access to the said Pacific Highway West of a width not to exceed 25 feet on the Easterly side of said highway, opposite Highway Engineer's center line Station 417+50.

A right of access to the said Pacific Highway West of a width not to exceed 25 feet on the Easterly side of said highway, opposite Highway Engineer's center line Station 424+50.

The State Highway Commission shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road, or roads, within the boundaries of any present or hereafter acquired right of way; thereupon, the rights of access herein reserved to and from the aforesaid highway which are on or adjacent to any such frontage road, or roads, shall cease, but the owners, their heirs and assigns, shall have access to the said frontage road, or roads. Said frontage road, or roads, shall be connected to the said Pacific Highway West at a point not a greater distance to the North of the owners' remaining land than a point approximately opposite Highway Engineer's center line Station 405+50, and at a point not a greater distance to the South of the owners' remaining land than a point approximately opposite Highway Engineer's center line Station 443+90.

2. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of March, 1955, as Condemnation Resolution No. 534.

EXHIBIT "H-3"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connection roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hess Creek (Newberg) Section of the Pacific Highway West; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Hess Creek (Newberg) Section of the Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "H-3" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the widening, improvement and maintenance of the said Hess Creek (Newberg) Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of March, 1955, as Condemnation Resolution No. 552.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 552, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-4"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sylvan Section of the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportion by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from the said highway should be controlled;

EXHIBIT "H-4" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that it is necessary to acquire, in connection with the widening, improvement and maintenance of the Sylvan Section of the Sunset Highway as a throughway, all rights of access to, from and between the said Sunset Highway and the real property described as follows, to wit:

File No. R-20651
Owners: Anna Algesheimer, et al.

File No. R-20866
Owners: Anna Algesheimer, et al.

(The detailed descriptions of the several parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 664, under the heading "Real Property Condemnation Resolutions", and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

2. That the highway facility for which the said rights of access are required and are being taken has been planned, designed and located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking of said rights of access, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said rights of access.

4. That upon the trial of any suit or action instituted to acquire the rights of access, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of March, 1955, as Condemnation Resolution No. 664.

EXHIBIT "H-5"

Minutes of March 2 and 3, 1955

RESOLUTION

WHEREAS, the State Highway Commission on the 23rd day of June, 1954, by resolution declared the necessity for the acquisition of certain real property owned by Kate L. Bailey, et al., File No. R-21895, situated in sections 13 and 24, Township 36 South, Range 15 West, W.M., Curry County, Oregon, for right of way purposes for the relocation, construction, improvement and maintenance of the Euchre Creek--Wedderburn Section of the Oregon Coast Highway; and,

WHEREAS, the said resolution declared the necessity for the acquisition of all rights of access between the right of way of the said Oregon Coast Highway and all of the owners' remaining real property except for certain rights of access to the said Oregon Coast Highway; and,

WHEREAS, the said Highway Commission, after further investigating the necessity for the control of access from the said remaining land to the said Oregon Coast Highway, has found that it will be to the best interests of the state and the owners to change the location of the points of access to the said Oregon Coast Highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the access control language in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 23rd day of June, 1954, pertaining to the property owned by Kate L. Bailey, et al., File No. R-21895, be and the same hereby is amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the said Oregon Coast Highway and all of the owners' contiguous real property which abuts thereon remaining after the appropriation of the above described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:
>
> > A right of access to the said relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 1231+25, only so long as no use is made thereof other than for the production and transportation to market of farm products of the defendants' remaining land, for the development,

harvesting and transportation to market of forest products of the defendants' remaining land, and for private residential purposes.

A right of access to the said relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 1239+25, only so long as no use is made thereof other than for the production and transportation to market of farm products of the defendants' remaining land, for the development, harvesting and transportation to market of forest products of the defendants' remaining land, and for private residential purposes.

A right of access to the said relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 1265+00, only so long as no use is made thereof other than for the production and transportation to market of farm products of the defendants' remaining land, for the development, harvesting and transportation to market of forest products of the defendants' remaining land, and for private residential purposes.

A right of access to the said relocated Oregon Coast Highway of a width not to exceed 25 feet on the East side of the said relocated highway, opposite Highway Engineer's center line Station 1288+50, only so long as no use is made thereof other than for the production and transportation to market of farm products of the defendants' remaining land, for the development, harvesting and transportation to market of forest products of the defendants' remaining land, and for private residential purposes.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; thereupon, the rights of access herein reserved to and from the aforesaid highway which are on or adjacent to any such frontage road or roads shall cease, but the defendants, their heirs and assigns, shall have access to the said frontage road or roads. Said frontage road or roads shall be connected to the said relocated Oregon Coast Highway at a point not a greater distance to the North of the defendants' remaining land than a point approximately opposite Highway

EXHIBIT "H-5" (Cont)

Engineer's center line Station 1208+00, and shall be connected, via an underpass, to a Curry County road, known as the Wedderburn-Giesel Monument County Road at a point not a greater distance to the South of the defendants' remaining land than point 100 feet Westerly of Highway Engineer's center line Station 133+00.

A right of passage across the relocated Oregon Coast Highway through a corrugated metal tube, 84 inches in diameter, which the plaintiff will place at its sole cost under the highway to be constructed at Highway Engineer's center line Station 1277+75. Said right of crossing shall continue only so long as any portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

The right, so long as any portions of the property severed by the said Oregon Coast Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 25 feet at Highway Engineer's center line Station 1288+50, such right to continue only so long as the crossing shall be used for farm purposes only.

The construction of a frontage road shall not defeat the rights of crossing herein granted.

2. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 2nd day of March, 1955, as Condemnation Resolution No. 513a.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: OREGON DEPARTMENT OF TRANSPORTATION

Title of Record Series: HIGHWAY COMMISSION MINUTES

Arrangement of Records: BY VOLUME NUMBER AND DATE. INCLUDES PAGE NUMBERS

Index:

INDEXING: Begins with: VOLUME 37 PART II JUNE 1, 1952 PAGE 20151 Ends with: VOLUME 39 PART II MARCH 31, 1955 PAGE 24615

FLASH CARDS: BEGIN EVERY NEW VOLUME

Remarks:

Reel No. 6 Reduction Ratio 29:1 Project No.

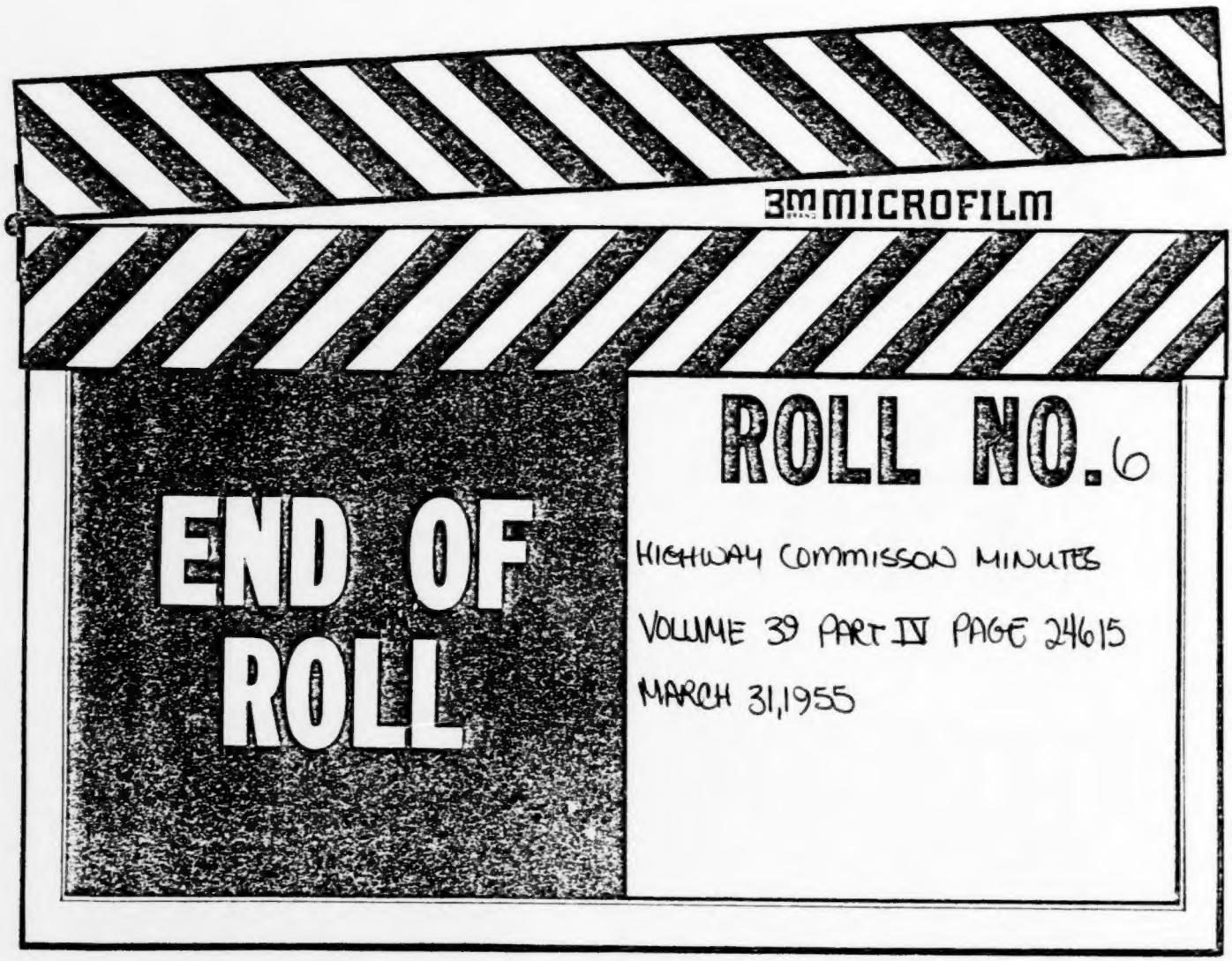
Camera: Name BELL + HOWELL Model FILE MASTER Film MD-5, 16 mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 27 day of NOVEMBER, 19 79 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Valerie Fiemi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HIGHWAY COMMISSON MINUTES
VOLUME 39 PART IV PAGE 24615
MARCH 31, 1955